

**Lentoasemanpuisto ideas competition** First round of questions (deadline 05-06-2020)

**Questions on eligibility to participate**

**Question 1**

*“What are the exact rules concerning the registration of landscape architects?”*

*“What does it mean a legalized landscape architect? Does he/she require to have Finnish or EU educational certificates? Or any other foreign certificate is suitable too? Does he/she need any other license to be presented?”*

*“Can the landscape architect be one registered in -a different country-? during the competition phase.”*

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:

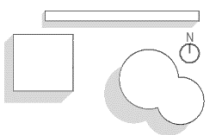
- In case the country of registration requires a permission or a certificate to practice the profession of landscape architect or to compete in landscape architectural competitions, this certificate can be used as proof.
- In case the country of registration does not require a permission or a certificate 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.

**Questions on submission of the proposal and the required documents**

**Question 2**

*“Can you confirm the below represents correctly the 45 degrees shadows to south west, as requested in the brief?”*



The image above presents the shadows coming from the northeast. The competition programme states: “the image must be shaded, with the shadows coming from the southwest at a 45 degree angle.” The correct shading is presented in Figure 1.

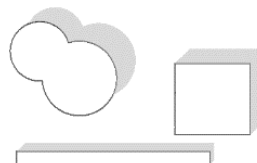


Figure 1 - Correct shading

### **Question 3**

*“Page 27, 5.1. Required documents: “The maximum file size of 40MB can be quite small for a set of 5 A1-sized pages.” Can you allow more flexibility in the file size? Not a reason for disqualification?*

*Also the announced maximum file size for the aerial view and street level views seems quite small, only 4MB.”*

In case the presentation boards exceed the maximum file size of 40MB and the aerial view and street level views exceed the maximum file size of 4MB, it is no reason for disqualification. We however request to limit the file size due to issues with (online) file handling.

### **Question 4**

*“Where can the proposal be uploaded?”*

A link to the submission page can be found on the [competition website](#). Alternatively the following link can be used: <https://submit.lentoasemanpuisto.helsinki.weup.city/>

### **Questions on the current legal situation and the possibility of a site visit of the area**

#### **Question 5**

*“When would more info be available on the organised event/ site visit?”*

*“Is the planned event in August for competitors and residents planned to be open for foreign competitors in the current situation with COVID-19?”*

Unfortunately, as a result of the current situation and the uncertainty of the organization of events during the summer, the August event for residents and competitors has been cancelled. Also the planned online presentations for June have been cancelled. As we understand that the current situation has made it impossible or more difficult for teams to visit the area, we have decided to provide additional digital information in the form of interviews with the jury members, photos and drone footage. This additional material will be available in August.

#### **Question 6**

*“When would the airport be closed from operation and following that when is it planned to be opened for temporary uses?”*

The preservation of Malmi Airport has been under discussion for a long time. Now, however, the relationship between aviation and need for new residential building and other urban land use is clear from the city's perspective: The Malmi kenttä area is the most important new construction area in Helsinki's most recent General Plan 2016, valid since 2018. Flight operations at Malmi Airport will end in the near future. Urban planning and decision-making for the Malmi Airport area have been consistent. The decisions are based on the strategic objectives set by the respective council and the agreements for the region.

The City of Helsinki enabled temporary flight operations in the area until the end of 2019 by leasing the land it owned to the Malmi Airfield Association. The City of Helsinki terminated the land lease agreement to expire on 31 December 2019. Flight operations have since continued in the area without the landowner's permission to use the area. The city will not renew the land lease. The area of the former Malmi airport will be taken into the city's own management and use as planned after the land lease dispute has been resolved in court. It is the aim of the City of Helsinki that the area will be open to the public as soon as possible. The plan for temporary use is presented in Figure 10 of the competition programme.

#### **Question 7**

*“Is the airport currently open to the public (if we are looking to do a site visit before August)?”*

Currently the airport is still in use. As a result, it is unfortunately not possible to visit the full competition area. The parts that are open to visit are the terminal building and its surroundings and the public area outside of the closed area used for flying activity.

## **Questions on available and additional digital material**

### **Question 8**

*“The Lentoasemanpuisto Competition Existing situation- dwg-file is not opening properly, presumably because of the file size, have there been other reports of the same issue? The other dwg-file works ok, and seems to have most of the same info?”*

The file ‘Lentoasemanpuisto Competition.dwg’ contains the most important layers from the ‘Lentoasemanpuisto Competition\_Existing Situation.dwg’ file, such as the existing roads, buildings, contour lines and waterbodies. The ‘Lentoasemanpuisto Competition\_Existing Situation.dwg’ contains additional information, such as property borders and symbols. Due to the high amount of information and symbols the file size is unfortunately rather large. A new lighter file, containing a smaller area, has been added to the competition documents and can be found [here](#).

### **Question 9**

*“Are the surrounding future buildings available in a 3D-model?”*

*“Is a massing model of the masterplan area available?”*

*“Alternatively, can we get information on the planned/ allowed maximum building heights of the surrounding blocks around the park/ the masterplan area?”*

*“With reference to the image shown in the programme cover: is this 3d model available? Is the detailed master plan available with indications of the heights of all the new proposed buildings surrounding the competition area and detailed use? (residential, office and commercial)”*

A rough SketchUp model of the masterplan area is added to the competition documents and can be found [here](#). It is important to note that the model does not contain the latest versions of the Nallenrinne and Lentoasemankorttelit detailed plan. The detailed plans for Nallenrinne, Lentoasemankorttelit, and the terminal and hangar area have been added to the competition documents and can be found [here](#).

### **Question 10**

*“We couldn’t find the draft of preliminary plan for recreational bridge over Tattariharjuntie street, could you point us to the right direction or issue on the competition website?”*

A .pdf and .dwg file of the draft of the preliminary plan for the recreational bridge over Tattariharjuntie street has been added to the competition documents and can be found [here](#). The bridge is currently still under planning and a final design is not available. For the competition it is important that the recreational network connects to the preliminary design. Version V2 and the .dwg file can be used in the preparations. The cross-country skiing route is located next to the asphalt path on the ‘luonnonnurmi/niitty’ (grass and meadow).

### **Question 11**

*“The competition brief mentions the detailed plans for Nallenrinne and Lentoasemankorttelit areas, and that the latter sets out regulations and guidance for the competition area. Can we get a high resolution version with legends for both (or at least the already approved Nallenrinne area) and the text of proposed guidance and regulations for the park?”*

The detailed plans for Nallenrinne, Lentoasemankorttelit, and the terminal and hangar area have been added to the competition documents and can be found [here](#). The following guidance and regulations for the Lentoasemanpuisto park area are included in the Lentoasemankorttelit detailed plan:

- VP Park.  
*Puisto.*
- VP-1 Park area with cultural and historical values.  
*Puisto. Alueella sijaitsee kulttuurihistoriallisia arvoja.*
- s Area where the runway is to be preserved. The surface material of the area should visually differentiate from the rest of the park area.

*Säilytettävä alueen osa, jolla sijaitsee kiitorata. Alueen pintamateriaalin tulee erottua puistoalueella.*

- hu Part of the area reserved for storm water management, location is indicative.  
*Hulevesien hallintaan varattu alueen osa, sijainti ohjeellinen.*
- vu Part of the area reserved for sports, recreation and cultural services.  
*Urheilu- ja virkistyspalvelujen alueen osa.*
- Openness of the landscape in VP-1- area should be retained. Meadow areas suitable for insect habitats should be located in the area, for which a management plan should be drawn up.  
*VP-1- alue tulee säilyttää maisemaltaan avoimena. Alueelle tulee sijoittaa hyönteisten elinympäristöiksi soveltuvia niittyalueita, joille tulee laatia hoitosuunnitelma.*
- The area is included in the list of built cultural environments of national significance (RKY 2009, Malmi Airport).  
*Kaava-alue sisältyy valtakunnallisesti merkittävään rakennettuun kulttuuriympäristöön (RKY 2009, Malmin lentoasema).*

### **Question 12**

*“Are there drawings of the hangar, specifically sections, beside what included in the historic information?”*

A .pdf file with drawings from 2017 has been added to the competition documents and can be found [here](#).

### **Questions on traffic and accessibility**

#### **Question 13**

*“Page 24, Figure 17: Both red and blue lines are marked in legend as light rail networks. However the red line must be the light rail network and blue line car network?”*

The legend of Figure 17 on page 24 contains a mistake. The orange lines depict the light rail network and the blue lines depict the main roads of the network for cars and other motorized vehicles.

#### **Question 14**

*“How is the access planned to the houses on the north side of the Lentoasemanpuisto east wing (Tuulimäki south and Tattarisuo)? Do they need a vehicle access from the south side or can they be accessed from the north side and through the inner court?”*

The aim is to minimize the amount of motorized vehicles in Lentoasemanpuisto. The buildings on the borders of the park will be accessible by motorized vehicles through the courtyards. The only motorized vehicle access that needs to be planned in Lentoasemanpuisto concerns the Neljäs Kiitotie street and the access to the multifunctional field north of the terminal and hangar. Access to this area will be organized via Malmin lentoaseman katu and Malmin lentoaseman aukio (see Lentoasemankorttelit detailed plan) and should be taken into account in the design of the terminal area.

#### **Question 15**

*“Page 23: The maintenance routes for the field located north of the terminal and hangar are via Malmin lentoaseman katu and Malmin lentoaseman aukio, but where are these streets? They cannot be found by Google Maps. Are they new or existing?”*

The maintenance routes for the multifunctional field north of the terminal and hanger are currently partly existing but will be updated during the construction phase of Lentoasemankorttelit. The area in between the terminal and hangar, Malmin lentoaseman aukio, should be accessible for motorized vehicles in case of maintenance, emergency, and preparations for events on the multifunctional field.

**Question 16**

*“What does the new proposed lightrail look like? Is it a ground level tram, overground or else?”*

The new proposed light rail will be comparable to other existing trams in Helsinki and the new Raide Jokeri light rail, presented in Figure 2. This means that a reservation of 7 meters for the tram is necessary as is shown in Figure 16 on page 23 of the competition programme. Materials, vegetation, and further details can be decided on freely according to the concept of the entry.



Figure 2 - The new Raide Jokeri

**Questions on functions in and around the park**

**Question 17**

*“Could we get a legend to the masterplan presented on page 16 of the brief document?”*

*“Can we get detailed information on envisaged building active uses/ ground floor functions around the park?”*

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 3. 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.

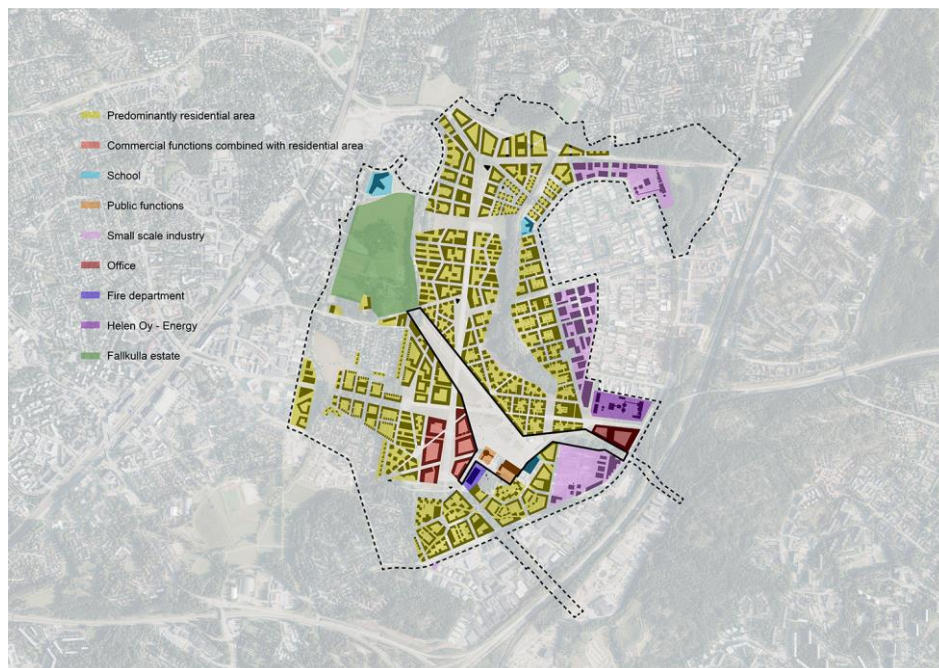


Figure 3 - Zones and functions in the Malmin kenttä area

### **Question 18**

#### *Additional information on cross country skiing routes*

As the importance of cross country skiing routes in urban areas is rather specific for the Finnish context and perhaps unfamiliar to some of the foreign competitors, we would like to highlight that it is important that the proposed recreational network includes these cross country skiing paths. Cross-country skiing paths can be for instance meadow or grass during summer times. The currently proposed routing is presented in Figure 4.



Figure 4 - Cross country skiing routes

### **Question 19**

#### *Additional information on the spatial regulations for the gas pipe*

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.

### **Questions on the storm water system and contours**

#### **Question 20**

*“Page 25, Figure 21: Legend states light blue area is ground water area (=pohjavesialue), however in the reports by Sitowise they are defined as storm water areas/basins (=huleveden tulva-alue).*

*What is the correct definition?”*

The legend of Figure 21 on page 25 contains a mistake in terminology. The term ‘ground water area’ should be replaced with storm water areas or basins. Figure 11 on page 18 presents the location of the ground water areas in the Malmin kenttä area.

### **Question 21**

*“The proposed areas for the storm water basins seem to take fairly large part of the park. What is the wanted relationship between the storm water areas compared to other wanted functions for the park?”*

*“In the DWG there are drawings for new storm water basins. Questions: Are these supposed to be fixed? Or can the size/ outline and locations of water basins as drawn be changed? Are the sizes based on actual expected water containment demands (including periodic storms or floods of exceptional magnitude (ie: 50/ 100 yrs)).”*

The storm water system, as presented in Figure 21 of the competition programme and plan VE2 of the report *Malmin kaavarunkoalueen vesihuollon, hulevesien ja tasauksen yleissuunnitelmien päivitys* by Sitowise, shows the situation with full basins, which is predicted to occur once in a 100 years (a heavy rain, ten minutes 185 l/s ha). It is important that the basins provide sufficient capacity for such an event (a total capacity of 24 000 m<sup>3</sup>), however, competitors are free to shape the system according to their own ideas. As most of the time the basins will not be (completely) filled, competitors are also encouraged to come up with ideas for use during dry periods. Furthermore, the VE2 plan proposes a continuous small stream of ground water coming from the springs in the east. This can be included, adjusted or changed freely according to the ideas of the competitors. Due to the ground water springs, it is also possible to include basins that will contain water throughout the year.

### **Question 22**

*“It is stated in the brief document that ‘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.’ However, it is imagined that for the purpose of the design we are allowed to make landform changes if it is necessary for the proposal. Can you confirm if this is the case, or is expected that the set contours are largely untouched?”*

The use of the word ‘contours’ has, in this sentence, led to ambiguity as it can be interpreted either as contours related the relief of the park or the contours of the park itself. The proposed relief of Lentoasemanpuisto, presented in Figure 14 of the competition programme, can be shaped according to the ideas of the proposal. It needs to be taken into account, however, that the lowest possible depth for the bottom level of the storm water basins is set at +13 metres above sea level.

The main aim of the currently proposed contours or borders of the park itself is to create a strong border around the park. It is 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.