

18.3.-28.7.2019

# PRODUCTIVE CITIES

HYVINKÄÄ

FINLAND

# Competition information

## SITE LOCATION

Hyvinkää city center

## SITE FAMILY

Creating Proximities – Third spaces in-between

## SITE PROPOSED BY

City of Hyvinkää

## SITE REPRESENTATIVE

Anitta Ojanen, Architect SAFA, Planning Director, City of Hyvinkää

## EXPECTED SKILLS OF THE TEAM

We encourage competitors to form multidisciplinary teams of architects, landscape architects, urbanists and other professionals.

## TEAM REPRESENTATIVE

Architect, landscape architect or urbanist

## TYPE OF COMMUNICATION DURING THE COMPETITION

All the entries will be displayed anonymously after the first jury meeting both in an exhibition and online, dates TBA.

## TYPE OF COMMUNICATION AFTER THE COMPETITION

Awarded teams will receive a travel grant to arrive to the prize ceremony and a kick-off seminar in Finland, dates TBA.

## PRIZES

There will be a first prize of 12 000 Euros and a runner-up prize of 6 000 Euros. The jury can also award special mentions when appropriate (no reward).

According to a decree by the Finnish Ministry of Finance, the prizes for the Finnish European 15 competition paid in Finland are tax free

<http://www.finlex.fi/fi/laki/alkup/2016/20161461>.

## FURTHER MEASURES AFTER THE COMPETITION

The intention of the City of Hyvinkää is to give a commission to the winner/s at the level of urban planning.

## JURY

### **Kari Nykänen FI**

Architect, City Planning Director, City of Oulu

### **Siiri Vallner EE**

Architect, Kavakava Architects

### **Sini Coker FI**

Architect, Studio A/H

### **Jan Yoshiyuki Tanaka DK**

Architect, JAJA Architects

### **Eero Lundén FI**

Architect, Lundén Architecture Company

### **Bruce Oreck USA**

Former U.S. Ambassador to Finland, Real Estate Investor

### **Maija Itkonen FI**

Industrial Designer, CEO, Gold&Green Foods

Site representative **Anitta Ojanen** will have a voting right in the first jury meeting.

In addition there will be an expert panel consisting of 4-8 specialists in different fields for comments and assessment. The external specialists do not participate in the selection process.

## COMPETITION RULES

[www.euopan-europe.eu](http://www.euopan-europe.eu)

## FURTHER INFORMATION

[www.euopan.fi](http://www.euopan.fi)



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## ATTACHMENTS

The competition documents consist of this brief and the following attachments:

- **Urban vision**
- Aerial photos
- Photos from the project area and the strategic area
- 2D and 3D maps of the area (dwg)
- Maps
  - Greater Helsinki area
  - Street map
  - Public transportation
  - Bike paths
  - Land ownership
  - Building uses
  - Parking
  - Parks
  - Services etc.
- City plan
- History of the railway station
- Video of the design area

# 1. / Introduction



Jarno Heinonen www.jarnoheinonen.com

Hyvinkää railway station

## Competition task

Hyvinkää city center is located on two sides of the main rail line of Finland. On the east side there's a new commercial district, apartment buildings and administrative, recreational and cultural services embedded in old industrial buildings. The competition site is located mainly to the west of the rail line which is less defined and lacks character. Many of the buildings are outdated and need an architectural and functional upgrade. There are also traffic challenges in the area; bridges over rail lines, busy traffic arteries, oversized intersections and large open parking areas.

The objective is to create an urban concept for the project area with various functions including productive uses. The different sides of the rail line should also be better connected to one another.

## Implementation process

The City of Hyvinkää will give a commission to the winner/s at the level of urban planning. The commission will be to develop the ideas of the competition proposal further and to work with the city and other stakeholders to build a new identity for the area.

While preparing the competition program, the City of Hyvinkää organized a series of workshops that invited participants to put forward their visions for the region's key themes and values. It also ran a survey to explore residents' views and wishes in terms of local development priorities. The results have been used to shape the design guidelines and objectives for the competition. A report on the workshops and survey is attached.

[FI-HYVINKAA-Urban vision.pdf](#)

## Theme Productive Cities

The Hyvinkää site is in the sub group **Creating proximities - Third spaces in between** with the sites from Le Louvière (BE), Lasarte-Oria (ES), Madrid - La Arboleda (ES), Rødberg (NO), Rotterdam Kop Dakpark (NL), Sant Climent de Llobregat (ES) and Villach (AT).

"A third space is a new space inserted between housing and production areas that can catalyse the transformation of current production cycles by creating synergies with urban territories and everyday life. It can be located in residual spaces within neighbourhoods, between existing monofunctional zones or emerge from recycled urban fabric."



## 2. / Urban context



## 2. / Urban context



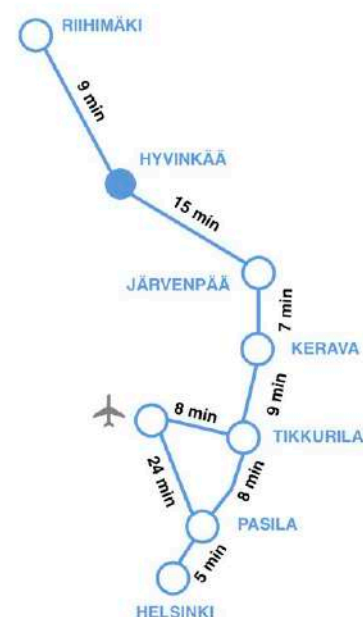
### 2.1 HYVINKÄÄ

Hyvinkää is part of the Finnish capital region, which is currently experiencing strong growth and development. Hyvinkää is situated some 60 km north of Helsinki along Finland's main railway line. The line was built in the 1860s and has allowed Hyvinkää to develop into the thriving, bustling city it is today with an identity based on manufacturing, culture and local nature.

Hyvinkää is a green and vibrant city. The population is 46 700, and of these, 90% live within a three-kilometer radius of the city center and the competition site. Hyvinkää has established itself as a hub for the economic region and is the northernmost local authority within Greater Helsinki.

#### The history of Hyvinkää

The first records of Hyvinkää date back to 1495. Historically, the local economy was based on agriculture. The agrarian population congregated around Hyvinkäänkylä, a village approximately 4 km southwest of the present day city center. For centuries, the Helsinki–Hämeenlinna highway cut through Hyvinkäänkylä. The current high street continues to follow the old road.





The completion of the Helsinki–Hämeenlinna railway line, Finland's first, in 1862, played a critical role in the development of what is now present day Hyvinkää. Hyvinkää was also linked by rail with Hanko, an important port of export at the time. The old railway yard and buildings are now home to the Finnish Railway Museum.

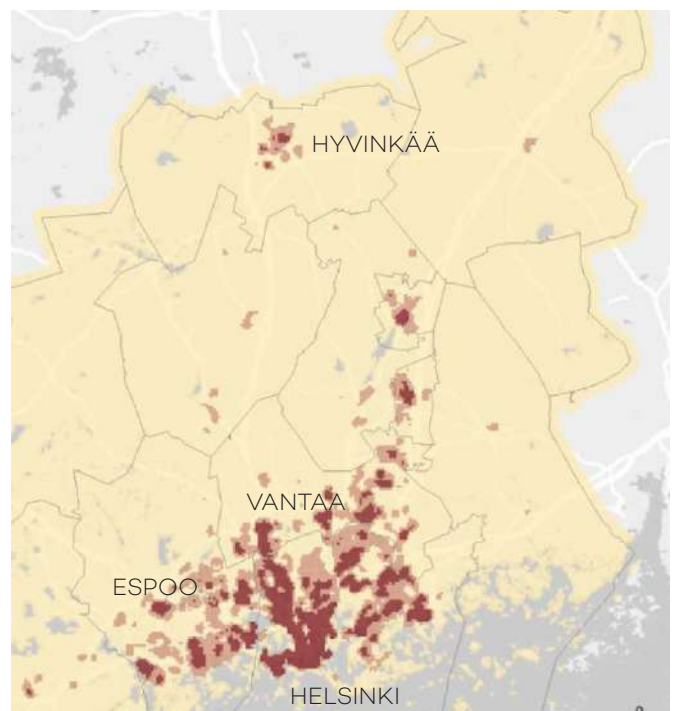
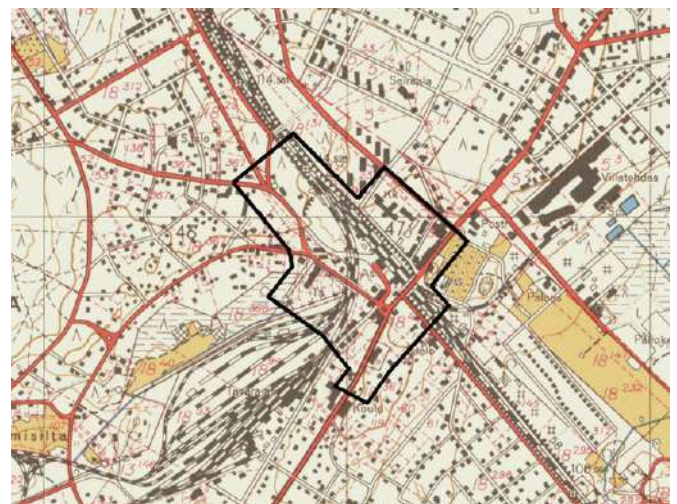
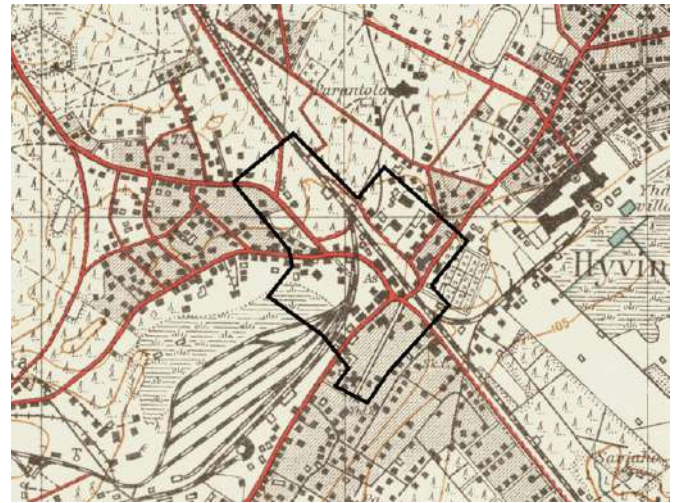
The railway drove the process of industrialisation, bringing prosperity into the area. People began moving to Hyvinkää in search of work. A woollen mill founded in 1892 was one of the most important local employers. Within just a few decades, it was providing jobs to thousands of people and Hyvinkää established itself as an industrial region.

Excellent outdoor and indoor leisure facilities have been available in the city center for decades. Tourists began to flock to the area in the late 19th century drawn by the healthy climate. The Sanatorium, a health retreat, brought a sense of mystery and glamour to this industrial community.

Hyvinkää is also known for its arts. Some of Finland's finest fin de siècle artists lived and worked here, including painters Helene Schjerfbeck, Tyko Sallinen, Jalmari Ruokokoski, Anton Lindfors and Yrjö Saarinen. The arts continue to play an important role in the cultural life of the city and it is home to an unusually high concentrations of creatives.

The postwar re-building effort and the influx of internally displaced people from Karelia served to revitalize Hyvinkää. In 1960 the local community was officially designated a city.

High-quality transport provision, an evolving economy and a robust approach to planning attracted new industrial activity to the area. Of these, the Myllyn Paras food company, cable specialists Reka and Kone and Konecranes remain in the area to this day. In the past few decades, Hyvinkää has evolved from an industrial town into a more diverse community of residents and workers. It is characterized by the excellent access to nature and the close links with the capital Helsinki.



Maps from years 1938 and 1960  
Population density in the capital area

## Landscape structure

Hyvinkää is located on Salpausselkä, a scenic region between the southern coast and the Finnish Lakeland. The Salpausselkä ridges form a geomorphologically diverse system of glacial end moraines that were formed between 12,250 and 10,400 years ago. The high end moraine extends all the way from Hanko hundreds of kilometers to the east.

Salpausselkä is also an important source of clean groundwater. Hyvinkää has a total of 19 km<sup>2</sup> of groundwater area and this large area includes also the center of Hyvinkää and the entire competition site.

The Salpausselkä ridges mean that Hyvinkää winters are longer and colder than on the Baltic Sea coast and the autumn and spring seasons tend to be shorter. Hyvinkää is located to the north of the 60th parallel, which is reflected in the amount of light available and the fact that the area enjoys four distinct seasons each year. These climatic and meteorological patterns are reflected in everything from people's behaviour to urban planning.

## Climate

The average annual temperature is +4.6°C, with the total annual precipitation at approximately 660 mm. July is the warmest month and the most rain is recorded

in August. Snow cover is usually established in early December and it clears by the end of March. Because of the ridge system, Hyvinkää is the most likely place within the region to have snow and also records the highest snow levels. The snow tends to be at its thickest in early March, averaging at 40 cm. There can be significant variation from year to year and during winters with heavy snow fall, the resources required for the removal and storage of snow are not an insignificant consideration.

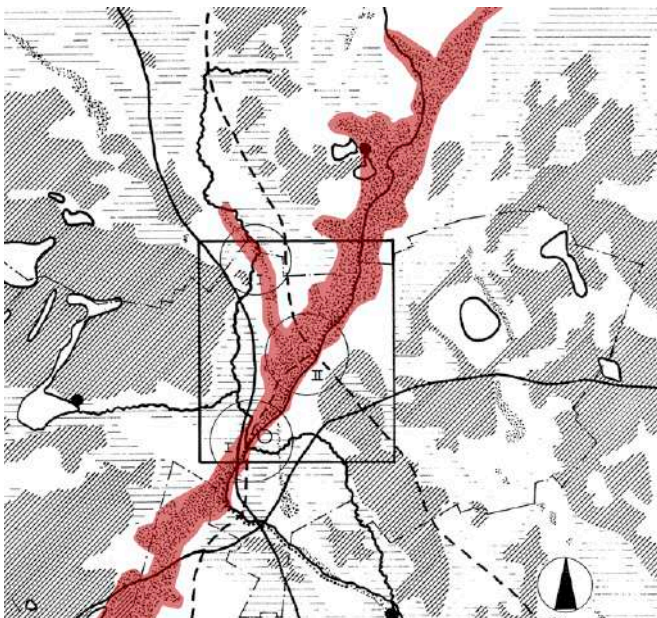
During midsummer in June, Hyvinkää has daylight around the clock although the sun is not very high, travelling at max. 53 degrees. On the winter solstice, 22 December, the sun remains low on the horizon, at max. 7 degrees reaching above the horizon for just a few minutes per day.

## Greenspaces

The city center is built on a stretch of pine forest and the majority of greenspace in the area consists of different types of woodland. The city has placed great value on woodlands as urban parks to preserve forested areas within the city's greenspaces. The pine trees lend a highly distinctive look to the city center and are a particularly important feature of it during the winter season.

In Finnish terms, Hyvinkää's park culture is well-developed. The Finnish state-owned railway company's plant nursery was founded in Hyvinkää in 1874 and

Salpausselkä ridge in Hyvinkää







played a significant role in promoting gardening across Finland. The Railway Apple (*Malus Hyvingiensis*) is the floral symbol for the city. The nursery operated in the city center for almost 90 years.

## Population

In 2018, the Helsinki region was home to a population of 1,478,000 with annual growing rate of 1,4 % and provided 709,000 jobs. Population growth is channeled into existing urban centers, particularly those located along railway lines and in other areas served by public transportation.



The population of Hyvinkää has grown at a rate of 0.5% annually, and is currently 46 700. In recent years, population growth has slowed down due to the reduction in natural population growth and internal migration. For the years 2017–2040, the city will commit to an annual land sale and residential development rate of 0.9%.

Of all the local authorities within the Helsinki Region, Hyvinkää has the largest elderly population. In recent years, the proportion of older adults has continued to grow while the proportion of working-age adults and children has continued to decrease.

Hyvinkää's jobs rate, ie. the ratio between the number of jobs and the number of working people employed within the area has increased to 94%. Significant numbers of workers commute to and from Hyvinkää. Commuters from Hyvinkää typically travel towards Helsinki and Riihimäki.



Pine trees in the park  
*Malus Hyvingensis* apple tree

### Parks

1. Railway park
2. Railway museum
3. Sanatorio park
4. Church park
5. Wool Mill park
6. Library square
7. Jussinmäki
8. Donner park
9. Häämeensilta bridge park



## Land use planning

In the city plan, the competition site and strategic site are designated as a central area (C) that lends itself to new services, administrative and governance functions and a large-scale retail unit as well as environmentally non-hazardous residential and employment-related properties suitable for the urban setting.

As the center of Hyvinkää is a groundwater area that supplies the local communities, no industrial or other units that may constitute a threat to the local aquifers can be located in this area.

The western sections of the strategic site are also suitable for developments comprising blocks of flats (AK) but also services and commercial properties that will not blight the residential aspects of the area.

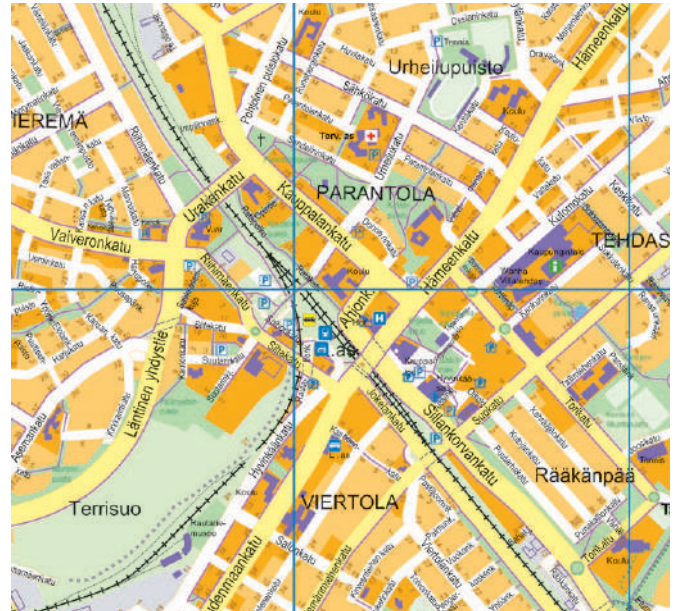
## Building stock

The fact that Hyvinkää is a relatively newly established city is reflected in the local building stock. Key historical features include city's retail strips, residential villas and industrial buildings.

Large manufacturing plants, like a woollen mill and a shoe factory, were initially located in the city center and exerted a defining influence on the lives of the residents and the fabric of the city itself. They generated the growth Hyvinkää experienced from the early 1900s onwards. By the 1950s, industrial growth no longer had the same impact on the city as new developments were being located away from the center. Retail and other services were concentrated around the Hämeenlinna highway and the road leading to the railway station.

Detached residential homes were built on green areas on both sides of the railway. The types of homes, complete with large gardens, that were built in the post-war period served to emphasize the garden-like feel of the city. Until the 1950s, the city's dwelling stock consisted of small detached properties. After that point the austere modernism of single-staircase apartment blocks began to dominate in many areas, which were built in clustered developments.

Unlike many others Finnish cities, Hyvinkää's city center is not dominated by the market square, the church and the city hall as these are located across the central areas.



Street map  
Hangonsilta area



Jarno Heinonen www.jarnoheinonen.com

Hyvinkää city center

In the 1950s and 1960s, city planning began to prioritize cars and traffic. The focus was on building high-density residential blocks close to local services and amenities, with detached and other lower-density housing in less central areas. In Hyvinkää, suburban developments were small in scale and well-connected to the existing urban fabric with little sprawl. This meant that the city retained a high degree of cohesion and remained a pedestrian and cycling-friendly place.

The local building stock comprises a comprehensive selection of typically Finnish architectural ideals and styles. Hyvinkää may have a cohesive structure but it is nevertheless a patchwork of apartment blocks and detached housing. Planners have valued the forest-like atmosphere that prevails within the urban area.

The urban structure within the city center is built around so-called open or semi-open city blocks and as such does not have a typically urban character. However, the main streets offer a well-designed and lively experience for pedestrians. During the 2010s, the city center has taken on a completely new look with the opening of a large shopping centre and the refurbishment of

old woollen mill buildings. These developments have reinforced the status of the city center as the key retail destination.

## Residential construction

Demand for residential property within the area is high due to the predicted population growth, a healthy jobs market and the shrinking size of the average household. In the past five years, the proportion of apartment block developments has risen to 70% of all residential development.

In Hyvinkää, infill and replacement development is taking place within the existing urban fabric. The new Hangonsilta residential area is currently being built in the former Hanko railyard site, adjacent to the competition site. This will increase the supply of attractive residential property within the city center. The first properties were completed in 2018. In line with urban residential development trends, the properties are largely small apartments with an average of floor area of just above 50 m<sup>2</sup>.



## Sites of significant value

Hyvinkää is home to three sites that have significant cultural and architectural value nationally: Railway station area, Hyvinkää church and the Wool mill. One building, a former petrol station currently occupied by a McDonald's fast food restaurant, is protected under the Act on the Protection of the Built Heritage.

The Finnish Railway Museum is also connected to the railway station site and constitutes a nationally significant cultural zone starting at the station and continuing along the historic Solbonkatu towards Siltakatu, which is home to the historic Arena cinema.




## Transport system

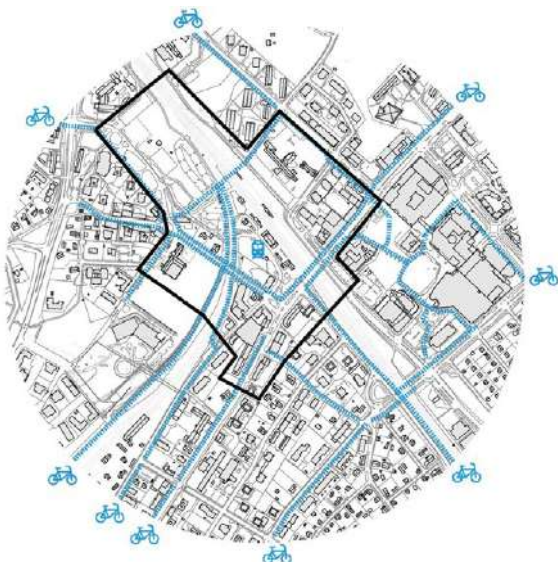
Urban travel patterns in Hyvinkää by mode of travel are pedestrians 24 %, cycling 14 %, driving a car 43 %, passenger in a car 11 %, bus 5 %, train 3 %.

The main railway line will continue to be developed. The aim is to increase local rail services and offer a three-times-an-hour service in both directions. The Hanko railway line is reserved for freight transport and is due to be electrified. For security reasons, the area will be fenced off and the pedestrian level crosses removed.

Hyvinkää's main streets and bridges are marked on the map on page 10 (marked in yellow). The plan is to reduce the number of vehicles in the city center and to channel it towards alternative ring road-style routes. In Hyvinkää transport plan 2010 Hämeensilta Bridge and the start of Hämeenkatu are no longer the main routes for vehicle traffic.



-  Protected status under City Plan
-  Protected under Act of the Protection of the Built Heritage
-  Built environments of national significance RKY2010



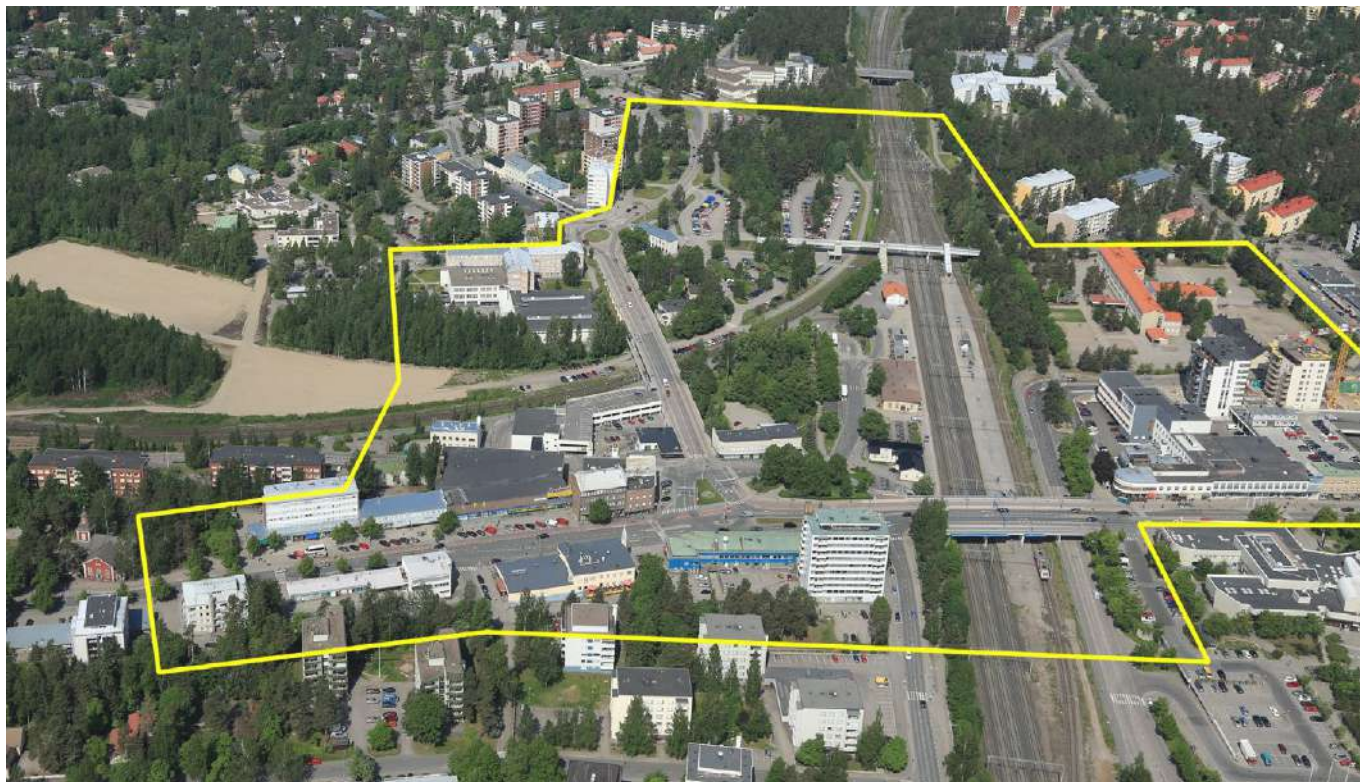


### 3. / Site information





### 3. / Site information



Project site

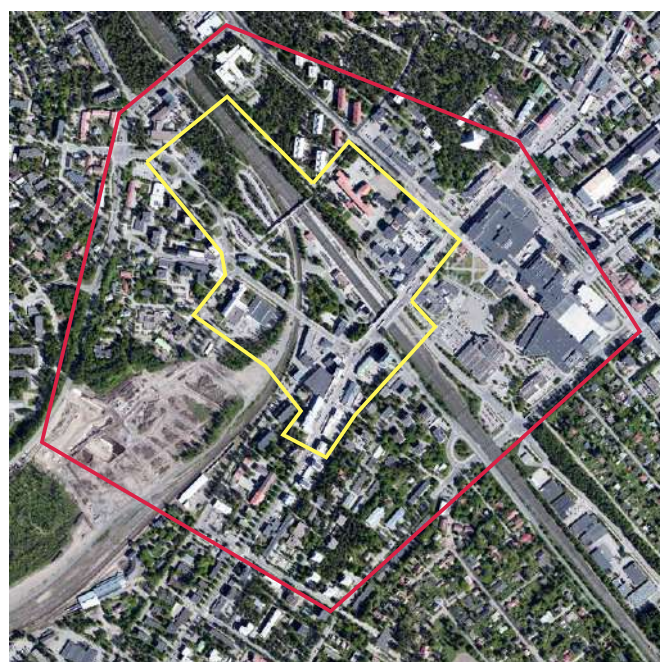
#### 3.1 COMPETITION SITE

The majority of the competition site is located to the west of the main railway line. In the past few decades, development in Hyvinkää has focused on the eastern side of the line, and the area of the railway station, previously a hub for the city, has become functionally redundant.

##### Current functions

The competition area is characterized by railway lines, large ground level parking areas, platforms for the local bus services and swathes of undeveloped woodland. The railway lines and the main streets with bridges divide the center of Hyvinkää into four zones (areas A, B, C and D) that are currently poorly linked to one another. Landownership patterns and contaminated land have also hampered the development of this area. The primary purpose of this competition is to generate structures and interventions that have the potential to bring the different sections of the city center together.

Red line – strategic site, yellow line – project site.





## Cycling and walking

Hyvinkää's key pedestrian zone lies within the strategic site around the Willa shopping center and Library Square. The competition site comprises a number of services and amenities that the majority of users access on foot, including the railway station. Within the competition site, provision for pedestrians is largely found on sidewalks. There are few fully pedestrianized areas and where they exist, they are designated as shared use for pedestrians and cyclists.

For cyclists there is a direct access to the city center. Pedestrian and cycling provision will be enhanced further when a new bridge is built in the near future to connect the Hangonsilta residential area with Uudenmaankatu street.

## Park & ride

There are 350 park & ride spaces at Hyvinkää railway station, but this is currently outstripped by demand. Ground level parking area is now located in Koritsooninmäki to the north of the main railway line. The City of Hyvinkää is currently taking part in a park & ride pilot project run by Helsinki Region. The project investigates new funding models for high-density, multi-floor parking facilities in the most desirable central areas. The majority of the park & ride facilities will be located to the west of the main railway line, with some located to the east.

Currently, the area surrounding the station has approximately 600 parking spaces for bicycles, but surveys have recorded more than 800 parked bikes in the same area. There is a shortage of park & ride cycle facilities, and some of these facilities are located in areas with low demand. This makes the area and the cycling facilities themselves less attractive.

## Building uses

Building uses area shown in attachments. According to building statistics, there are around 170 dwellings on the competition site, comprising a total floor area of approx. 4,000 m<sup>2</sup>. The strategic area comprises some 2,000 dwellings housing approximately 2,500 residents. The combined floor area of the dwellings is 90,000 m<sup>2</sup>.

## Services

Towards the end of the 19th century, shops began to appear alongside residential dwellings on the long and wide street that overlapped the Helsinki–Hämeenlinna highway. They would line the main street and the side streets running off it. Later, the commercial hub of the city would migrate to the eastern side of the railway line. New retail developments were built there and Hyvinkää's commercial center gradually moved to the east of the railway line. The process culminated in the launch of the circa 50,000 m<sup>2</sup> Willa shopping center 2005.

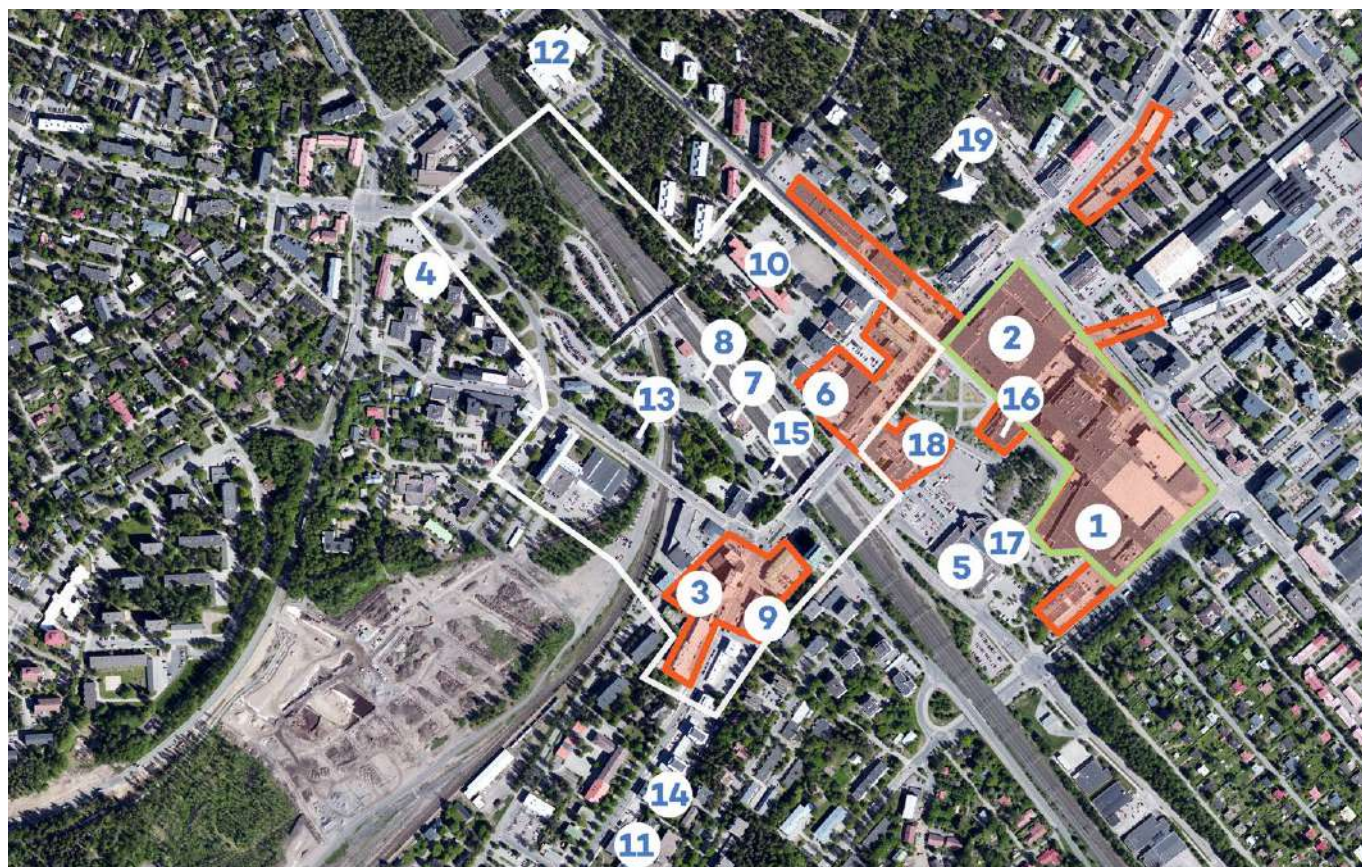
## Land ownership and technical systems



Land in the competition area is owned by the State of Finland (railways), the City of Hyvinkää, the Finnish Transport Infrastructure Agency and private land owners.

The area comprises water, sewage, urban runoff and district heating networks managed by the local authority or its subsidiaries.

## City plans

The area currently has a number of detailed plans in place, each with a different validity period. The detailed local plans relating to the competition site and surrounding environment will be updated on the basis of the competition submissions and local needs.



-  shopping center Willa
-  hot spots

## Services

- |  |  |
|--|--|
| 1. Prisma Hyvinkää (hypermarket)       | 11. Laurea University of Applied Science |
| 2. Citymarket Hyvinkää (hypermarket)   | 12. Hyria Education                      |
| 3. S-Market Hyvinkää (supermarket)     | 13. Hyvinkää Music Institute             |
| 4. K-Supermarket Vierimä (supermarket) | 14. Hyvinkää Art School                  |
| 5. Tokmanni (department store)         | 15. Craft Center                         |
| 6. Scandic (hotel)                     | 16. City Library                         |
| 7. Railway station                     | 17. Concert Hall                         |
| 8. Bus terminal                        | 18. Art museum                           |
| 9. Long distance bus terminal          | 19. Hyvinkää Church                      |
| 10. Asema school (elementary)          |  |





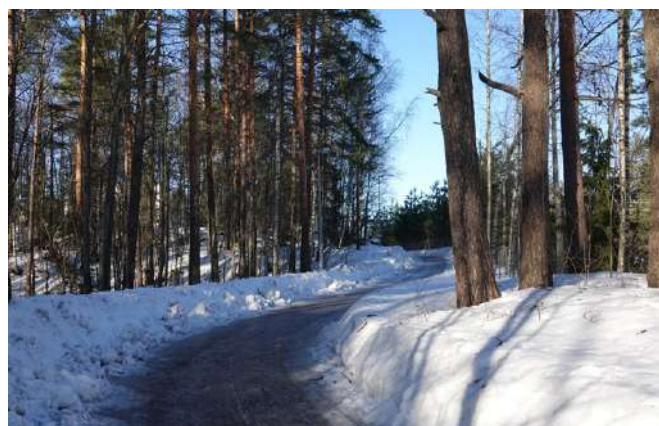
## A. RENTTO DEVELOPMENT AREA

The area to the northwest is demarcated by the Hanko railway line. The former Rentto shoe factory, now an office building, is the main landmark in this area. The low-built new industrial facility towards the rails will be demolished and the land can be redeveloped. To the south of this site a sports and multi-purpose facility and residential, commercial and office properties will be built in the near future.

The broad Siltakatu Bridge crosses the Hanko railway providing access to the northern part of the area. The bridge is both a visual and functional barrier in the area since the gaps between the bridge columns have been infilled.

Key urban functions could expand to the parts north of the railway station. The majority of the land is currently being used for ground level park-and-ride purposes. The development has been stalled on this hilly site due to the land ownership between city and state. In the remaining woodlands there are still some small unused buildings dating back to a correctional facility from 1857 until 1861.

The main street Riihimäenkatu appears broad but is only partially a street with the rest constituting a park-like zone demarcating the competition site. The bridge Meriluodonsilta over the main and Hanko railway is a key route for pedestrians and cyclists. The bridge is currently in a poor condition. It provides the northernmost stair access to the central platforms.



Rentto building  
 Rentto building  
 Park & ride area along the tracks  
 Pedestrian path in Koritsoonimäki





## B. MAIN STREET AREA

The residential and commercial properties in the main street area require refurbishment, and competition entries should propose measures that allow this retail hub to be integrated into other areas of the city center.

The building stock dates back to 1950–1970 and is characteristic with retail premises on the ground floor having a larger surface area and residential property above with the front elevation slightly pulled back away from the pavement line.

By the Siltakatu Bridge there is a big robust carpark that needs to be replaced. It serves now both the commercial and residential properties. The true landmark of the area is the ten-story residential block Kymppikerros by the Keskusaukio (Central) square. The square features a large junction and a small park and is surrounded by buildings of high architectural value.



Siltakatu bridge and Kymppitalo apartment building  
Hanko rail line and parking garage from Siltakatu bridge  
Uudenmaankatu street  
Uudenmaankatu street



## C. RAILWAY STATION

The railway station area enjoys a central location demarcated by railway lines and bridges. The site has become isolated from the rest of the city center, both functionally and in terms of traffic arrangements. Local trains to Helsinki stop at the railway station, but the high-speed national trains do not. The Hanko railway line is reserved for rail freight.

Local bus platforms are located to the north of the railway station. The plan is to improve pedestrian and cycle access, cycle parking and other areas.

The station buildings and the Asemanpuisto (Station) park are of significant national heritage value. Also the building of the Music Institute by the Siltakatu bridge has architectural value.

The small park in front of the station building dates back to the 1870s and is one of the first ever station parks built in Finland. It has retained its original design and tree stocks. It must be maintained in a way that retains its original character and architectural and cultural value. The narrow park between the station park and the bridge Siltakatu is on the same property as the Music Institute and can be developed with care into other purposes.

Hämeensilta Park in Keskusaukio Square originally formed part of the wider railway station site. It settled into its current guise, complete with linden trees, when Hämeensilta Bridge was built. It's key purpose was to make a good impression on visitors arriving at the station.



Railway station

Railway station

Hämeenkatu bridge from the station

Level crossing at the railway station





## D. EASTERN CITY CENTER

The area houses a large school campus and a city block that need to be better connected to the west of the city. The campus houses a rather large elementary school and an old wooden school building of significant architectural and cultural value. The street and bridge north of the property (Urheilukatu and Meriluodonsilta bridge) provide key routes for pedestrians and cyclists.

The plot by Hämeenkatu was largely rebuilt in the early 2010s, with some old protected buildings with architectural value. The buildings comprise residential property, a hotel and number of commercial spaces on the main streets. The buildings in this block are closed off to the outside; there is little connection with the surrounding environment and the inner courtyard fails to facilitate effective pedestrian access to the main streets.

This area is important for traffic management purposes. The site along the railway line offers an excellent opportunity for a park & ride facility.

Hämeensilta Bridge accommodates the busiest and most central aspect of the Uudenmaankatu-Hämeenkatu junction; it connects the eastern and western sides. The plan is to divert some of the car traffic from the Hämeensilta bridge to improve provision for buses, cyclists and pedestrians. Cars will continue to enjoy through access here, however. Under proposals put forward, Hämeensilta bridge could act as the base for a city bus station. The addition of a new roof structure at the southern end of the bridge is already permitted in the city plan.

Ahjo commercial building on Hämeenkatu street  
Kauppalankatu street towards west  
Sillankorvankatu street along the rails  
Meriluoto pedestrian bridge





### 3.2 BUILDINGS IN THE AREA

Competition site 1-13

Strategic site 14-17

Other significant buildings 18







### 1. Hyvinkää railway station

Neo-renaissance station building from 1862, one of the four remaining original stations along the Helsinki–Hämeenlinna railway line. PROTECTED



### 2. Silta

Originally a hotel and a bank from 1926, currently communal youth center. Important fragment of the old Hyvinkää station area. PROTECTED



### 3. Solbo house

Residential building from late 1800. Important fragment of the old Hyvinkää station area. PROTECTED



### 4. Rentto shoe factory

Neoclassical factory building from 1928, extended 1940-70, currently used as an office building. Essential landmark in Hyvinkää cityscape. PROTECTED



### 5. Shell service station

Functionalistic service station from 1935 by architect Väinö Vähäkallio, currently McDonald's restaurant. PROTECTED by Building Protection Act.



### 6. Former bank

Functionalistic office building from 1934 by architect Väinö Vähäkallio. First building that was completed according to the then new townplan. PROTECTED



### 7. Ahjo commercial building

Functionalistic commercial building from 1936. One of the most modern commercial buildings of the era, has a central role in Hyvinkää cityscape. PROTECTED



### 8. Office building

Functionalistic office building from 1940 by architects Väinö Vähäkallio and Antero Pernaja. Important in local history. PROTECTED



### 9. Linjala

Bus station from 1955. Represents public transport architecture of its era.





### 10. Music Institute

Functionalistic flat-roofed building from 1936 by architect Väinö Vähäkallio. Originally an office building, currently a music institute.



### 11. Koritsooinmäki

The only building remaining from a former correction plant. Represents early history of Hyvinkää. Preservation of the building should be examined during detail planning.



### 12. Kymppitalo

Low commercial and ten-storey residential buildings from 1964 by architect Martti Välikangas. Kymppi-talo is a landmark in the cityscape. Original colors should be preserved.



### 13. Asema (Station) school

Old wooden building from 1910 and an additional building from 1954. Valuable examples of school architecture from early 1900.



### 14. Former liquer store

Former liquer store from 1950s, currently occupied by voluntary organisations. Typical example of 1950s construction. Owned by the city.



### 15. Old church

Old church from 1896, altered in early 1900. The building is important in Hyvinkää's cultural history and central in the cityscape.



### 16. City library

Library building from 1968. The building is architecturally valuable and important in the cityscape.



### 17. Hyvinkää church

Church from 1957 by architect Aarno Ruusuvuori. Architecturally significant building that is part of a built cultural environment of national value (RKY 2009).



### 18. Wool mill

Red-brick factory buildings from late 1800. Originally a wool mill, currently occupied by offices, sports halls, exhibition rooms etc. Historically and culturally valuable area (RKY 2009).



## 4. / Design objectives





## 4. / Design objectives

### Urban strategy 2017 – 2027

Hyvinkää is a growing city working in close collaboration with business sector. In Hyvinkää, people believe in the power of pulling together. The competition site and strategic site are located in central Hyvinkää which is the city's calling card and most important pull factor.

#### 4.1 DESIGN OBJECTIVES

The aim of the competition is to maximize the project area's sense of vitality without undermining its viability.

We ask the contestants to:

- Provide a welcoming urban reception for travellers arriving at the train station. The station is growingly important mobility hub and a multi-modal node, where people flow from one mode of transportation into others.
- Incorporate car and cycle parking to the station.
- Identify areas suitable for high-rise development. Do not focus on just residential dwellings.
- Offer a mix of residential building types as well as exciting new urban amenities, culture, services and shops.
- Incorporate small-scale production, i.e. co-working spaces, workshops, artists, makers etc. It is important to ensure that the development generates residential spaces that are attractive and livable whilst also ensuring opportunities for community-building. Create a cohesive city center where different parts are well linked together.
- Design a well functioning traffic system where pedestrians and cyclists are prioritised.
- Demonstrate an understanding of and respect for the city's historical context and make this visible in your proposal.
- Create new uses for the old buildings and protect the area's historical features.

- Design an area that is beautiful, green and attractive with aesthetically pleasing lanes and other local features such as living roofs, courtyard gardens, urban allotments or new parks that provide opportunities for physical activity for all residents.
- Create an urban environment with high-quality, ambitious architecture that also remains at a relatable, human scale at street level.
- Consider venues and spaces that people can access without spending any money.
- Create places that allow people to tap into exciting experiences and content that would also help create an identity for this area.

#### 4.2 THEMES

We ask that you consider and address the following themes in your work:

NEW LEASE OF LIFE FOR THE HYVINKÄÄ STATION  
services  
covered spaces  
cycle parking  
park & ride  
historic buildings  
Asemanpuisto park

CHARACTER, COMFORT AND CHARM AT STREET LEVEL  
hybrid buildings  
high-rise construction  
urban greenspaces  
new & old  
small-scale production

CITY AS A PLACE FOR PEOPLE  
opportunities for social encounters and experiences



## 5. / Design guidelines





## 5. / Design guidelines

The purpose of this competition is to generate innovative new land use ideas both in smaller segments and as a whole. In this brief, we have set no restrictions to the proposed building types or building efficiency ratios.

An easy way to get to know the city center is a 3D model on the city website [hyvinkaa3d.appspot.com](http://hyvinkaa3d.appspot.com).



## 5.1 GETTING AROUND HYVINKÄÄ

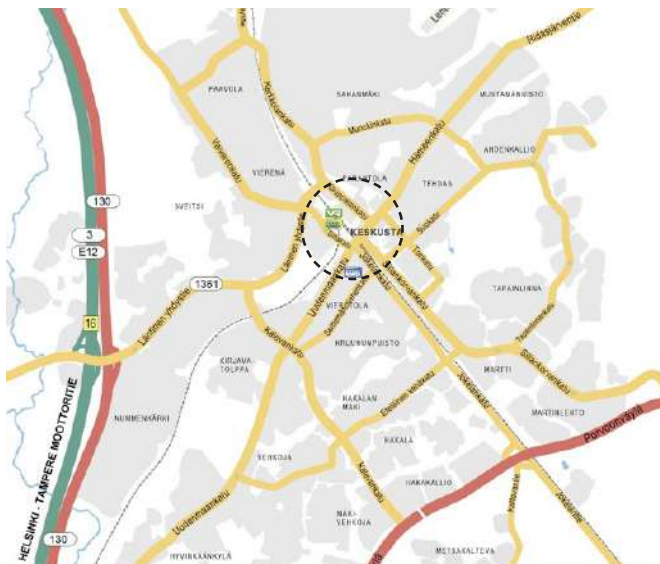
### Multi-modal hub

The station area must be easy to reach by all modes of transport. Well-designed local train and local and long-distance bus connections are also important.

It is envisaged that the platforms currently serving local bus traffic will be relocated to make way for other services. There are also plans to assign a new location for the long-distance bus station currently based at Uudenmaankatu.

We ask that your proposal incorporates a new bus station or other provision for managing local and long-distance bus services, including city center stops.

We have created a set of Hyvinkää on the move cards that evaluate the challenges and interventions required in the city center. We suggest that you make use of the relevant recommendations set out in these cards when designing the area's transport infrastructure and street layout.



Pedestrian zone inside the city center

### City prioritized for pedestrians and cyclists

At the station and in the areas surrounding it, priority must be given to pedestrians and cyclists. All routes must be safe, clearly designed and easy to navigate. There are level differences in the area that you need to take into account to ensure that the site is accessible

throughout. Streets must be attractive and interesting. Make adequate places for drop-offs, tourist buses, taxis and deliveries at the station area to ensure smooth traffic at all times.

### Traffic system

You are welcome to propose changes to the current street layouts and bridges found in the area. We are particularly keen to receive proposals addressing the large junction at Keskusaukio Square to provide enhanced amenity.

### Park & ride

The current ground-level park & ride areas will be removed and replaced with structural parking. We recommend that you integrate car parking in structures with other uses in your submission. You should propose park & ride car parking places for approximately 600 vehicles. Around 150 of these should be located to the east of the railway line between the railway and the school buildings.

Also assess the area's suitability for shared parking arrangements. If you intend to link residents' parking with park & ride provision, take into account Hyvinkää's distance from Helsinki. Park & ride parking is generally required at 6–8 am and at 4–6 pm. This may overlap with the hours when residents' parking is required. Please give some thought to car sharing and other innovative means for facilitating 24-hour use of the parking spaces.

There will be a demand for 1,250–1,500 cycle parking spaces within a reasonable distance from the railway station. All new development should include cycle parking, and at least 80% of the facilities must be covered.

### Car parking arrangements

We recommend that you do not allocate ground level parking to any developments. Typically, dwellings built in the immediate vicinity of railway stations are required to have one parking space per 95–120 m<sup>2</sup> floor area. For commercial properties one car parking space per 50–70 m<sup>2</sup> floor area is required.

You may also provide your own assessment of the total number of car parking spaces required, calculated as a total for the whole area or based on your own traffic management system. We particularly welcome new



and innovative parking solutions. You are also welcome to include proposals for new digital or other transport services as part of your submission. Please remember to take into account that both cars and bikes are likely to go electrical within the foreseeable future. (MaaS)

In the city center, integrated parking provision is provided in the local shopping centres. Ensuring easy pedestrian access from the city center to the car parks is vital. You can propose the parking facility at Siltakatu Bridge to be demolished. You will need to give consideration to how parking facilities will be provided for any new and infill developments in the competition area.

### New connections

We ask that you propose how to reduce the barrier effect caused by the railway line, both in physical and visual terms.

The current overpasses at the end of Solbonkatu and the park & ride carpark are due to be demolished and you will need to propose alternative underground or overground connections. We envisage that the pedestrian underpass providing access to the central platforms will be extended to create a link with the eastern side of the railway line.

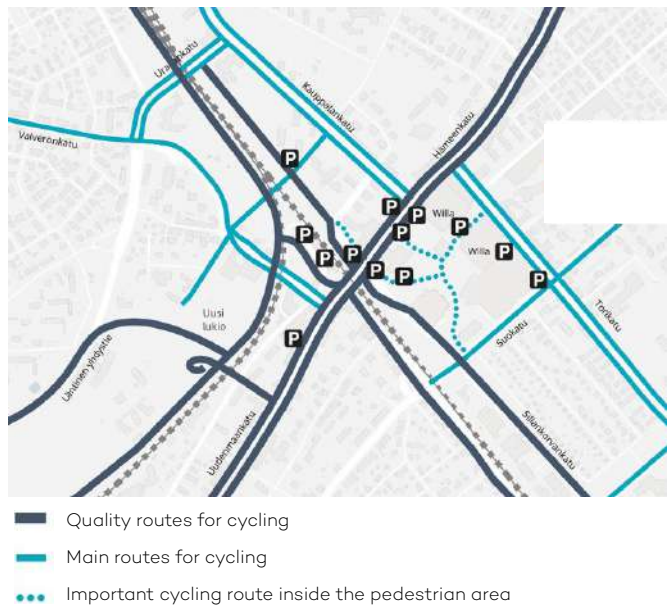
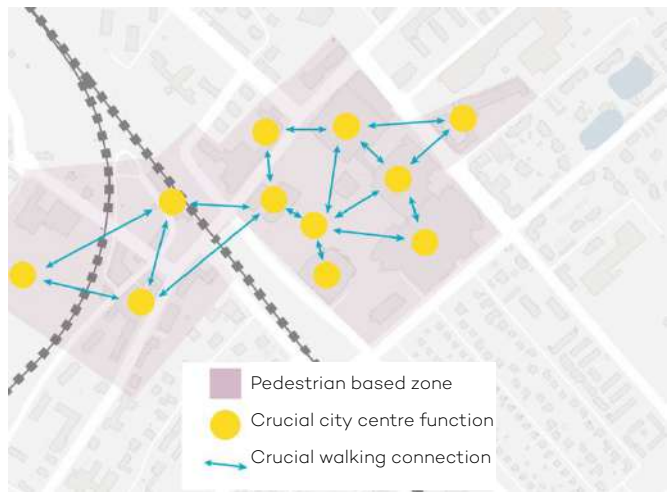
Meriluoto Bridge is due to be refurbished in the near future. Please note that as the railway lines will eventually be electrified you will need to provide at least a 7.2 metre vertical clearance under any bridge.

## 5.2 SUSTAINABLE DEVELOPMENT

Sustainability must be at the core of all development proposed for this site. The City of Hyvinkää is involved in the ELIAS/ SMART MR project that develops low carbon alternatives for railway station regions. A series of targets have been agreed as part of this project and they are summarised in the attachments. We recommend that you apply these targets to your proposal where applicable.

### 5.3 GREENING

If you intend to use the existing woodland for new development, please ensure that sufficient green cover is provided elsewhere on the competition site. Trees also reduce noise pollution and can help mask the division



created by the railway line. For new developments, we would like you to consider opportunities for introducing inner courtyards and gardens. In the groundwater areas, it is advisable to use green cover to slow down run-off and ensure absorption.

## 5.4 CONSTRUCTION

You can determine the amount and type of new construction in the area. We recommend that you investigate the opportunities for hybrid construction. You have also been given free rein to design your own development layout. However, you are expected to provide reasoned arguments to support the decisions you have made.

### Protected and historical buildings

Protected buildings and buildings to be preserved are listed in this brief. You may propose them to be integrated into any new developments. However, we advise you to be most discreet with the old petrol station (Mc Donalds), the wooden school on the east side and the railway station buildings. You can propose new uses for any protected buildings.

The school site to the east of the railway line continues to be zoned for this purpose, but you are welcome to propose additional uses for the site.

### Framework for high-rise developments

The siting of high-rise developments will need to be based on an assessment of urban sightlines and add the value of the area. In this competition, "high-rise" is anything above eight floors. Buildings with more than eight floors will need to feature two exit routes. Residential buildings with three or more floors must be fitted with elevators.

### New development sites in urban wasteland

You can propose new development sites in the vicinity of the existing bridges where you believe this would enhance the area and is otherwise a positive addition to the Hyvinkää streetscape. This would be particularly appropriate along Riihimäenkatu where the street is

wide albeit very green with a good number of trees. If you choose to propose development close to the railway line, please make sure you take appropriate measures to protect the outdoor areas in particular from any noise pollution and vibrations caused by passing trains.

### Public pedestrian accesses

When you're designing new buildings for the site, please consider the opportunities for facilitating public access through the buildings and yards. We would also like to see you develop a well-integrated network of indoor and outdoor routes through the area. We particularly welcome innovative and sustainable approaches to construction.

## 5.5 PHASING PLAN

We would like to draw your attention to carefully scheduling the works for park & ride parking provision and other construction.

Our aim is to complete the park & ride and cycle parking facilities to the east of the railway line before commencing similar work on the western side. This is due to the anticipated demand for new park & ride car parking provision when the construction of the new sports and multi-purpose recreational facility to the south of the former Rentto shoe factory commences in 2020 and the temporary ground level parking spaces alongside the Hanko railway line are removed.

We request that you propose your own vision for the total floor area of residential development that the site can accommodate and how the construction should be phased. In reference the annual target for residential development in Hyvinkää is set at a total of 32,000 m<sup>2</sup>. This equates to approximately 360 dwellings. In recent years, apartment blocks built in Hyvinkää have ranged from 2,000 to 3,000 m<sup>2</sup>.



## 6. / Evaluation criteria

The competition proposals are assessed in regard to how well and innovatively they respond to the set objectives and design guidelines.

We will pay particular attention to how the proposals integrate the western side of the railway line as part of the city center and to what extent the proposals will succeed in revitalising the site. We are also looking for a high level of functionality and innovative ways to weave the urban elements together.

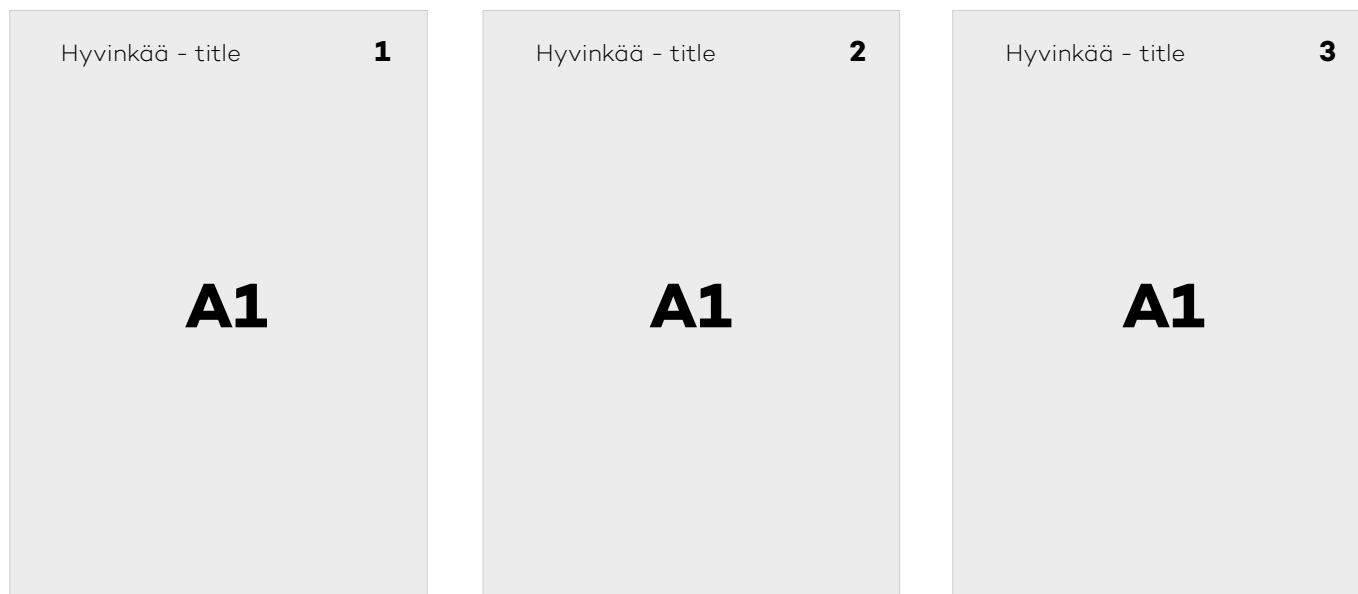
Further consideration will be given to how the proposals highlight the relevant themes and to what extent they succeed in generating added value to the area.

The overall design solution of a competition proposal is more important than the faultlessness of individual details.

Aerial view from southwest



## 7. / Required drawings



### Board 1

#### 1:2000 PLAN OF THE PROJECT AREA

- Show block structures, buildings, street areas, bridges, green zones, pedestrian and bicycle traffic, parking and yard layouts.
- Indicate number of storeys of the buildings, floor areas and number of parking places.
- Indicate heights of streets, bridges and building blocks.

### Boards 1, 2 or 3

#### 1:2000 SECTIONS OF THE AREA

- Areas A–D and A–B across the railway lines (possibly via area C).
- Show bridges and underground solutions.
- Indicate ground, street and building heights with numbers.

#### URBAN CONTEXT DIAGRAMS

- Show how your design integrates the west side of the city center to the east.
- Illustrate some aspects of your design such as green zones, traffic network, parking, pedestrian and bicycle routes, public transportation, bus stops etc.
- Phasing plan 2020 – 2040

#### 1:1000 DRAWING OF THE STATION AREA AND SURROUNDINGS

#### 1:500 DRAWINGS OF A TYPICAL HOUSING BLOCK

#### ILLUSTRATIONS

- Birds-eye view of the design area
- Perspectives that illustrate the design solutions

#### DESCRIPTION TEXT

- Description of the project including a brief summary of the concept

All maps and diagrams must be presented in a north-south orientation.

These are the minimum requirements for the boards. The contestants are encouraged to present other material to illustrate and clarify their proposal.

In addition to the boards, the submission consists of

- 1 illustrated text, max. 6 x A4
- 3 images and a short text for communication

See [www.european-europe.eu](http://www.european-europe.eu).

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