

Lentoasemanpuisto ideas competition Second round of questions (deadline 14-08-2020)

Questions on participation of the competition and required documents

Question 1

“The brief states: “It is mandatory that every participating team contains at least one licensed landscape architect”. What does licensed mean exactly? Does this refer to experience or will you require specific documentation?”

As mentioned in the answers of the first question round: “as the situation concerning registration as a landscape architect differs per country, a uniform answer to the question cannot be given. The set requirements for this competition can be specified as follows:

- In case the country of registration requires a permission or a certificate to practice the profession of landscape architect or to compete in landscape architectural competitions, this certificate can be used as proof.
- In case the country of registration does not require a permission or a certificate to practice the profession of landscape architect or to compete in landscape architectural competitions, but does have a National Association for Landscape Architects, this association can be asked to provide a certificate as proof.
- In case the country of registration does not require a permission or a certificate to practice the profession of landscape architect or to compete in landscape architectural competitions, and does not have a National Association for Landscape Architects, a diploma verifying the competitor’s study major and final thesis in the field of landscape architecture can be used as proof.

It is not necessary to submit the certificate or any other form of proof when registering for the competition. The winners of the competition will be requested to submit their proof after the jury has made their decision. All cases will be evaluated individually.”

Question 2

“Is mandatory that every component of the team is registered to the chamber of the architects?”

It is compulsory for every team to contain at least one registered landscape architect. The rest of the team members do not need to be registered in their profession per se.

Question 3

“According to competition tender we have to register to the competition by sending an email by September 4th. Which informations do we need to provide?”

An email with a confirmation of registration to mike.tomassen@hel.fi with the subject ‘Lentoasemanpuisto Competition Registration’ is sufficient for registration. No other information on the formation of the team is necessary at the time of registration. Information on the individual team members and other contact information should be submitted in a .txt file at the final submission. More information on submission can be found on the [submission page](#).

Question 4

“For further commission, it is a prerequisite that the working group also contains a landscape architect who has experience in similar design assignments and is familiar with Finnish building regulations and permits practices. In addition, the working group must also contain a person who has proficiency in the Finnish language.’ Can we endure finding this after the competition or we must have such a person in the team members list for the application?”

It is not mandatory that every team already contains a landscape architect who has experience in similar design assignments and is familiar with Finnish building regulations and permits practices. After the competition, the organiser will negotiate a possible further commission with the authors of the winning proposal(s). In accordance with the Act on Public Procurement and Concession Contracts, a possible further commission will be ordered from the winner or, if there are several winners, all winners will be invited for a negotiation. In this stage it will also be possible to find a partner landscape architect or landscape architecture firm who has experience in similar design assignments and is familiar with Finnish building regulations and permits practices for further cooperation.

Question 5

“The competition programme states that separate raster images shall be delivered and that their aspect ratio should be 4:3. Is this aspect ratio mandatory or could it be adjusted to best suit the images?”

As all entries will be presented at the [Kerrokantasi website](#), separate raster images are requested to be delivered with the aspect ratio 4:3. Competitors are of course free to adjust the aspect ratio of the images for their presentation boards.

Questions on available and additional digital material

Question 6

“The Masterplan you are showing have a variety of colored buildings, is there a legend for the colors?”

As mentioned in the answers to question round one: “A legend for the master plan of the Malmin kenttä area is not available. To give an overview of the functions in the area, a map containing various zones and functions is presented in Figure 1. The centre of the Malmin kenttä area is located west of Lentoasemanpuisto. The biggest share of commercial activity is planned to be located in this area. The predominantly residential areas will contain spaces for supermarkets, cafes and kindergartens. A bigger school is located south-east of the park. In the eastern part of Lentoasemanpuisto, the park is bordered by office spaces and small scale industry. The competitors are encouraged to think about the relation between possible commercial and public activities at the borders of the park and Lentoasemanpuisto itself. Furthermore, a new function should be proposed for the terminal and hangar area.”

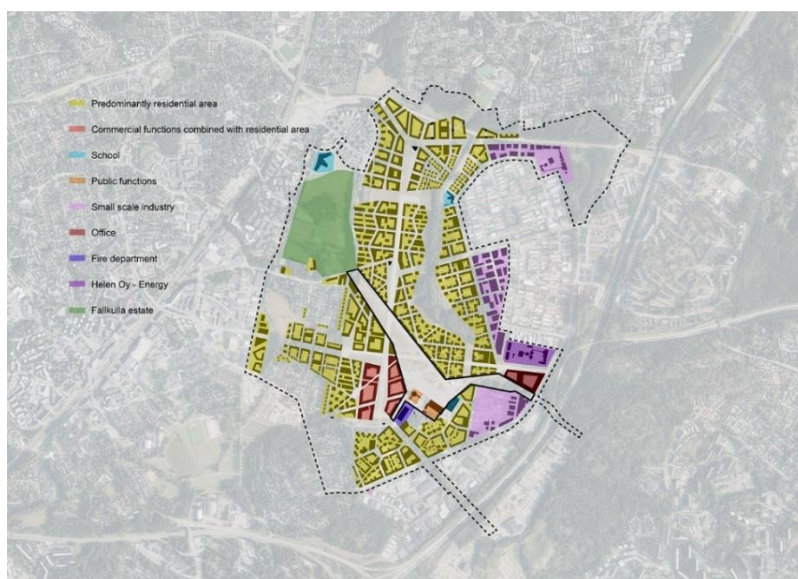


Figure 1 - Zones and functions in the Malmin kenttä area

Question 7

“There are some differences between the 2d plan and 3d model of the buildings for the 1 and 2 stages. We assume that the detailed plan for these stages is the one up to date. What about the buildings on this image? (Figure 2)”



Figure 2 – Four buildings north of Hyttitie in the SketchUp model, sent in by the questioner

It is indeed correct that SketchUp model of the masterplan does not contain the latest versions of the Nallenrinne and Lentoasemankorttelit detailed plans. These detailed plans for Nallenrinne, Lentoasemankorttelit, and the terminal and hangar area can be found [here](#). The four buildings north of Hyttitie, presented in Figure 2, are not included in the latest plans and can be ignored/deleted from the SketchUp file for this competition.

Question 8

“When will the additional photos and drone footage be available?”

The additional photos and drone footage in combination with jury interviews will be available at the beginning of September and will be uploaded [here](#).

Questions on traffic and accessibility

Question 9

“How strict is the rule about heavy traffic not being allowed to cross the gas pipe? Is it alright to place light traffic lanes on top of the pipe, and may management vehicles or event traffic use these lanes occasionally?”

As mentioned in the answers of question round one: “Figure 19 and 20 of the competition programme show the requirements for ground level for the gas pipe. A reservation for 10 to 12 meters is necessary for maintenance. The maintenance path that goes along the gas pipe does not necessarily need to consist of hard material, but could also consist of other materials that are still accessible in case of maintenance. It is also possible to build a small underground construction to protect the gas pipe from heavy motorized vehicles.” This means that it is possible to create small areas in Lentoasemanpuisto on top of the gas pipe where occasionally heavy motorized vehicles are allowed, for example in the case of an event or maintenance. Lanes for bicycles and pedestrians will form no problem.

Question 10

“What is the vision of the municipality on mobility for this neighbourhood?”

- *A lot of the streets seem to be very narrow, this implies hardly any car traffic, definitely not a lot of parking spaces etc.*
- *What about the amount of parking spaces for privately owned cars?”*

In line with the vision of the City of Helsinki, public transport, cycling and walking will be the main modes of transportation in the district. The new light rail will be of major importance to the accessibility of the area. Private car parking for residents will take place in parking garages spread throughout the district, while visitor parking

will still take place in the streets. This can also be seen in the detailed plans for Nallenrinne and Lentoasemankorttelit, which can be found [here](#). The parking regulations for areas within 600 meters of a light rail stop require 1 permanent parking space per 130 m² built floor area and 1 visitor parking space per 1000 m² built floor area. The parking regulations for areas further than 600 meters of a light rail stop require 1 permanent parking space per 100 m² built floor area and 1 visitor parking space per 1000 m² built floor area.

Questions on (historical) objects and functions in and around the park

Question 11

“In the historical report there is a mention of some concrete slabs from the 1930's that are part of the precious old landscape. Where are these slabs located?”

“Is there a CAD map available containing the historical relics?”

The location of the concrete slabs can be found in Figure 3 (and on page 72 and 73 of the historical report *Malmin lentoasema ympäristöhistoriaselvitys*). These slabs are located mostly in-between and along the current runways.

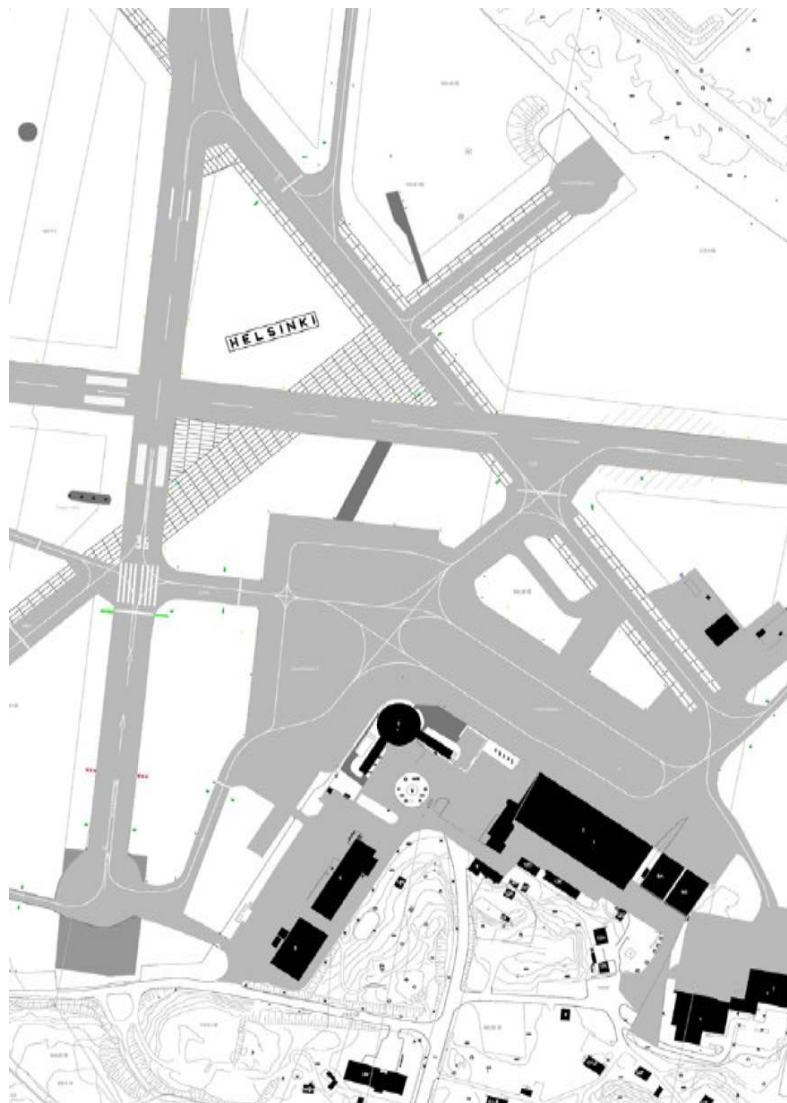


Figure 3 – Location of the concrete slabs

Question 12

“Both the terminal and the hangar, as well as the car garage located south of the hangar, are protected buildings. In combination with these structures, the openness of the airfield, the runways, and the HELSINKI text form important cultural and historical characteristics of the landscape of the former airport. Does this mean we have to preserve the initially paved runways or at least their parts OR they can be substituted with the new design that keeps them visually distinctive?”

As is mentioned in the competition programme on page 26: “Elements of the airfield, such as the runways and the HELSINKI text are important elements of the current landscape and should remain visible. Competitors are however free to come up with interesting ideas to do this.” Maintaining all historical elements, for instance the original concrete slabs, is technically impossible due to the inevitable landfill needed for construction of the area. This means that competitors are free to come up with ideas for, for instance, re-use of the historical elements or to substitute them in the entry in a way that keeps them (visually) distinctive from the rest of the park.

Question 13

“Are there any limitations/suggestions on the height of constructions to be proposed on the territory of the park?”

There are no limitations or regulations set for height of constructions in Lentoasemanpuisto. It is however important for the character of the area to preserve the openness of the landscape.

Question 14

“There is a paved area in front of the Terminal which was previously used for concerts and festivals. Is the park supposed to keep holding such big events and have such a square or the restoration of the ecosystem and the green landscape is of a major preference? What is the biggest festival you think the park will hold?”

The goal is that Lentoasemanpuisto will be designed for a variety of uses. As construction of the area will take several decades, it is part of the temporary plan to host large events in the area. Once the park and surrounding areas are finished, the park will continue to host festivals and other cultural events, although large and loud music festivals, comparable to the Ed Sheeran concert in 2019, will not be possible due to the residential areas surrounding the park. The Lentoasemankorttelit detailed plan reserves an area for cultural uses (e.g. festivals and other happenings) and sports. This reserved area can be found in Figure 4 (and in Figure 9 on page 17 of the competition programme) and is represented by the grey area northwest of the terminal and hangar area (tapahtumakenttä). The size of the events in the temporary situation and the final situation have not been considered yet. The competitors are asked to design the nature, use and size of the area.

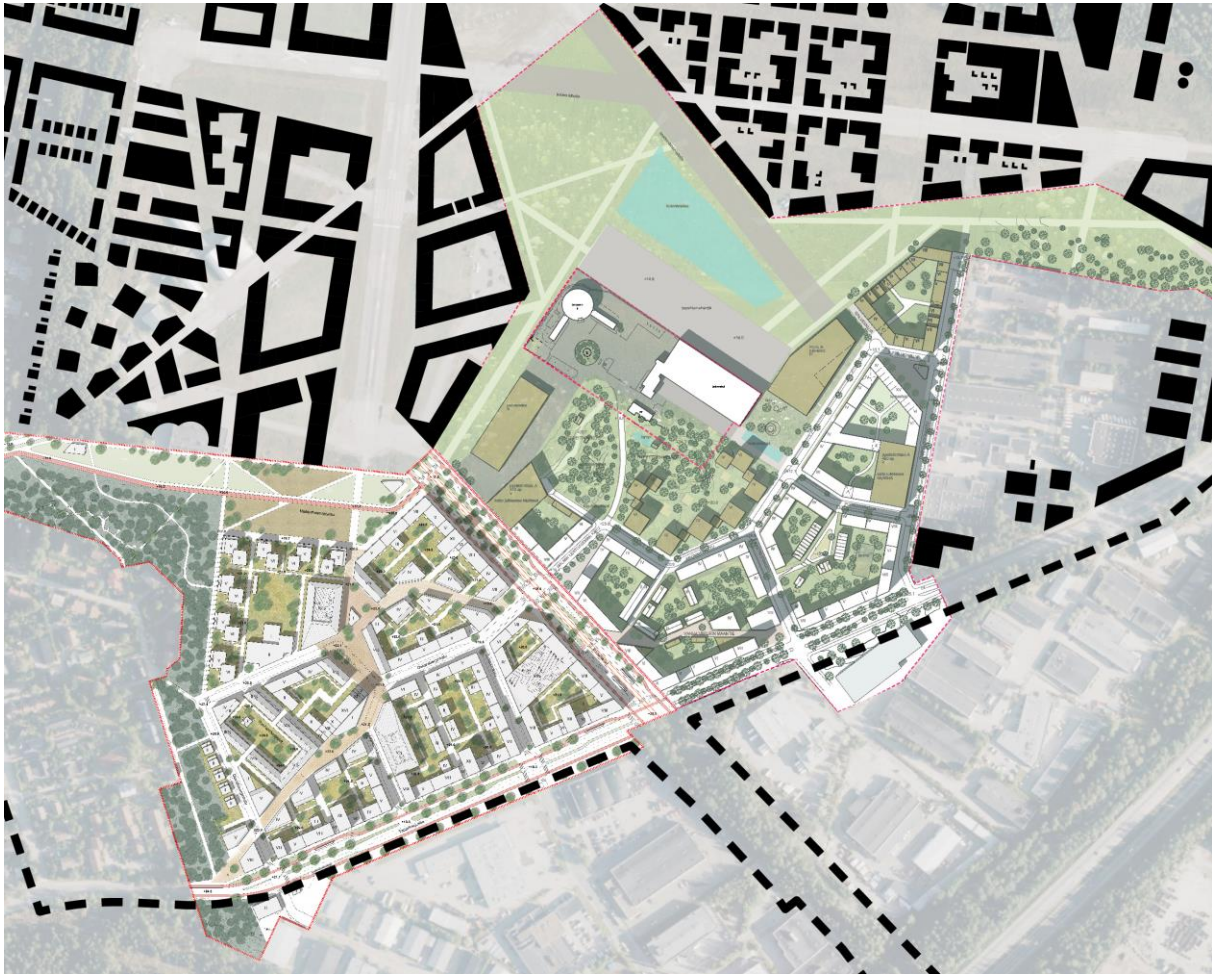


Figure 4 – Detailed plans for Nallenrinne and Lentoasemankorttelit, tapahtumakenttä located north of the terminal and hangar area

Question 15

“Is there already an idea about the materialization of the buildings in the urban plan?”

- *What will be the main materials for construction of the new areas?*
- *If wood is used for buildings, from what areas will the wood be coming in general? And bricks?”*

The construction of the complete area will take several decades and there are approximately ten different areas, which will be designed around dedicated theme. So far, the only approved detailed plans are the detailed plans for Nallenrinne and Lentoasemankorttelit. Nallenrinne (Figure 6) will be characterized by the variety in building materials whereas Lentoasemankorttelit (Figure 7) will contain buildings with facades made out of white plaster or wood. In general, it is preferred that the wood used in construction comes from Finland. The same applies to bricks, which are produced in Finland.



Figure 5 – Aerial overview of the Malmin kenttä area with Nallenrinne and Lentoasemankorttelit in the foreground



Figure 6 – View towards the northern part of Nallenrinne



Figure 7 – View of Brommankatu in Lentoasemankorttelit

Questions on the (storm) water system

Question 16

“What are you planning to do with the historic drainage system that lies underneath the airport area? Is there any more specific plan of it than in the Airport history report?”

No final decision has been made on what will happen with the historic drainage system underneath the current airport area, as there is too little information available on the current condition and functioning of the system. Conservation of this system will however form no starting point for future development as new drainage and storm water systems will be built according to the new plans.

Question 17

“In the text about the water system there is the mentioning of an area with groundwater:

- *Is the groundwater in this area so high that it surfaces?*
- *Is it where the groundwater level is so high that the area floods often, that it’s almost like a seepage area?*
- *Does it mean that it’s the only area where ground water is reachable?*
- *Or?*
- *In that same map in the general information, there is also mention of spring wells, is this where the water surfaces by itself?*
- *Or is it where the water is pumped up? For instance, for tap water (drinking water)?”*

In the groundwater area, located east of the competition area, the groundwater does not rise to the surface, but is located in the ground between the terrestrial grains. The groundwater is only visible at the springs, situated on the lowest points, and a pumping station has been built next to one spring to pump the water for drinking water. This pumping station is currently not in use. The water from the springs flow from the source through pipes and ditches towards Longinoja as is shown in Figure 8 (and in Figure 11 on page 18 of the competition

programme). The amount of groundwater varies throughout the year. Competitors are free come up with proposals for the future (storm) water system, however, the quality of the ground water needs to be secured as it is of vital importance to the quality of the water in the Longinoja.

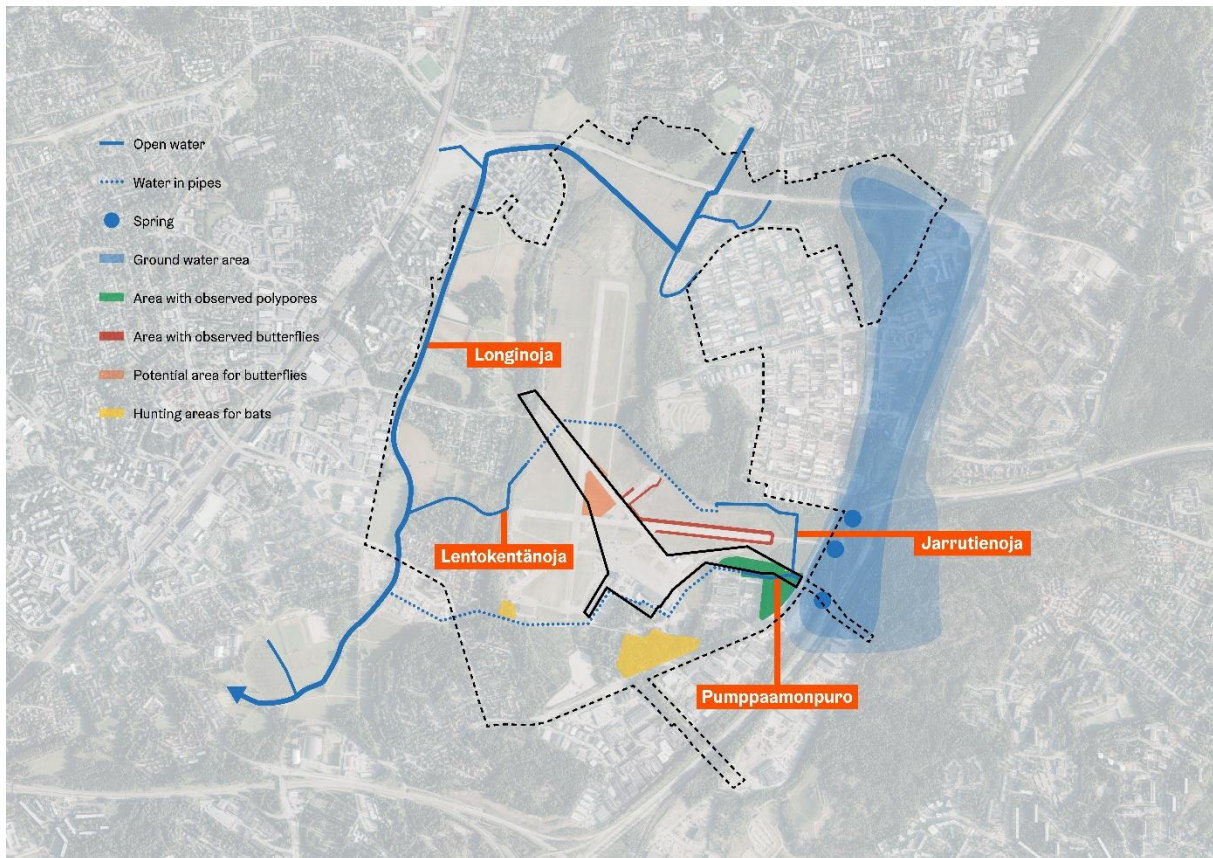


Figure 8 - Observed natural and ecological values related to the competition area and the current water network

Questions on ecology

Question 18

“What are the targets for ecology / biodiversity?”

- Are there target/ambassador species, which represent large groups of species either for vegetation, animals or both?”

It is likely that a part of the existing natural and ecological values in the area will disappear or weaken as a result of the landfill and earthmoving process. This means that a big challenge lies in the enhancement of the current natural and ecological values and the creation of new biotopes. Inspiration for the creation of these new biotopes should come from the current values found in the area. The currently observed species have been described in the competition programme and include various pollinators like the Burren Green (*Calamia tridens*), bats, and the brown trout (*Salmo trutta*) in the Longinoja. Furthermore, the area is to form part of the proposed meadow network of Helsinki.

Question 19

“Is there already a change notable in vegetation species, insects or animals because of climate change?”

As a result of warmer winters in Finland, it is expected that a growth in exotic (and invasive) species will take place. However, at this moment, there is no exact information to what extent climate change has been and will be affecting the species found in the Malmin kenttä area.

Questions on soil**Question 20**

“In the competition programme it has been mentioned that there is a soil contamination issue on the site and the survey for more exact information concerning this matter was scheduled in summer 2020. I am wondering when will be this data available for the participants?”

The survey is currently ongoing and at the moment there is no report available on the findings yet. The expectation is that no big issues concerning contamination will be found in the area.

Question 21

“As a foundation of the roads, the excavation of 3 meters of clay is necessary and that pit is filled with other material:

- *Is it only for the roads or also for the foundation of (all) the buildings?*
- *Where does the material comes from to fill the foundation pits?*
- *What kind of material is this?*
- *What is the chemical composition of the clay?”*

An excavation of three meters of clay is not necessary for the construction of roads and buildings. To stabilize the ground for construction and in order to create a functioning storm water system, landfill and other earthmoving processes will be inevitable though. The material used for landfill often consists of soil from the moraine layer and other mixtures of sand and gravel. The aim is to use local materials from the Helsinki area for the landfill, for instance soil from other construction areas is used. As earthmoving processes will be necessary in the complete district, it is possible to propose the use of certain soil types for the park, for example if this is beneficial to the proposed vegetation in the area. The exact chemical composition of the clay is currently unknown.

Questions on public opinion and participation**Question 22**

“Why are people opposing the closure of the airfield?”

“What is the feeling community of the area has for this upcoming project. Is there any feedback from the residents about the running of a few training/ leisure airplane flights? Are there any organizations eager to engage in the participatory design stages? If so can you give us some details of these organizations, i.e. forest preservation trust, cultural trust, etc.”

There are multiple reasons why the current users and residents from the surrounding areas of the airfield oppose the closure of the airfield. The main argument is that the current use should remain unchanged. Other arguments are a potential loss of the cultural heritage and ecological values, the loss of the current recreational trail used mostly for running and cross-country skiing, the increase in traffic and amount of users, and the large costs for the City of Helsinki to prepare the land for construction (landfill and other earthmoving processes). The possibility of combining the residential function with the current use has been investigated, but is found to be impossible due to security risks.

The City of Helsinki is eager to participate with local resident organizations to, for instance, find appropriate and desired new uses and functions for the public spaces in the new district. It is also hoped that the temporary use of the area will bring new ideas and new discussions on the future of the area. Furthermore, as sports clubs rent land for their sports fields, sports clubs are a possible participant in the design process.

Other questions

Question 23

“I see from the drawings contained in the brief that the boundary of the competition area touches the buildings of the new development plan. Is that correct? This means that the transition between park and new buildings (may it be a sidewalk, a green space, etc.) is also to be designed and is therefore part of the competition tasks?”

It is correct that the competition area touches the buildings of the new development areas. Competitors are encouraged to propose ideas for the transition and connection of the built area and the park. It is also allowed to make changes to the configuration of the building blocks around park if it is beneficial to the proposal or as a result of proposed landform changes. However, as is mentioned in the programme, the main focus should be on the design of the park and not the surrounding built areas.

Question 24

“What are the dates Tattarisuo area is planned to be under construction (no indications on the phasing plan)?”

There are currently no exact dates available on when construction in the Tattarisuo area will start.

Question 25

“Is there any preliminary study on budget and how much should be spent in each phase and for each program area?”

The total budget is not mentioned as it might present an unrealistic image of what is possible due to the high costs of the implementation of a storm water system, earthmoving processes and construction in Finland. It is mentioned in the programme though that the park should be of comparable quality to the recently constructed parks Kalasatamanpuisto (Figure 9) and Hyväntoivonpuisto (Figure 10) in Helsinki. Furthermore, as the competition concerns an ideas competition, the main task is to come up with creative and interesting proposals for area, without limiting the ideas to a certain budget.



Figure 9 – Kalasatamanpuisto (image: Maanlumo)



Figure 10 – Hyväntoivonpuisto (image: Betoniluoma)