



Malmi Lentoasemanpuisto ideas competition

Helsinki

Competition programme
2020-2021

The logo for Helsinki, featuring the word "Helsinki" in white text inside a white speech bubble shape on a blue background.

Helsinki

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Competition website:

<http://www.hel.fi/lentoasemanpuisto>

Introduction to the competition

The City of Helsinki is organising an open, international ideas competition regarding plans for Lentoasemanpuisto in the former Malmi Airport area, known as the Malmin kenttä area. The competition is organised in cooperation with MARK, the Finnish Association of Landscape Architects, in accordance with the competition rules of the association.

The purpose of the competition is to find innovative, inspiring, and practically, technically and financially feasible suggestions for the design of Lentoasemanpuisto. The park will function as the central public space for the Malmin kenttä area and is of great importance for the overall identity of the district. Lentoasemanpuisto should also become a new destination for recreation in the city, attracting people from all over Helsinki.

The master plan for the Malmin kenttä area is based on a comprehensive green network, taking into account the various strengths of the area; the former runways, open spaces, long sightlines and connections to neighbouring green areas. This new green network will also invite the residents of surrounding

neighbourhoods to an area that has previously been closed off to the public.

The challenge in designing Lentoasemanpuisto lies in combining its rich cultural heritage, natural and ecological values and versatility in function. Furthermore, the park should be distinctive, unique, recognisable and of high quality.

Since construction of the complete area will take several decades, temporary use of the area should also be considered as this may guide the future identity of the park. The results of the competition will be utilised in planning the temporary use of the area as well as the final park design.



Lentoasemanpuisto,
Helsinki



Park am Gleisdreieck,
Berlin



Nansenparken,
Fornebu



Parc de la Villette,
Paris



Töölönlahdenpuisto,
Helsinki



Hyväntoivonpuisto,
Helsinki



Superkilen,
Copenhagen



Museumplein,
Amsterdam



Esplanadi,
Helsinki



Table of contents

1.	Invitation to participate	6
1.1	Eligibility and competition announcements	6
1.2	Prizes and purchases	6
1.3	Jury	6
1.4	Competition rules and approval of the competition programme	7
1.5	Availability of the competition documents	7
1.6	Competition schedule	7
2.	Competition specifications	8
2.1	Programme documents	8
2.2	Online presentations and event	8
2.3	Competition language and questions regarding the competition	8
2.4	Publication of the competition entries	8
2.5	Conclusion of the competition and publication of the results	9
2.6	Further actions after the competition	9
2.7	Usage rights of competition entries	9
3.	Competition area and surroundings	11
3.1	Location in the city of Helsinki	11
3.2	Historical development	11
3.3	Current planning situation	14
3.4	Competition area	18
3.5	Natural and ecological values	18
3.6	Elevation of land and storm water management	20
3.7	Existing recreational services and the landscape	22
3.8	Traffic and other infrastructure	23
4.	Objectives of the competition	26
4.1	Image and identity	26
4.2	Natural and ecological values	26
4.3	Cultural and historical values	26
4.4	Functions and use	26
5.	Guidelines for creating the competition entry	27
5.1	Required documents	27
5.2	Submission of competition entries	27
6.	Evaluation criteria for the competition entries	29

1. Invitation to participate

1.1 Eligibility and competition announcements

The competition is an international public landscape architecture competition open to everyone.

It is mandatory that every participating team contains at least one licensed landscape architect.

Furthermore, the competitors are encouraged to form multidisciplinary teams as the competition comprises a challenge of combining natural, historical and functional values.

Members of the jury, the secretary, their business partners and close relatives and employees of the City of Helsinki are excluded from the competition. All persons who have participated in the preparatory work for the competition are also excluded. The competition organiser will decide on any exclusion matters.

The competitors are asked to check the competition website <http://www.hel.fi/lentoasemanpuisto> regularly throughout the competition. In the remainder of this programme the website <http://www.hel.fi/lentoasemanpuisto> will be referred to as '*competition website*'. The competition website will be used to communicate matters related to the competition.

The competition is a design contest as specified in the Finnish Act on Public Procurement and Concession Contracts. A procurement notice on the competition has been published in the Supplement to the Official Journal of the European Union / TED database at <https://ted.europa.eu>.

The competition invitation has been published and shared on the MARK website and in MARK's newsletter, the IFLA Europe network and the *Arkkitehti uutiset* magazine.

Registration for the competition is compulsory and can be done by sending an email with the subject 'Lentoasemanpuisto Competition Registration' to the competition secretary Mike Tomassen: mike.tomassen@hel.fi. The final date for registration is 4 September 2020 at 16:00 EEST. This registration is not binding.

1.2 Prizes and purchases

A total of 75,000 – 87,000 euros will be distributed as prizes and purchases as follows:

1st prize	40,000 euros
2nd prize	20,000 euros
3rd prize	15,000 euros
0-2 purchases at	6,000 euros

The prizes and potential purchase payments will be distributed after the publication of the results.

The jury can, by common consent, divide the award sum in another manner for justified reasons. In addition to the prizes and purchases, the jury may also give honorary mentions. If the competition organiser so wishes, it can redeem more entries than those mentioned above. A tax exemption for the prize money will be applied for.

The Finnish Association of Landscape Architects (MARK) claims 7% of the prizes and purchase payments in accordance with the competition rules. The prize payments are made through the Finnish Association of Landscape Architects.

1.3 Jury

Appointed by the organiser of the competition:

- Anni Sinnemäki, chair
Deputy Mayor, City of Helsinki
- Pasi Rajala
Head of master planning, City of Helsinki
- Jussi Luomanen
Head of urban space and landscape planning, City of Helsinki
- Stephen Venn
Adjunct professor in ecology, University of Helsinki
- Salla Hoppu
Architect SAFA, detailed planning, City of Helsinki

Appointed by the Finnish Association of Landscape Architects (MARK):

- Jyrki Sinkkilä
Professor in landscape architecture, Aalto University
- Vilja Larjosto
Landscape architect, Dr.-Ing., Sitowise

The competition secretary is Mike Tomassen, landscape architect, detailed planning, City of Helsinki.

The jury is entitled to consult any experts it deems necessary. In the evaluation of the entries, for example, experts on history, storm water management and traffic planning can be consulted. The experts and the secretary will not participate in the decision-making process and they do not have the right to participate in the competition.

1.4 Competition rules and approval of the competition programme

The competition will follow this competition programme and the competition rules of the Finnish Association of Landscape Architects.

The competition programme and its appendices have been approved by the organiser of the competition, the jury and the competition committee of the Finnish Association of Landscape Architects.

1.5 Availability of the competition documents

The competition programme and its appendices will be available for download free of charge through the competition website.

The competitors are allowed to use the materials of the competition programme and its appendices solely for the purpose of creating their competition entries. Using the materials for any other purpose is prohibited.

1.6 Competition schedule

Publication of the programme documents
11 May 2020

Publication of the online presentations
June 2020

Submission of first round of questions
by 5 June 2020 at 16:00 EEST

Answers to first round of questions
by 18 June 2020

Event for residents and competitors
August 2020

Submission of second round of questions
by 14 August 2020 at 16:00 EEST

Answers to second round of questions
by 27 August 2020

Final date for registration to the competition
4 September 2020 at 16:00 EEST

Final submission of competition entries
6 November 2020 at 16:00 EEST

Results of the competition
provisionally February 2021

2. Competition specifications

2.1 Programme documents

The programme documents for the competition include this competition programme and its appendices. If there are any discrepancies between the appendices and the competition programme, the information in the competition programme takes precedence.

The competition organiser reserves the right to add new appendices to the competition programme until 1 September. Any additions will be published on the competition website.

Appendices to the competition programme:

- Base map (dwg)
- Orthophotographs (jpg)
- Malmin Lentoasema ympäristöhistoriaselvitys
- Malmin lentokentän lepakkoselvitys 2016
- Malmin lentokentän ja sitä ympäröivien alueiden pesimälinnustoselvitys 2015
- Heinäkurpan esiintyminen Malmin lentokentän alueella syksyllä 2016
- Helsingin tärkeät lintualueet ja merkittävä linnusto 2017
- Helsingin Malmin lentokentän alueen huomionarvoisten perhoslajien selvityksiä vuonna 2016
- Helsingin Malmin lentokentän alueen huomionarvoisten perhoslajien esiintymisselvityksiä vuonna 2017
- Viheryökkösen esiintymisselvitys Helsingin Malmin lentokentällä vuonna 2019
- Malmin kaavarunkoalueen vesihuollon, hulevesien ja tasauksen yleissuunnitelmien päivitys
- Malmin lentoaseman kaavarungon alue maaperän pilaantuneisuustutkimus ja sulfidimaakartoitus
- Malmin lentokenttäalueen väliaikaiskäytön yleissuunnitelma 2019
- Draft of preliminary plan for recreational bridge over Tattariharjuntie street (dwg)
- Aerial view (to be used in the visualization)
- Photos of the competition area
- Ideas by residents for Lentoasemanpuisto

2.2 Online presentations and event

In addition to the competition programme and appendices, extra information on the competition

area will be available through online presentations. The online presentations will be available via a link on the competition website in June. The PDF files of the online presentations will also be available for download via the competition website.

An open event will take place in August for residents and those interested in the competition. The event will take place at the competition location. Competitors are asked to register for the event by sending an email to mike.tomassen@hel.fi with the subject 'Lentoasemanpuisto Event Registration'. The final date for registration is 31 July. More details on the event will be published on the competition website.

2.3 Competition language and questions regarding the competition

The language of the competition is English.

The competition programme is available in English. The other documents will only be available in Finnish. Summaries of these documents can be found in this programme.

Competitors may ask questions regarding the competition in English. All questions must be submitted by sending an email with the subject 'Lentoasemanpuisto Competition Questions' to mike.tomassen@hel.fi. These questions do not need to be asked anonymously.

The first deadline for the questions is 5 June at 16:00 EEST. All questions and the organiser's answers to them will be published in a document on the competition website by 18 June.

The second deadline for questions is 14 August at 16:00 EEST. All questions and the organiser's answers to them will be published in a document on the competition website by 27 August.

2.4 Publication of the competition entries

All approved competition entries will be published on <https://kerrokantasi.hel.fi/>. On the Kerrokantasi website, the public will have the opportunity to comment on the competition entries. The public feedback will be presented to the jury.

2.5 Conclusion of the competition and publication of the results

The conclusion of the competition will be directly announced to the authors of the prizewinning and purchased entries.

Every participating team must contain at least one licensed landscape architect. The winners of the competition will be requested to provide a certificate as proof. Furthermore, the winning teams must be prepared to provide proof that they have fulfilled all of their legal obligations in their country of registration. Reports and certificates may not be older than three months.

The results of the competition will be published at a separately organised event, the details of which will be announced on the competition website. The results and evaluation report of the competition will also be published on the competition website.

The winning entries will also be exhibited. Further details will be announced on the competition website.

2.6 Further actions after the competition

The jury will give a recommendation for further actions based on the results of the competition. The objective of the competition organiser is that the winner of the competition will continue developing the winning entry into a master plan under the guidance of the City of Helsinki. The master plan will be utilised in further detailed design for the realisation of the park. 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 permit practices. In addition, the working group must also contain a person who has proficiency in the Finnish language.

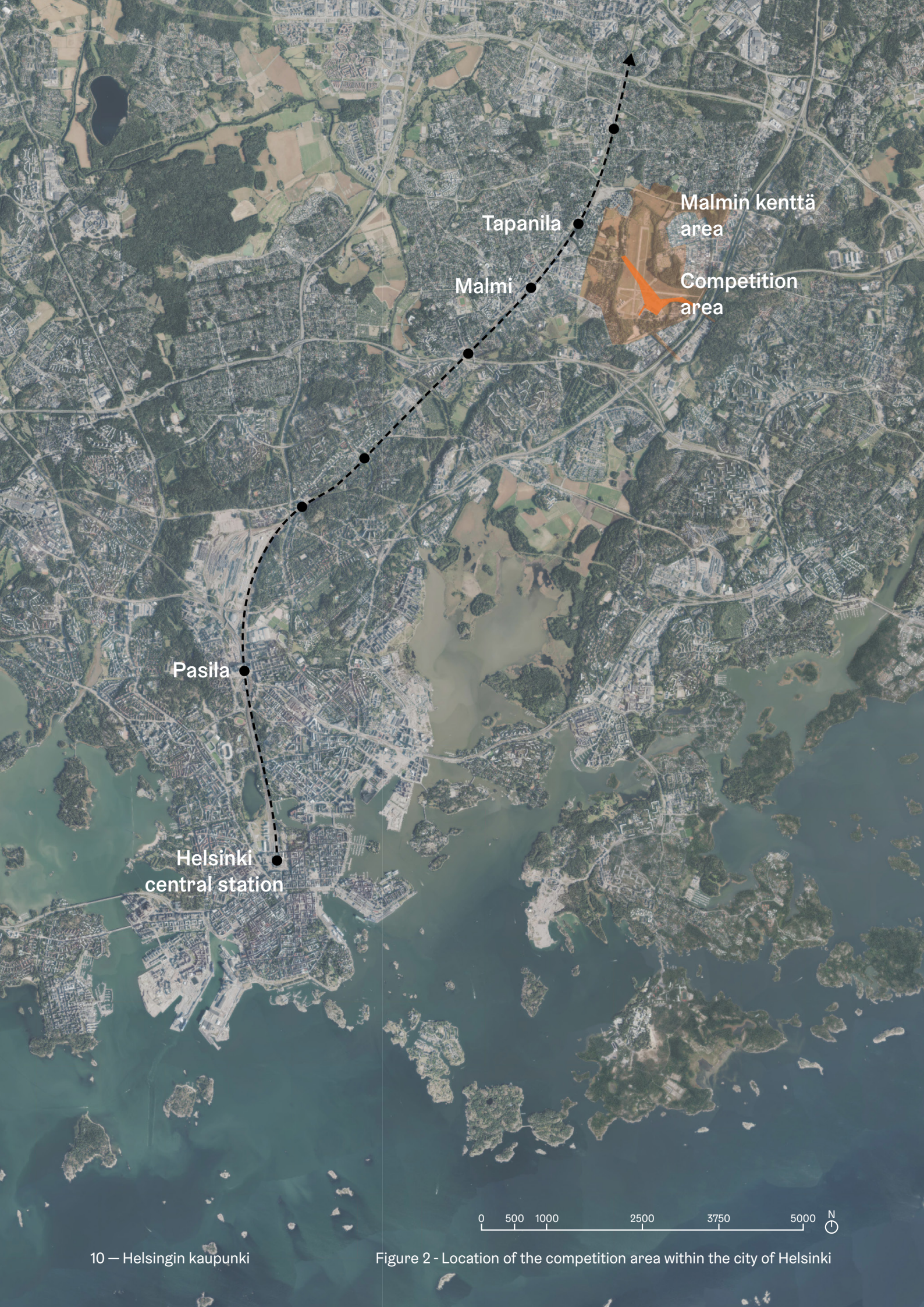
The organiser of the competition will negotiate a possible further commission with the authors of the winning proposal(s). In accordance with the Act on Public Procurement and Concession Contracts, a possible further commission will be ordered from the winner or, if there are several winners, all winners will be invited for a negotiation. Further commission will be subject to the general terms and conditions for consulting activities with the exception of the terms specified in the KSE 2013 agreement.

2.7 Usage rights of competition entries

The ownership of the prizewinning and purchased competition entries will be transferred to the organiser of the competition. The copyright of the entries will remain with the authors of the entries. The competition organiser and the designer or designers who receive further commission have the

right to use the themes and ideas in the competition entries in accordance with copyright legislation.

The competition organiser and the Finnish Association for Landscape Architects MARK have the right to publish and share the materials of the prizewinning and purchased entries without compensation.



Helsinki central station

Pasila

Malmi

Tapanila

Malmin kenttä area

Competition area



Figure 2 - Location of the competition area within the city of Helsinki

3. Competition area and surroundings

3.1 Location in the city of Helsinki

The competition area is located in north-eastern Helsinki in the city district of Malmi, and is part of the conversion of the former Malmi Airport into a residential area. The area will become a new, dense and sustainable urban structure in Helsinki, strengthening and connecting north-eastern Helsinki by linking the former Malmi Airport to its surrounding areas – Malmi centre, Jakomäki, Tattarisuo, Kivikko, Kontula, Viikki, Pukinmäki, Tapanila and Puistola. The complete Malmin kenttä area covers approximately 300 ha. and will house around 25,000 inhabitants. The total size of the competition area is roughly 20 ha.

The centre of Malmi currently houses around 12,000 inhabitants and forms an important node in the northern suburbs of Helsinki due to its various commercial and public services. The area is easily accessible by train from the centre of Helsinki and Helsinki-Vantaa Airport via the Ring Rail Line, as well as from the direction of Kerava via the commuter train line.

The surrounding areas of the Malmin kenttä area are home to around 2,500 inhabitants and are characterised by multiform low-rise residential areas (e.g. Sunnuntaipalstat, Nallenmäki and Sepänmäki), modern housing areas (e.g. Fallkulla and Alppikylä) and light industrial areas (e.g. Tattarisuo, Tattarinharju and Ormuspelto) with automobile repair shops, building supply stores, storage units, etc.

3.2 Historical development

This section provides an overview of the historical development of the area. More information can be found in the report *Malmin Lentoasema Ympäristöhistoriaselvitys* by Arkkitehtitoimisto Freese and Arkkitehtitoimisto Schulman.

A new airport

In 1924, the first seaplane base was opened in Katajanokka. The airport served both domestic and international flights to Stockholm and Tallinn. In the early 1930s, however, due to the inefficiency and high costs of air transportation via seaplanes, discussions about an airport on land started. In 1932, the government set up a committee to propose a location for the new Helsinki Airport. The

new airport was subject to strict requirements, had to be accessible all year round, and needed to have several runways to deal with various wind directions. The choice of a suitable construction site was influenced by the topography, the soil, and the accessibility to the capital, among other things. In 1935, Helsinki handed over 55 hectares of land in the Tattarisuo area to the state and a tight schedule was set for the construction of the airport in order to avoid disruption of traffic between Helsinki and Stockholm. The upcoming Summer Olympics of 1940 gave additional impetus to the construction. Construction of the new airport started in 1935 and it was taken into use in December 1936. The HELSINKI text was also placed in the middle of the airfield, as the common practice in Europe was to make the name of the airport visible in the largest, conspicuous letters. By 1938 the size and design of the air-field had already become inadequate due to the rapid development of air traffic and aircraft. As the 1940 Olympics were approaching, but eventually never took place, expansions to some of the existing runways were made and in 1939 the runways were transformed from gravel to concrete. At that time, the airport was one of the first in Europe to have fully paved runways.

The terminal building

Work on the terminal building was led by Väinö Vähäkallio and Martti Välikangas. Through various stages, architects Yrjö Waskinen, Dag Englund, Vera Rosendahl and Onni Ermala worked on the design of the terminal building. The extent to which each designer has influenced the architecture of the building is unclear. Construction of the terminal began in 1937, after Parliament had granted the necessary funds. The construction was completed at the official inauguration of the airport on 15 May 1938. The cylindrical centre of the building consists of three floors. The first floor was reserved for incoming and outgoing passengers, the second floor for the restaurant and the third floor for offices. The two single-storey wings housed the pilots' accommodation, first aid and police facilities, warehouses, and so on. The interior of the building also formed an important aspect of the design, as for many visitors the terminal formed their first impressions of Finland. The interior of the restaurant was mainly purchased from Artek and the colour

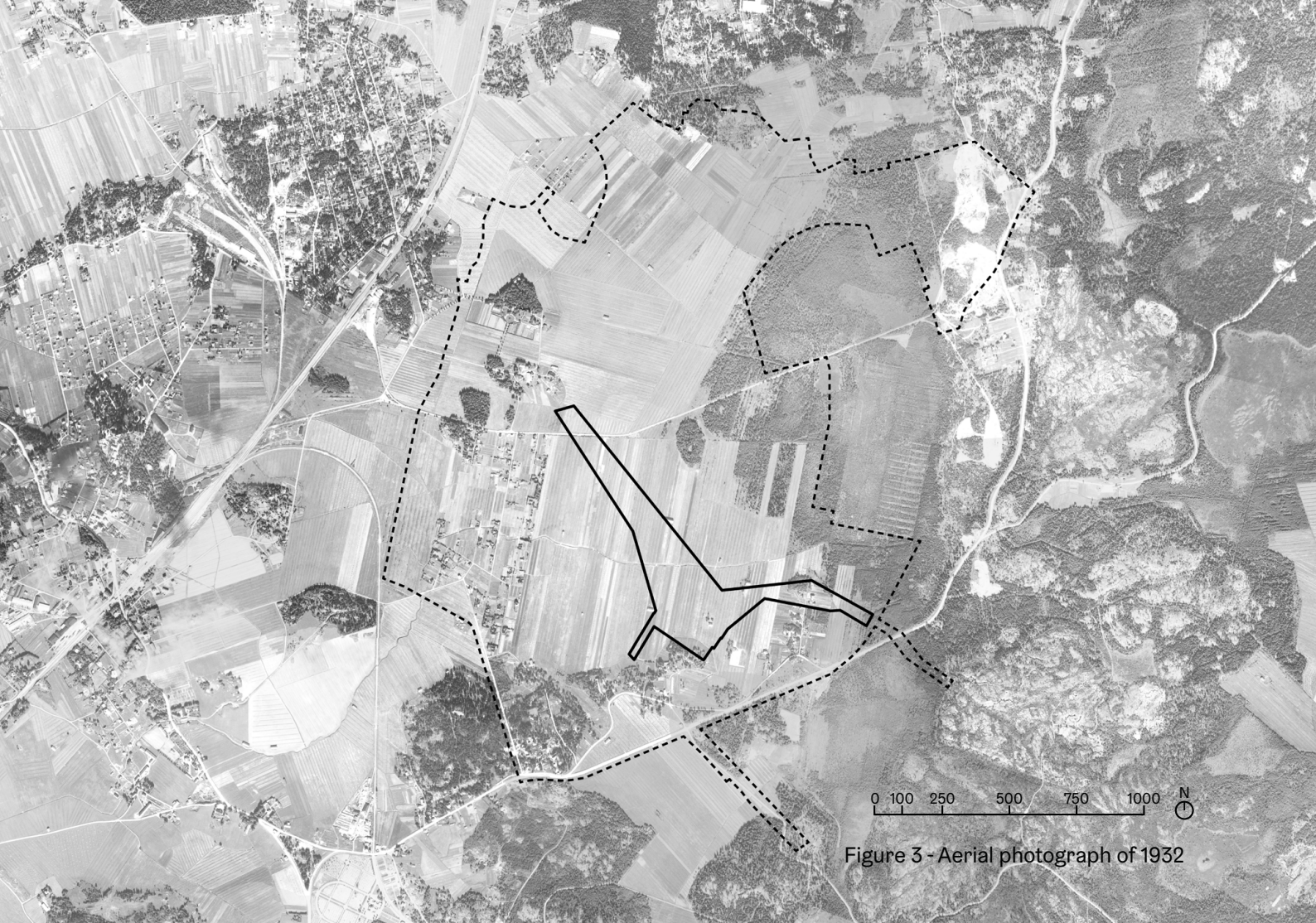


Figure 3 - Aerial photograph of 1932



Figure 4 - Aerial photograph of 1943



Figure 5 - Aerial photograph of 1972

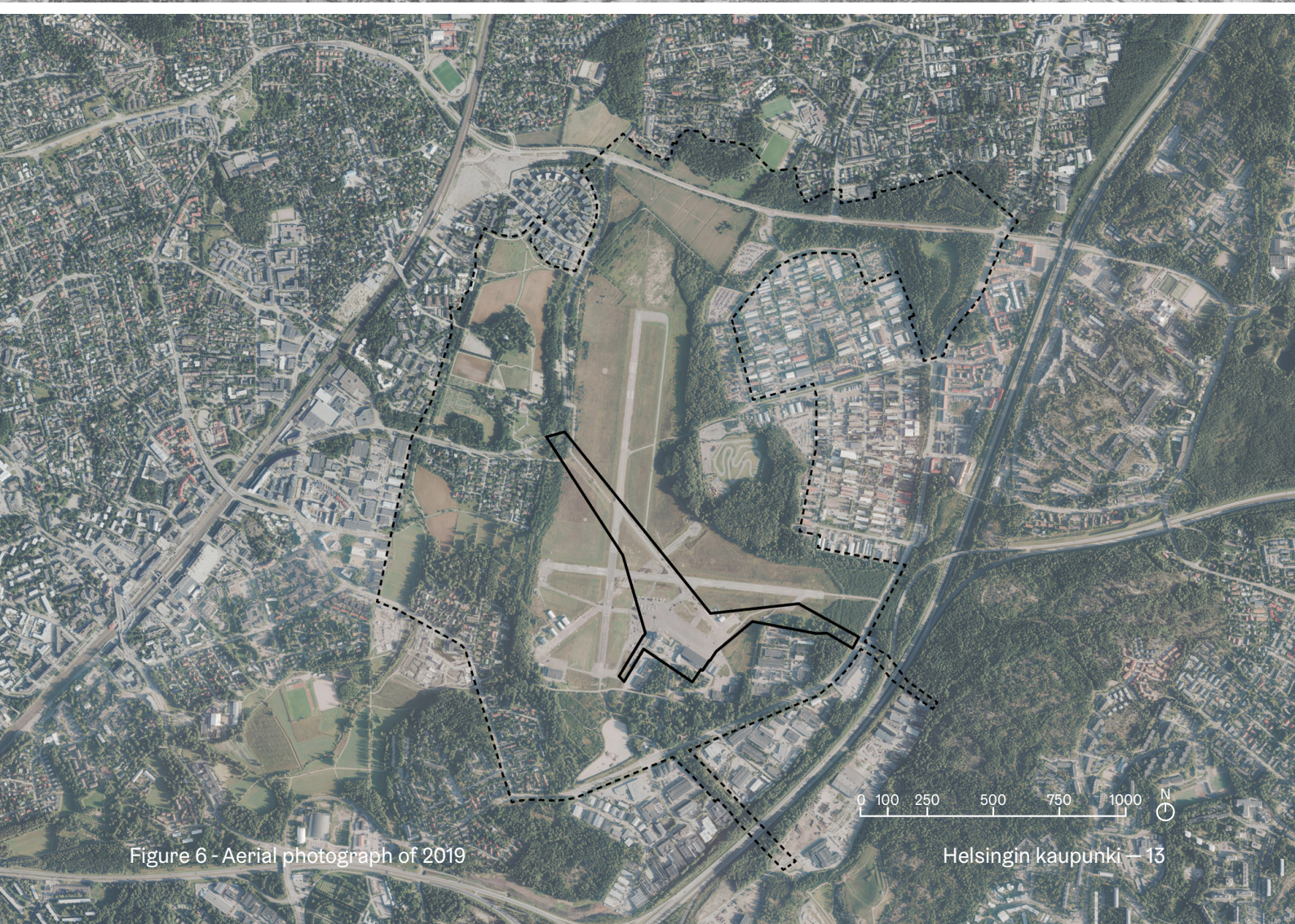


Figure 6 - Aerial photograph of 2019

scheme of the interior was designed by artist Eino Kauria. Upon arrival, the passenger was expected to see the gardens and ornamental decorations before moving indoors. The circular concrete pool with its plantations served as a traffic divider.

The hangar

A reservation for two buildings was made on either side of the terminal building to create a symmetrical whole. However, the full plan was never constructed and only the hangar east of the terminal was built. Construction of the hangar began in the summer of 1936 and was completed in October 1937. The architectural design of the Malmi Hangar was led by Yrjö Sadeniemi and assisted by architects Yrjö Waskinen and Onni Ermala. The architecture of the hangar was largely dictated by the function of the building. The hangar features what was then an exceptionally large steel roof construction on giant concrete pillars. The sliding doors with a free opening 48 metres were structurally unique as well. After completion, the hangar was one of the largest single hangars in Europe.

War and the Olympics

Shortly after the official opening of the airport, the Second World War broke out. The airport was taken over by the military and continuous scheduled passenger traffic was difficult and sometimes even impossible to maintain. The military history of the airport can be divided into three phases based on the users of the airfield. The first period began with the Winter War, as most of the airport staff was transferred to the armed forces. During the Second World War, the airport served as the base of the German Luftwaffe and the Finnish Air Force between 1941 and 1944. Under the Moscow Armistice, Helsinki Airport was made available to the Allied Control Commission and the Soviet Air Force until the end of 1946. The airport was almost completely spared from bombings, and most of the damage done to the runways was the result of heavy military traffic. After civilian traffic returned to the airport, the runways, terminal, hangar and other buildings were in need of repair and were restored. As the Olympics of 1952 approached, the airport was seen as inadequate, as the runways were unable to host heavy long-haul aircraft. An expansion of the existing airport proved to be more expensive than the construction of a new one, so it was decided to create a new airport for the Olympics in Vantaa. The official name for this new airport was Helsinki Airport and the name of the old airport was changed to Malmi Airport (Malmin lentokenttä). After completion of the new airport, Malmi Airport lost its function as an international airport but continued to serve as a hub for domestic flights.

Renovation and preservation

The characteristics of the terminal and the hangar are relatively well preserved, largely because the buildings have retained their original purpose. The terminal was partly redesigned in the late 1950s and 1960s though, with the construction of a new air traffic tower, a change of the façade cladding on the cylindrical section and the removal of the public stairs leading to the rooftop. Furthermore, the refurbishment of the interior of the terminal changed its look and feel. The biggest changes to the interior were made on the ground floor of the building where new service counters, lightweight partition walls and fixed furniture were installed. The restaurant was also renovated: the old waiting room was combined with the restaurant as a bar and the original Artek furniture was replaced. Next to the terminal, the hangar is very well preserved. The original sliding doors, the concrete floor moulded into hexagonal squares and the impressive steel roof form the most important historical elements. 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.

3.3 Current planning situation

This section provides an overview of the current plans for the area. More information can be found in the appendices of the programme.

General plan 2016

In the City of Helsinki's General Plan 2016, valid since 2018, the area of the competition is indicated as a recreational and green area bordered by a local commercial centre and residential and office areas. Green connections are drawn towards Longinojanpuisto, Kivikko and Fallkulla. Furthermore, a light rail connection through the commercial centre is shown. The competition area itself is indicated as a 'neighbourhood park'. The neighbourhood park is described as being central, accessible and a gathering place for the surrounding neighbourhoods. The park has to be developed as functionally versatile, serving residents with different cultural backgrounds and enhancing the identity of the complete area. The character of the park varies from urban built areas to unbuilt natural areas and reflects the values of the urban life and characteristics found in the future district. Furthermore, the growth of the population and the amount of users needs to be taken into account as well as the safety and quality of the routes through the park. Besides this, the area is also indicated as part of a meadow and forest network. The plan is to take into account possible conservation, biodiversity, ecological connectivity,

cultural heritage, landscape and recreation. The area is also part of a blue network, thus the plan needs to take into account the ecological network created by seas, rivers, streams, ditches, waterfront biotypes and underwater nature. Finally, the area is also part of the 'built cultural environments of national significance' (RKY 2009).

Master plan 2016

The master plan of 2016, presented in Figure 8, forms the framework for the block and green structure, solutions for traffic, recreation and services. The master plan carries no legal weight, but presents more detail than the legally binding general plan. The master plan guides the detailed planning, which is executed in different phases and areas. The plan presents housing for approximately 25,000 new inhabitants and 2,000 workplaces. The goal for total gross floor area is 1,350,000 m², of which 1,100,000 m² is housing and 250,000 m² offices and services. The master plan proposes a comprehensive green network of which Lentoasemanpuisto is a part. The green network connects various green areas in the surrounding area to form a coherent whole.

Current detailed plans

The current detailed plan for the area, number 5343, valid since 1964, indicates the competition area as an airport area with a park to the east. This current plan is going through planning

alterations with the creation of the new detailed plans. The detailed plan for *Nallenrinne* was the first detailed residential plan to be approved. The area provides housing for approximately 2,800 residents as well as spaces for local services. After *Nallenrinne*, *Lentoasemankorttelit* is the second detailed residential plan made for the Malmin kenttä area. The detailed plans of *Nallenrinne* and *Lentoasemankorttelit* are presented in Figure 9. The detailed plan for *Lentoasemankorttelit* is currently in the process of approval. *Lentoasemanpuisto* is for a large part included in the detailed plan area of *Lentoasemankorttelit*. This detailed plan also sets out regulations and guidance for the competition area. The plan presents a housing area for approximately 2,200 residents with a variety of multi-storey buildings and smaller wooden houses. The field located north of the terminal and hangar is designated as an area for events and sports. The detailed plan includes a fire station south of the terminal building, a school and kindergarten east of the hangar, a basin for storm water management, part of the gas line and a new recreational bridge over *Tattariharjuntie* street. The *Malmin lentoaseman rakennukset* (terminal area) detailed plan, valid since 2019, protects the terminal, hangar building and the small wooden garage and changes the land use to public, cultural and recreational use. The *Falkullanniitty* detailed plan, also valid since 2019, preserves the values of the natural and cultural heritage of the

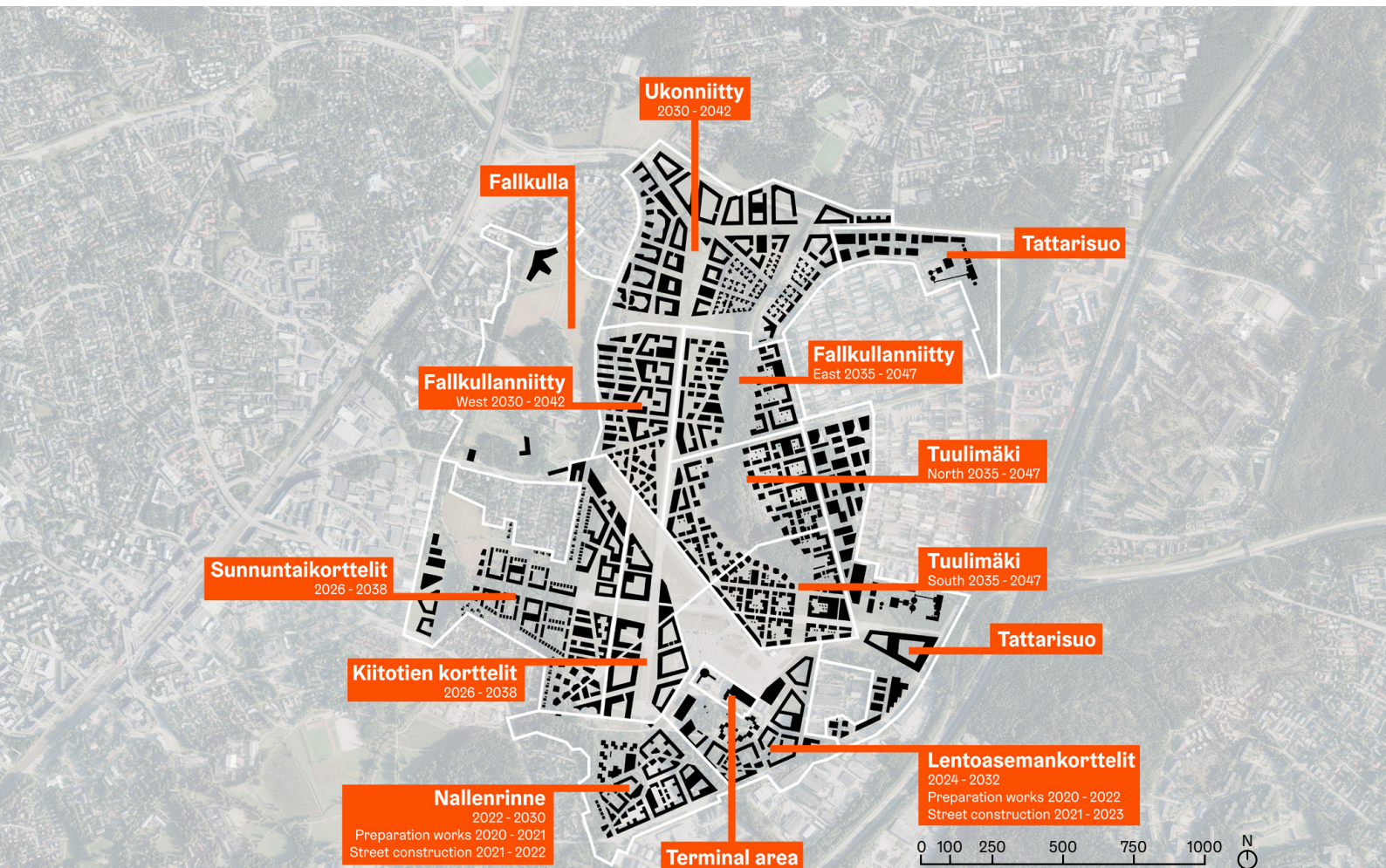


Figure 7 - Phasing of construction



Figure 8 - Master plan of the Malmin kenttä area



Figure 9 - Detailed plan of Nallenrinne and Lentoasemankorttelit

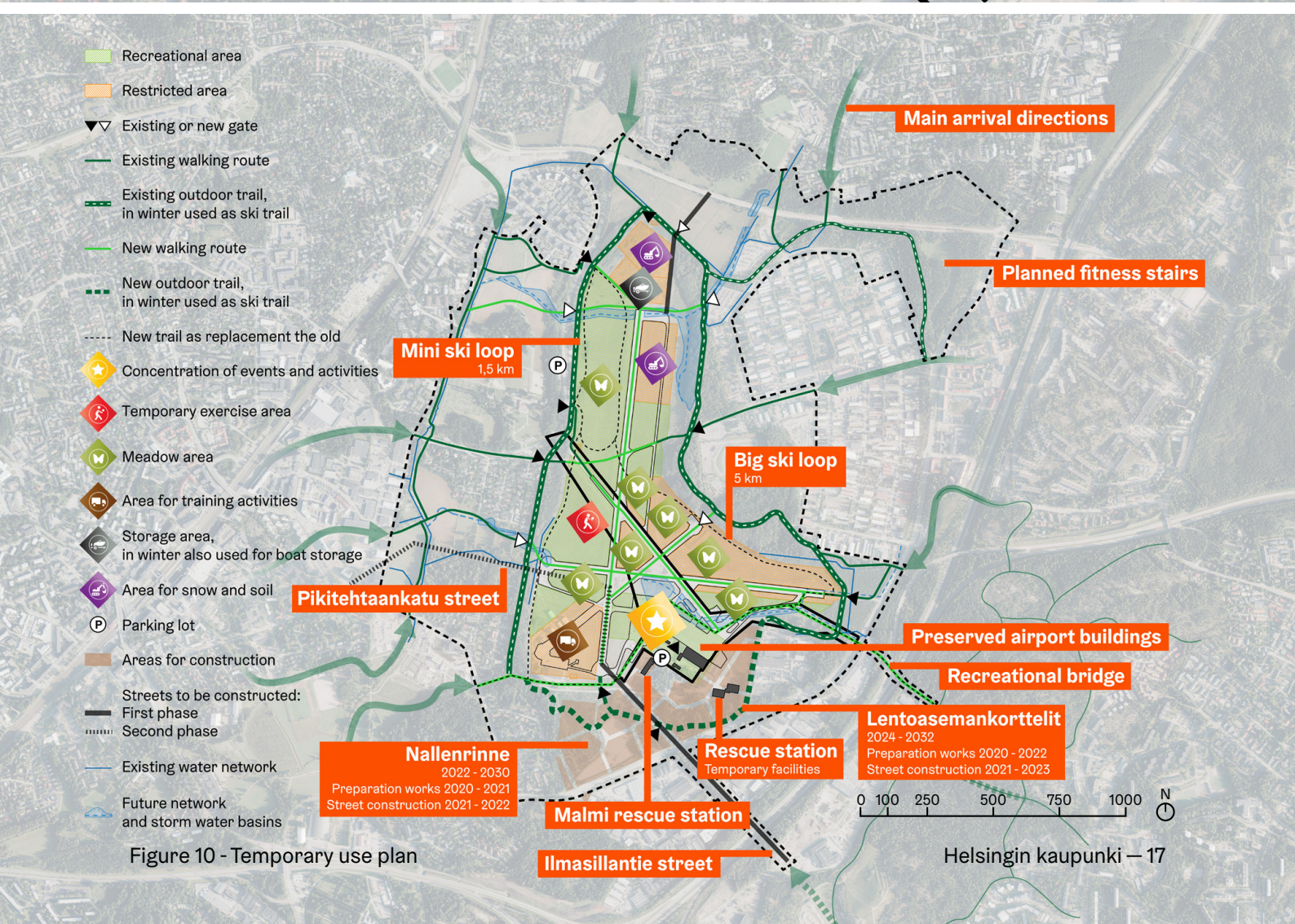


Figure 10 - Temporary use plan

Fallkulla estate. The plan supports the current use and provides room for development of the area, as well as a change of land use in the surroundings.

Malmi centre vision

The new vision for the centre of Malmi, published in 2020, sets a goal to develop Malmi as a strong, appealing and pleasant centre in north-eastern Helsinki. The vision aims for densification of the current centre as well as a strong connection with the Malmin kenttä area by light rail.

Temporary use plan

A plan has been made for the temporary use in the Malmin kenttä area for the upcoming 10 years (2020-2030). This plan is presented in figure 10. The temporary use is based on the master plan and the construction phases. After the aviation period the area will be opened for recreational use and other utilisation according to this plan. Construction of the Malmin kenttä area will start in the south. The temporary plan is designed as a preliminary plan and will be updated during the period of temporary use.

3.4 Competition area

Lentoasemanpuisto will be located in the middle of the new urban district and will serve both the directly bordering neighbourhoods as well as other already existing neighbourhoods, such as Alppikylä and Sepänmäki. The total size of the competition

area is roughly 20 ha. and includes the terminal building, hangar and the surrounding area and the connecting areas towards Nallenrinteenpuisto, the Fallkulla estate and the bridge over Tattariharjuntie street. The distinct shape of Lentoasemanpuisto is based on the connection between Kivikko and Fallkulla, the runways, and the position of the terminal area as an important landmark. The borders of the competition area are largely formed by the planned built structure. Although the set contours of the park should be respected in the design for Lentoasemanpuisto, the participants are encouraged to think about the relationship and transition to the future built areas of the park. The main focus should however be on the design of the park and not the surrounding built areas. The park will be of significant importance to the identity of the district and should be comparable in terms of quality to other recently constructed parks in Helsinki, such as Hyväntoivonpuisto and Kalasatamanpuisto.

3.5 Natural and ecological values

This section provides an overview of the natural and ecological values that have been studied during the planning process of the master plan and detailed plans since 2015. The reports can be found in the appendices of the programme. The relevant natural and ecological values and the current water network are presented in Figure 11.

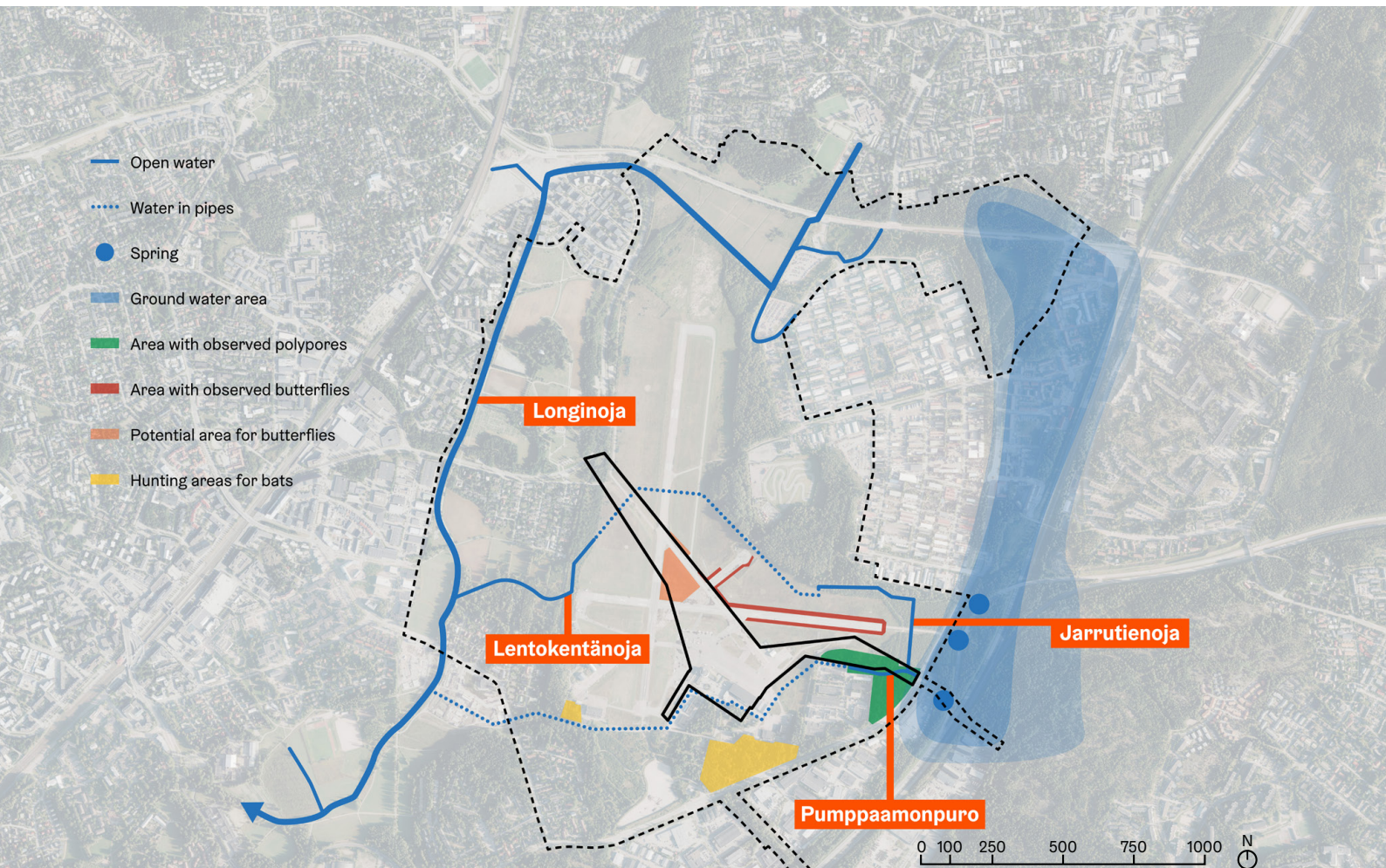


Figure 11 - Observed natural and ecological values related to the competition area and the current water network

Butterflies and insects

Butterflies and insects in the Malmin kenttä area were surveyed in 2016, 2017 and 2019. One of the species observed is the Burren Green (*Calamia tridens*) which is listed as endangered.

Birds

Bird surveys were carried out in 2015, 2016 and 2017. A range of species has been recorded, especially during migration period, in the whole Malmin kenttä area.

Bats

Bats were surveyed in 2016. Currently there are no breeding grounds for bats in the Malmin kenttä area. Outside of this area, however, some of the old buildings are used occasionally as hiding places during daytime. Some of the bats use the nearby forests and possibly the fields of the former airport to hunt for insects. A new survey on bats will be performed in the summer of 2020.

Polypores

A survey on polypores was made in 2018, a report has not been published yet. In the eastern part of the competition area some polypores have been observed in the wooded area. None of the species recorded within the competition area are endangered or vulnerable. More information can be found [here](#).

Natural values related to water

The natural values related to water were studied in 2018 and 2019. A large groundwater area is located east of the Malmin kenttä area. Groundwater runs from some of the springs towards the current airfield. However, most of this excess groundwater is directed towards Longinoja stream through pipes and ditches via the Jarrutienoja and Pumpaamonpuro network. The Pumpaamonpuro network directs clean and cold water to Longinoja, which significantly improves the living conditions of certain species, for example the brown trout (*Salmo trutta*). In the current situation, part of the storm water from the Tattarisuo industrial area flows towards the airfield. Excess storm water is fed to Longinoja via the Lentokentänoja ditch.

Plant and soil studies

No detailed surveys have been made of vegetation and soil (from a nature value perspective) in the Malmin kenttä area. These studies are planned for the summer of 2020. However, the survey on butterfly species in 2019 presents a rough image of the vegetation found along and between the runways and specifies four categories: low grass with sand and gravel top soil, meadow, rich humid meadow and low grass with regular maintenance. The classification of vegetation is shown in Figure 12. Currently there is no knowledge of possible endangered or vulnerable plant species at the site, although it is assumed that

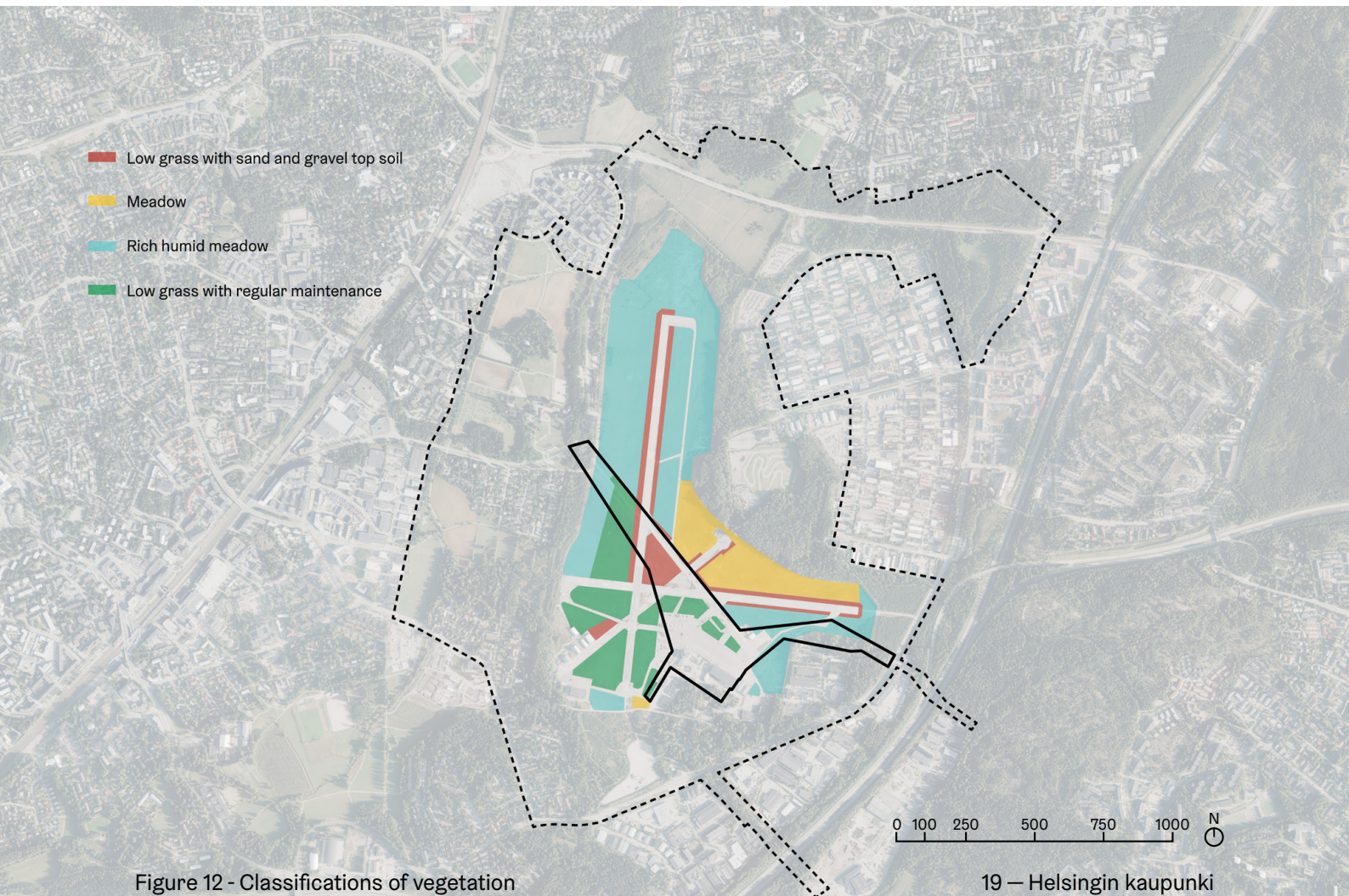


Figure 12 - Classifications of vegetation

due to the wet conditions and maintenance there are no widely noteworthy plant species in the area.

A large part of Malmin kenttä is part of the north-east Helsinki clay plateau. The southern part of the area mostly consists of a combination of sand and rock soil. The eastern tip of the competition area also contains a layer of peat, more information can be found [here](#). The classifications of soil for the area are presented in Figure 13.

According to a survey of contamination of the soil in the area in 2019, small patches with some higher contents of sulphur were found in the competition area. As a result, these areas with higher contents of sulphur are interpreted as acid sulphate soil. Furthermore, other contaminants (aromatic hydrocarbons, polyaromatic hydrocarbons, metals and semi-metals) were found, which are exceeding the lowest limits of reference value. The contaminants found can be mostly linked to airplane parking. The former heating and water treatment plants in the terminal area have also caused some contamination. However, overall, the soil is relatively clean and the contaminated area consists mostly of small patches. More research on the exact amounts of acid sulphate and contaminants is needed.

Meadow network

As shown in the city nature theme map of the 2016

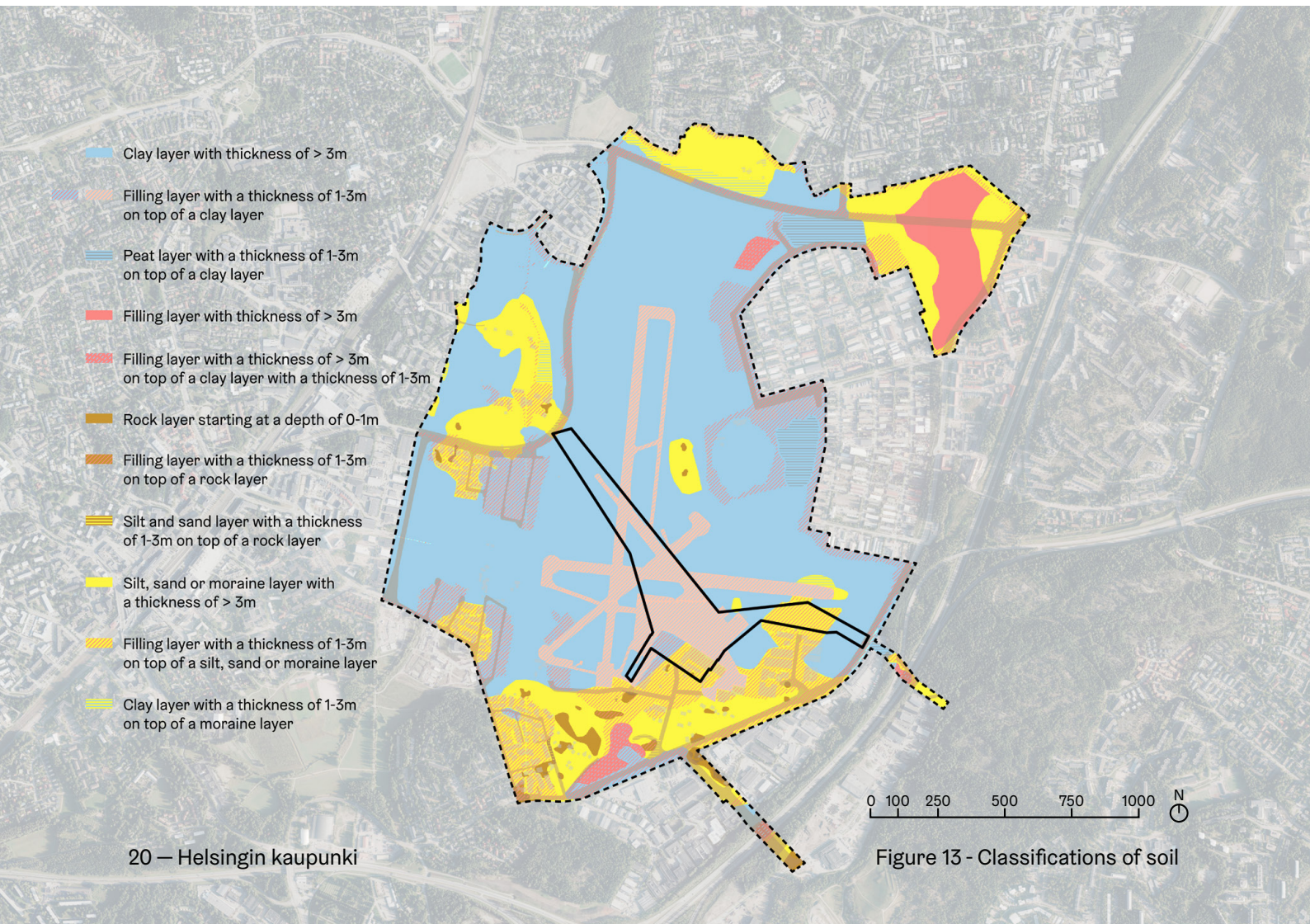
general plan, the former airport area is part of the proposed meadow network in Helsinki. The management environment and development of these areas is to take into account nature conservation values, biodiversity, ecological maturity, cultural environment, landscape values and recreational needs. Lentoasemanpuisto will play an important link within this bigger network.

3.6 Elevation of land and storm water management

This section provides an overview of the current plans on the elevation of land and storm water management. This overview is based on the report *Malmin kaavarunkoalueen vesihuollon, hulevesien ja tasauksen yleissuunnitelmien päivitys* by Sitowise which can be found in the appendices of the programme. The computed model of the topography and the storm water system is based on version VE2 of the report.

Elevation of land

Due to the current conditions in the area, an extensive landfill for the complete built environment will be required. This landfill, with an approximate maximum depth of three metres, must be done in order to create a stable foundation for construction and a drainage system mostly based on gravity. As an example, the main streets will need to have a minimum gradient of 0.7%. In the parks and other green areas, a landfill as extensive as for the built



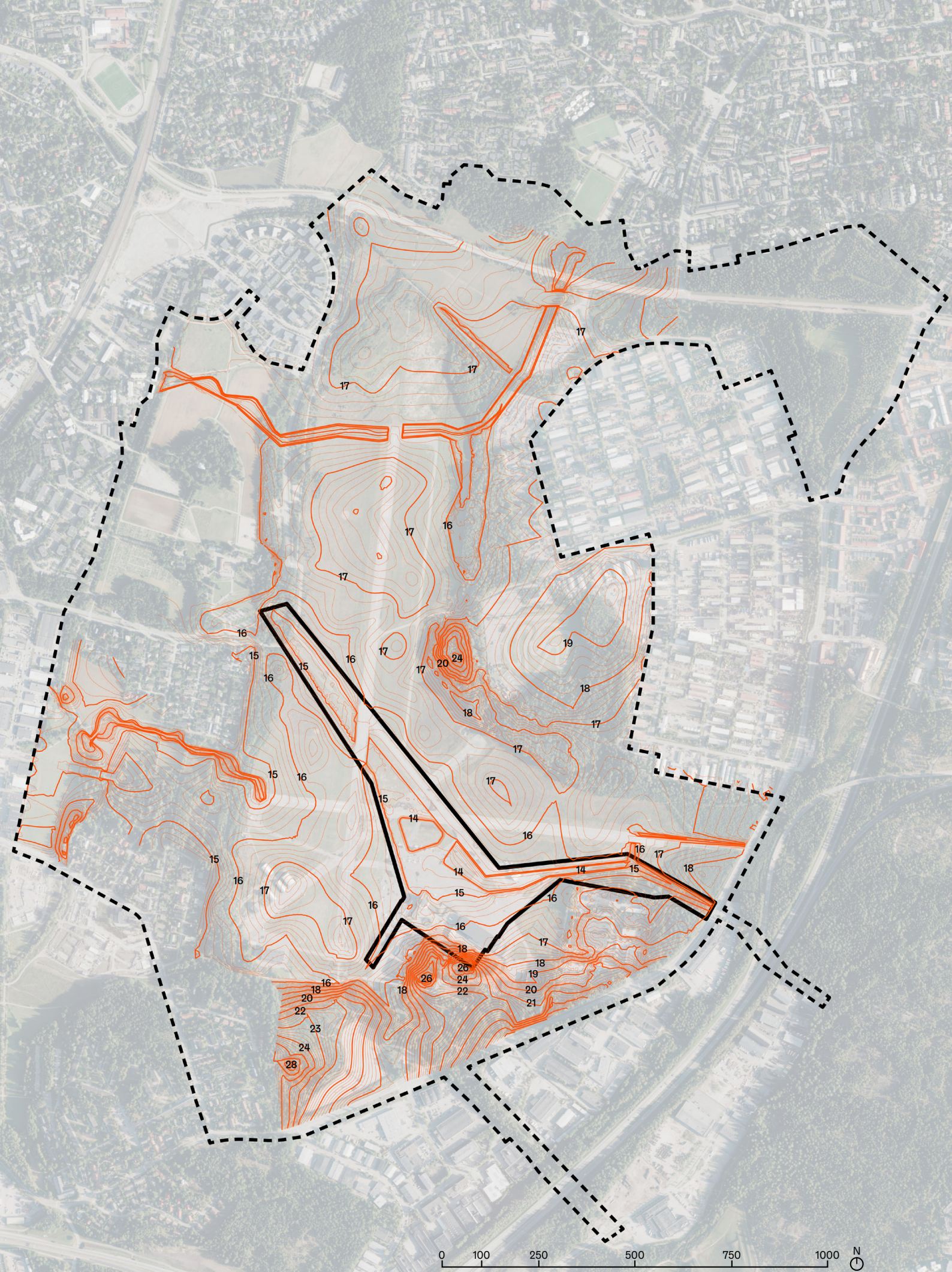


Figure 14 - Computed model of the topography in meters above sea level

areas is not necessary. A rough computed model of the topography can be found in Figure 14.

Storm water management

Due to the high amount of impermeable surfaces in the new built-up areas and the growing frequency of extreme rainfall, a well-functioning storm water system will be of great importance for the design of Lentoasemanpuisto. In the existing plans, the storm water from the built-up areas will be collected in the park and directed from there towards Longinoja. The presented plan VE2 from the report by Sitowise proposes a system including two storm water basins and multiple ditches and pipes. The storm water is directed towards the main basin through a ditch, which starts at the confluence of the Pumpaamonpuro and Jarrutieoja ditches. Before reaching the main basin, the ditch spreads wider. The storm water coming from the north is directed through a ditch and pipe to the smaller basin. The basins are connected and have a similar water level. In the current plans, the bottom level of the basin is located on +13 metres above sea level and the highest flood level on +14.6 metres above sea level. The lowest possible depth for the bottom level of the storm water basins is also set at +13 metres above sea level. The volume of the larger basin is approximately 15,000 m³ and the smaller basin approximately 9,000 m³. From the basins the storm water is guided through a pipe under

Kiitotien korttelit to the Lentokentäoja ditch north of Sunnuntaikorttelit and eventually to the Longinoja. As the quality of water is of greater importance to the living conditions in Longinoja, it is important to create a system that improves the quality of the storm water before it is released into Longinoja. The current plan also proposes a separate pipeline that will channel the water from the springs in the east directly to Longinoja to maintain the good quality and coolness of the water. The current plans and approximate computed size of the basins can be found in Figure 21.

3.7 Existing recreational services and the landscape

Current recreational services

Currently, the Malmi airport area forms a gap in the public recreational service network as the area is fenced off and not accessible to the public. A circular walking route runs around the perimeter of the airport area, which is used as a cross country skiing path in the winter. This route is highly appreciated by the residents of the surrounding areas. Other services are located outside the area, including playing fields and outdoor sports areas with some indoor sports facilities. The most important services in the surroundings are presented in Figure 15.

Landscape

The area is characterised by its flat and open landscape and exceptionally far-reaching views.

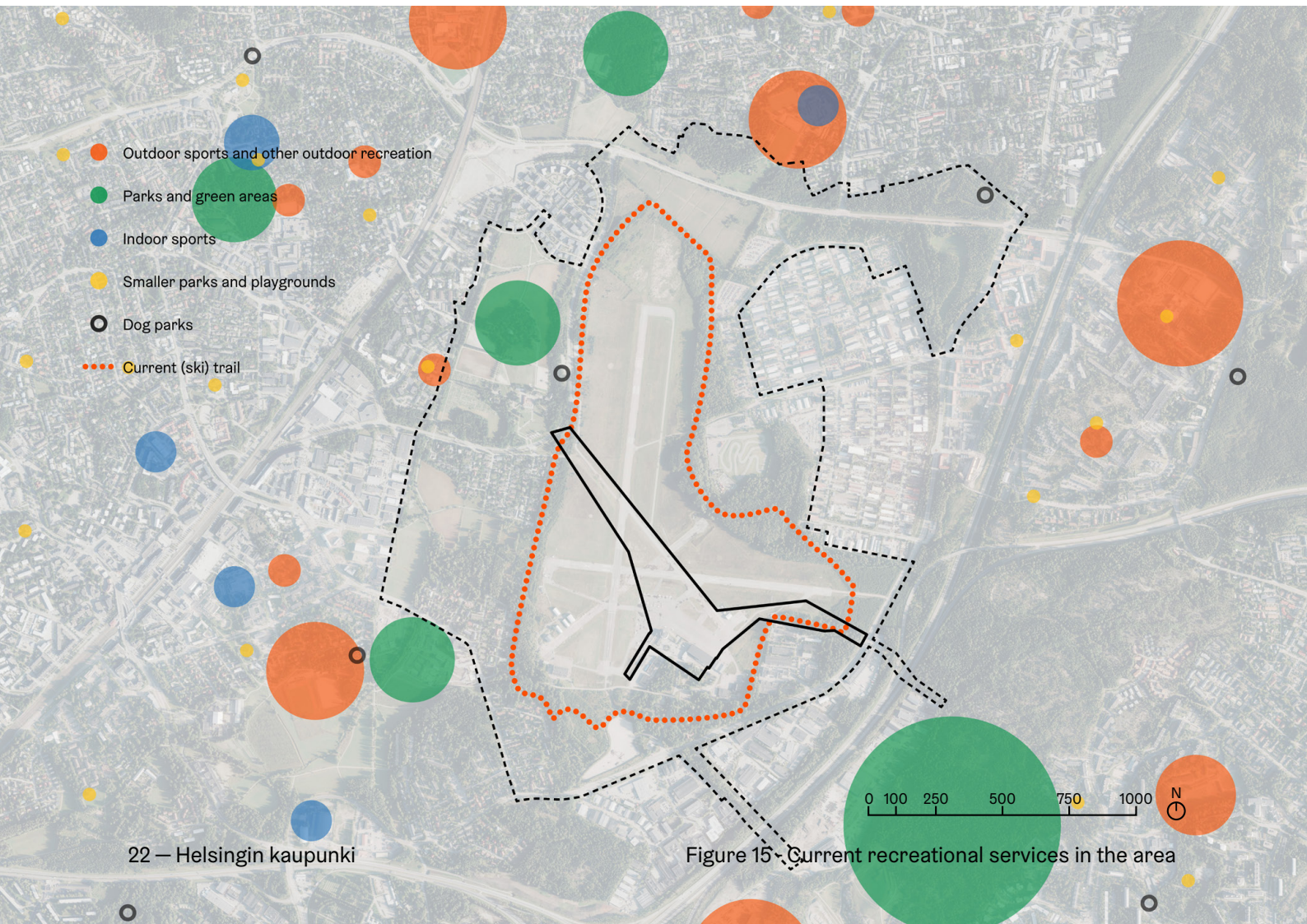


Figure 15 - Current recreational services in the area

Due to its characteristics, the current landscape of the airport represents the cultural countryside landscape, which formed the previous use of the area, fairly well in terms of nature and scale. The open landscape is framed by both natural areas like Tattarisuo Hill located to the east of the airfield and the Sepänmäki and Nallenmäki ridges, as well as built-up elements like the terminal, which forms a landmark in the current and future landscape.

3.8 Traffic and other infrastructure

Traffic

Public transport will continue to play a major role in connecting the urban fabric of northeast Helsinki. Two new light railways, ViiMa and Raide Jokeri 2, will connect Malmin kenttä to the surrounding neighbourhoods and the centre of Helsinki. Furthermore, a new junction is planned on the Lahdenväylä highway, creating a fast connection to the district by road. The proposed car and light railway network is presented in Figure 17.

According to the master plan, Lentoasemanpuisto will be accessible from various directions by foot and bicycle. Neljäs Kiirotie street, situated on the axis of the former runway, crosses the northern area of the park and accommodates car, bus, light railway, bicycle and pedestrian traffic in both directions. Light railway stops planned in the vicinity of the park are located on Neljäs Kiirotie street and Ilmasillantie street. Malminkaari street separates Fallkulla from Lentoasemanpuisto on the north-eastern border of the competition area. It is important to note that the future intersection of pedestrian and bicycle traffic through Lentoasemanpuisto on both Neljäs Kiirotie street and Malminkaari street must be planned at street level. The basic dimensions used for the street design can be found in Figure 16.

The field located north of the terminal and hangar is designated as an area for events and sports. The maintenance routes for these events proceed via the streets Malmin lentoaseman katu and Malmin lentoaseman aukio.

Currently there is no strict regulation for the pedestrian and cycling network within Lentoasemanpuisto. Competitors are free to give a new or alternative function to the former runways. The runways must however be visually distinctive from the rest of the park or routing. The proposed bicycle and pedestrian network for the Malmin kenttä area is presented in Figure 18.

It is possible and permitted to create lightweight bridges in Lentoasemanpuisto in order to cross ditches and basins. Furthermore, a heavyweight bridge designated for pedestrian and bicycle traffic will be constructed to the east of the competition area. This bridge will connect Lentoasemanpuisto with Kivikko and cross the Lahdenväylä highway. The bridge will also include vegetated areas, though it is assumed not to function as an ecological corridor.

Other infrastructure

At the moment there is no exact plan for an energy, electricity and telecommunications network in the park. However, the gas pipe will cross the park and is governed by strict requirements. For example, as the gas pipe is not able to carry any heavy weights, a five metre buffer needs to be designed to prevent motorised traffic from entering the ground-level area. The requirements also demand the addition of small poles to indicate the location of the gas pipe. The management requirements for ground level and the location of the gas pipe are presented in figures 19, 20 and 21.

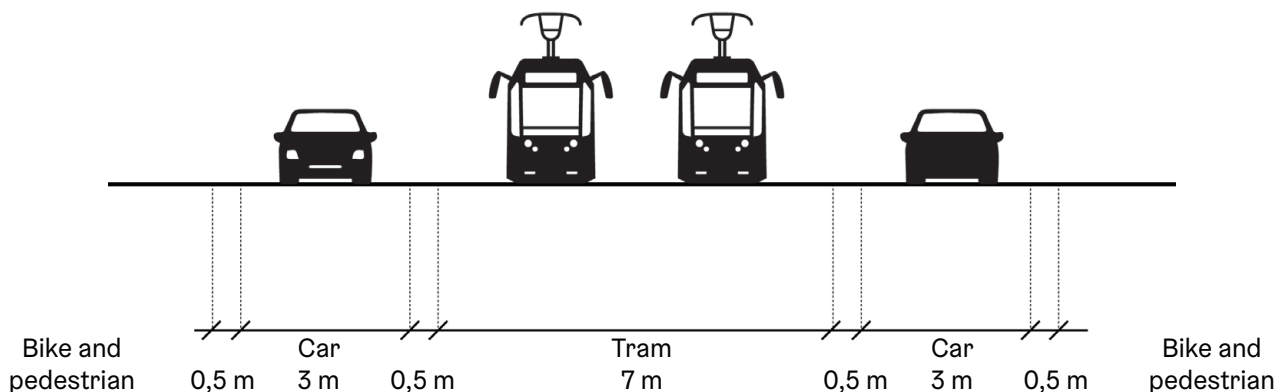
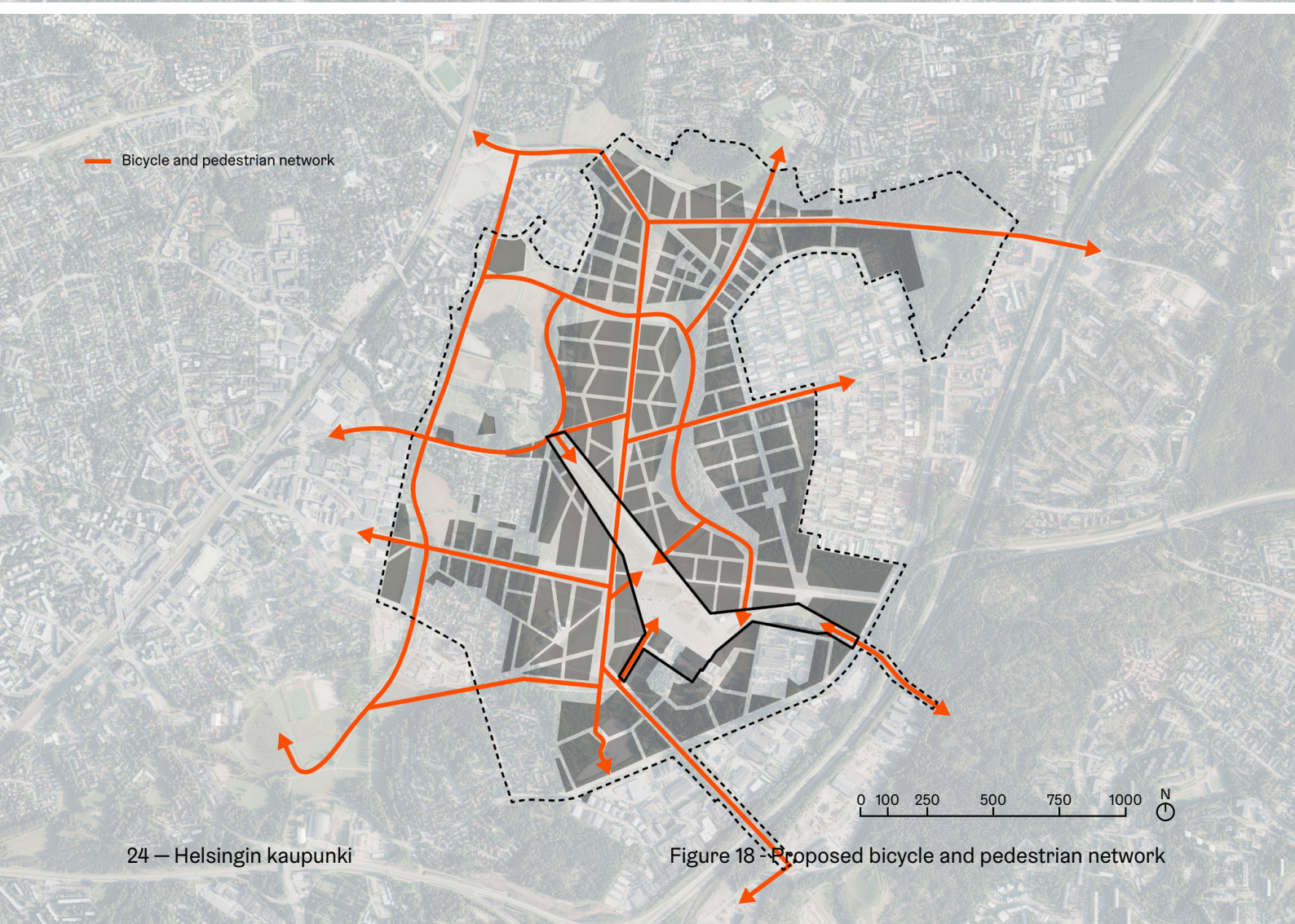
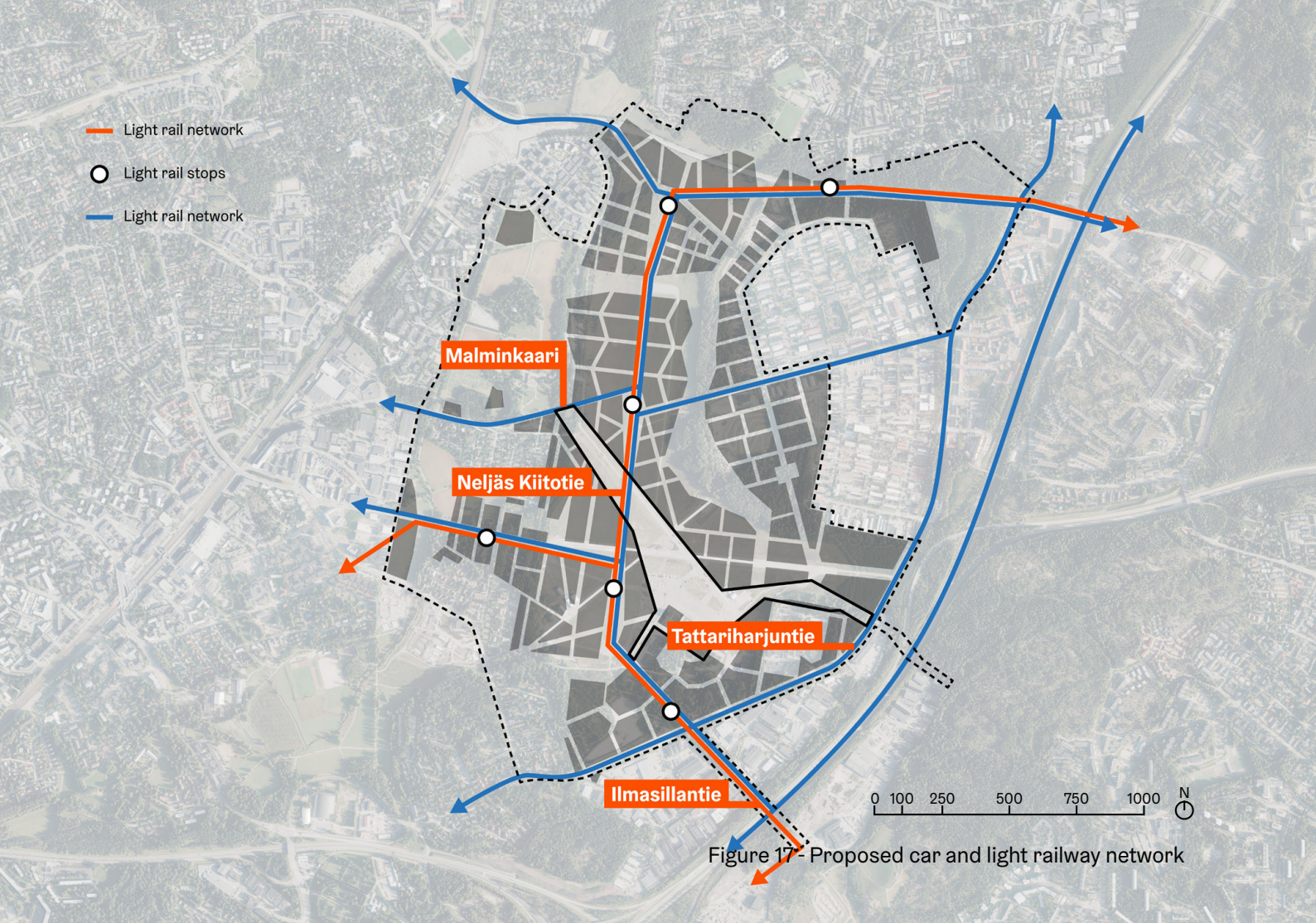


Figure 16 - Basic dimensions for street design of Neljäs Kiirotie street



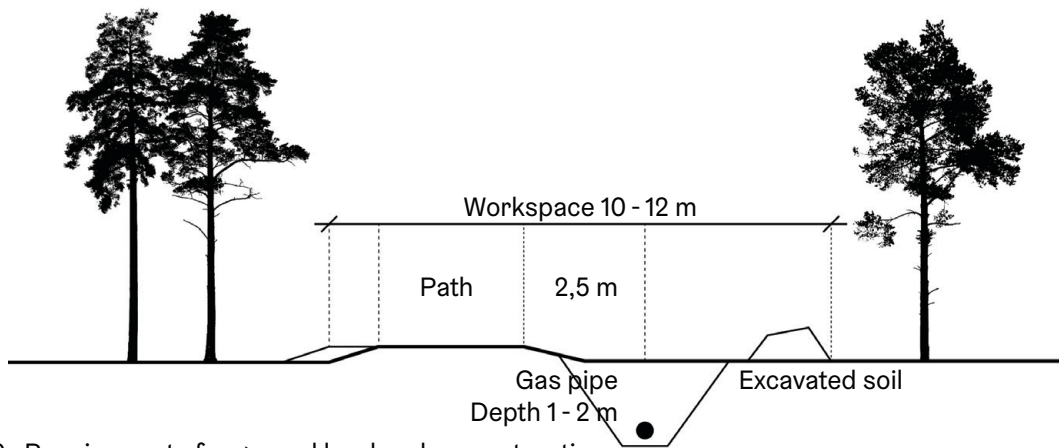


Figure 19 - Requirements for ground level under construction

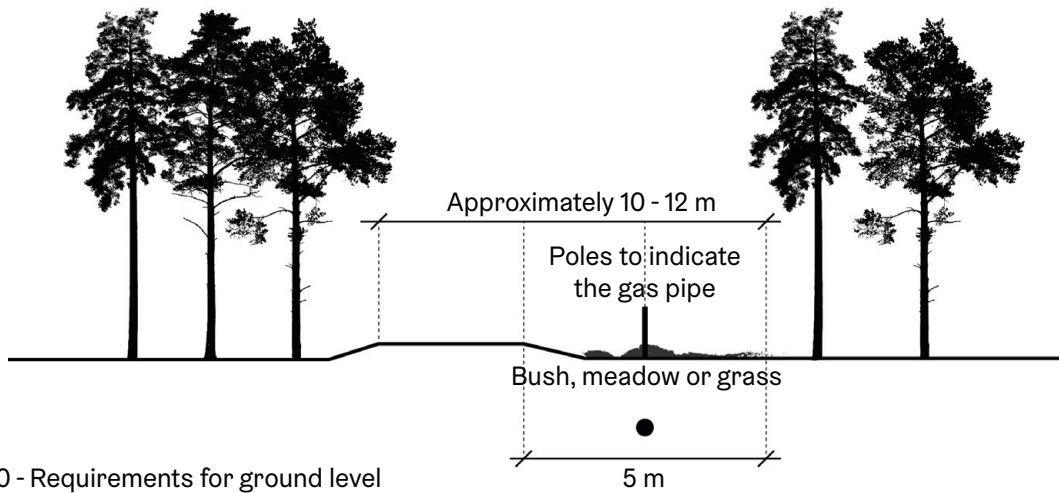


Figure 20 - Requirements for ground level

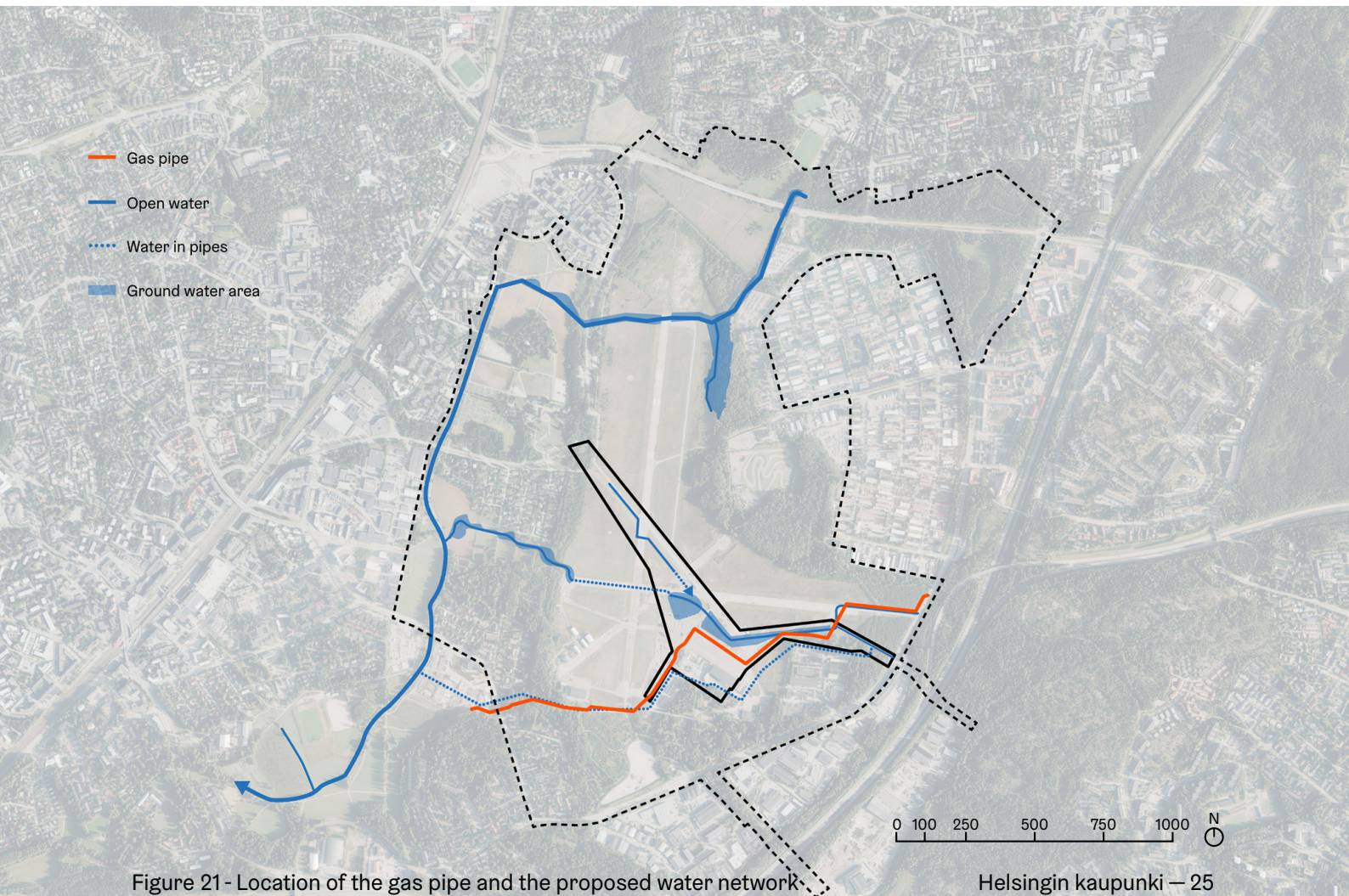


Figure 21 - Location of the gas pipe and the proposed water network

4. Objectives of the competition

The challenge in designing Lentoasemanpuisto lies in combining its rich cultural heritage, natural and ecological values and versatility in function. This chapter provides an overview of the objectives of the competition.

4.1 Image and identity

Lentoasemanpuisto will function as a central public space for the Malmin kenttä area and is of great importance to the overall identity of the new district. The image of the park should reflect its rich cultural history, the current natural and ecological values, as well as ideas on a sustainable future. The entries are expected to be innovative and inspiring, present a strong identity and concept, and represent ideas of contemporary landscape architecture. Furthermore, the entries should show the relationship and transition between the park and the planned built structure. The entries should also demonstrate how Lentoasemanpuisto could become a catalyst for public life in both the district and the city, providing use throughout the day and for all seasons.

4.2 Natural and ecological values

Due to the new urban land use in the former airport and the inevitable landfill and earthmoving process, it is likely that a part of the existing natural and ecological values in the area will disappear or weaken. 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. As a result, it will be important to present the ecological development and phasing of the plan. Furthermore, the new biotopes should contribute to an improved ecological connectivity of the existing green network. To create a well-functioning link in the meadow network, sufficiently large areas of short grass and meadows need to be present in the design. These areas need to include ecological values important to various butterfly and insect species. However, it is important to note that the aim is not to establish conservation areas but rather to find inspiring proposals that will support biodiversity, local nature for residents to experience, and the provision of ecosystem services. Furthermore, the entries should provide innovative ideas on how to combine the ecological values, recreational use, solutions for

climate adaptation, and the storm water system. Although the competitors are encouraged to shape a well-functioning storm water system freely according to their ideas, the entries should be in accordance with the quantities provided in the current plans and the set lowest bottom level height of +13 metres.

4.3 Cultural and historical values

The entries are expected to present a reflection upon the rich cultural and historical past of the former Malmi Airport. 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. Furthermore, the terminal and hangar are iconic landmarks in the landscape. Although the functions of these buildings will change, the buildings are protected and cannot be subject to major changes. The competitors are also encouraged to come up with inspiring new cultural values for the Malmin kenttä area.

4.4 Function and use

Lentoasemanpuisto should be designed as a multipurpose park, which combines a variety of activities, functions and values. It is important to address a diverse range of recreational activities, possibilities for both active and relaxing use as well as cultural activities. The park should be designed for versatile year-round use, and consider the needs of different types of users, children, adults and older people. The competition also aims to find new and interesting functions for the terminal, hangar and their surrounding areas. The interior use of these buildings could be related to the event and sports field north of the buildings. An important feature of the design of Lentoasemanpuisto is the implementation of a recreational network connecting the surrounding green areas. This recreational network should consist of walking, cycling and cross-country skiing routes. The accessibility of the park and the growing number of users are important aspects to take into consideration in the design of this network. Since construction of the complete area will take several decades, the temporary use of the area should also be considered, as this may guide the future identity and use of the park. Furthermore, it is crucial to show the phasing of the plan as the park and connections will change over time.

5. Guidelines for creating the competition entry

5.1 Required documents

Presentation method

The competition entry must be presented as one vertical A1-sized (594 x 841 mm) PDF file (300 dpi) with a maximum of five pages. The maximum file size is 40 MB. Furthermore, the aerial view and two street-level views must also be delivered as separate raster images (JPG file, aspect ratio 4:3 and maximum image size of 4 MB) to be used in communications related to the competition. The entry must be presented in English.

Overall plan (1:2000)

The overall plan presents the entire competition area within the given borders. The drawing of the overall plan must form a clear representation of the concept of the design. Among others, the drawing must show contour lines, routing hierarchy, the storm water system, patches of vegetation, functions and built elements. The overall plan must also demonstrate how the competition area connects with the surrounding urban structure and green areas. The image must be shaded, with the shadows coming from the southwest at a 45 degree angle.

Site plan of the terminal area (1:250 – 1:1000)

The site plan of the terminal and hangar area must show the texture and materials, types of vegetation and placed elements. The site plan of the terminal area must also demonstrate the chosen future use of the area, how it is incorporated in the surroundings and the implementation of a storm water system. The specific borders of the site plan are not given and can be chosen according to what suits the entry best. The image must be shaded, with the shadows coming from the southwest at a 45 degree angle.

Site plan of an area free of choice (1:250 – 1:1000)

The location of the second site plan is free of choice and can be chosen by the competitors. The site plan must show the texture and materials, types of vegetation and placed elements. The site plan must also demonstrate the chosen future use of the area, how it is incorporated in the surroundings and the implementation of a storm water system. The image must be shaded, with the shadows coming from the south-west at a 45-degree angle.

Street-level views

At least two street-level views of outdoor areas, freely chosen by the competitor must be presented. The first street-level view will also be used as the main image for the project on the Kerrokantasi website.

Aerial view of the competition area

The aerial view of the competition area from the given position must demonstrate a clear vision of the plan and concept. The base file for the aerial view can be found in the appendices.

Phasing plan

The phasing plan can be represented by a method that suits the entry best. The phasing plan must demonstrate the construction of the park over time in relation to the construction phases of the built environment and the ecological development within the area.

Vision

In addition to the aforementioned drawings and images, the competition entry should illustrate the team's vision for Lentoasemanpuisto consistently with the objectives of the competition, with pictures and graphs, for example. The competitor can choose the method for presenting their vision within the maximum number of pages allowed.

Description

The description explains and justifies the main planning solutions of the entry. The description must include an explanation of the main idea and the principles used. It must also include an explanation of how the entry reflects on the assignment presented in this programme. The description is to form part of the presentation boards. The maximum length of the description is two A4 pages.

Short introduction

Short (approx. 600 characters) introduction of the competition entry for the Kerrokantasi website. This introduction text will be translated into Finnish by the City of Helsinki.

5.2 Submission of competition entries

The final date for the submission of the competition entries is 6 November 2020 at 16:00 EEST. The

required material must be submitted in electronic format through the competition website. All documents included in the competition entry must feature a pseudonym of the competitor's choosing, and no other information on the author is allowed to be visible in the presented material.

The competition organiser will be responsible for maintaining competition secrecy in connection with the reception of the entries. The organiser may also reject entries with shortcomings or those that do not meet the requirements specified in this document.

6. Evaluation criteria for the competition entries

The solutions and ideas presented in the competition entry must be of high quality and in accordance with the goals and planning guidelines presented in this competition programme. The competition entry's overall concept, its wealth of ideas and the functionality of the solution are more important than the accuracy of the details.

The jury will emphasise the following aspects in the evaluation of the entries:

Image and identity

- Creation of a strong identity for the park
- Consideration of the current landscape
- Connection between the park and the planned built structure

Natural and ecological values

- Continuation and enhancement of existing ecological values
- Creation of new biotopes
- Relationship between ecological values, recreation and the storm water system
- Connectivity of the green network
- Attention to ecological development

Cultural and historical values

- Reflection of historical values
- Creation of new cultural values

Functions and use

- Versatility in function throughout the seasons and the consideration of different users
- Innovative use of the terminal and hangar area
- Connection to existing recreational and traffic network and the implementation of a new network
- Accessibility and the growing amount of users
- Temporary use and phasing of construction



Helsinki