



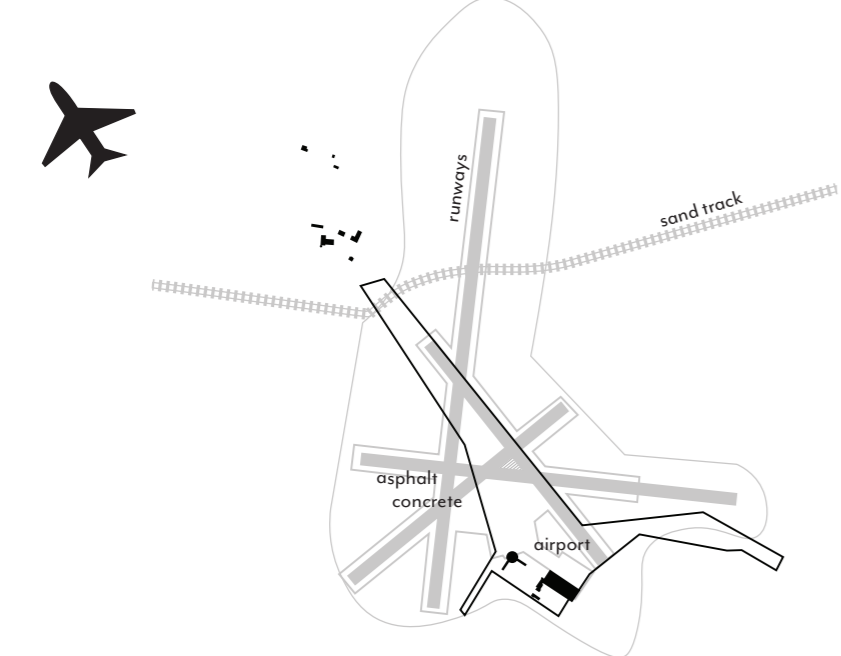
VIEW FROM THE BRIDGE ON THE CROSSING POINT TOWARDS THE TERMINAL

CONTEXT

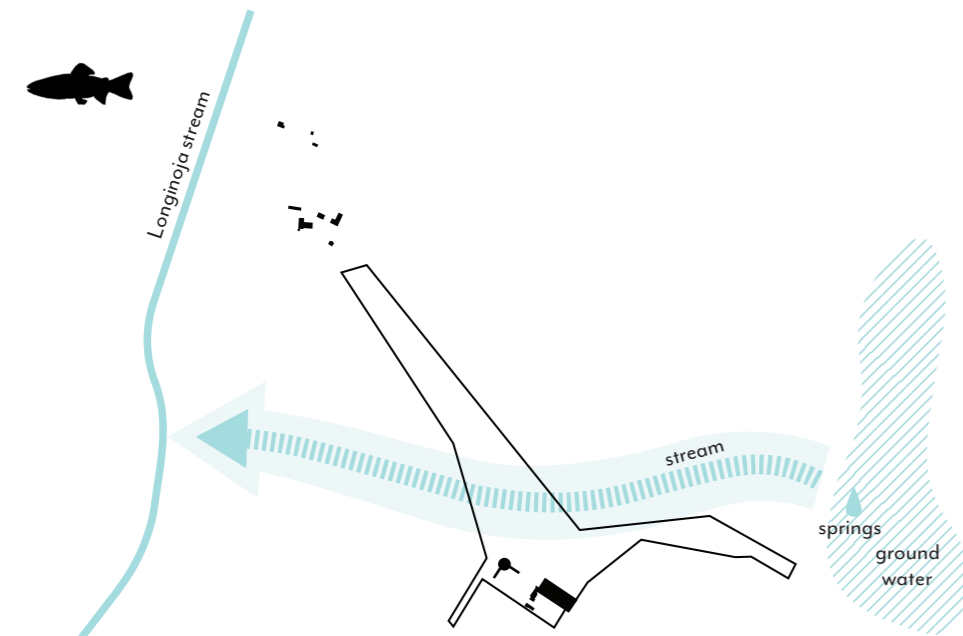
OPEN GRASSLANDS AND AGRICULTURE



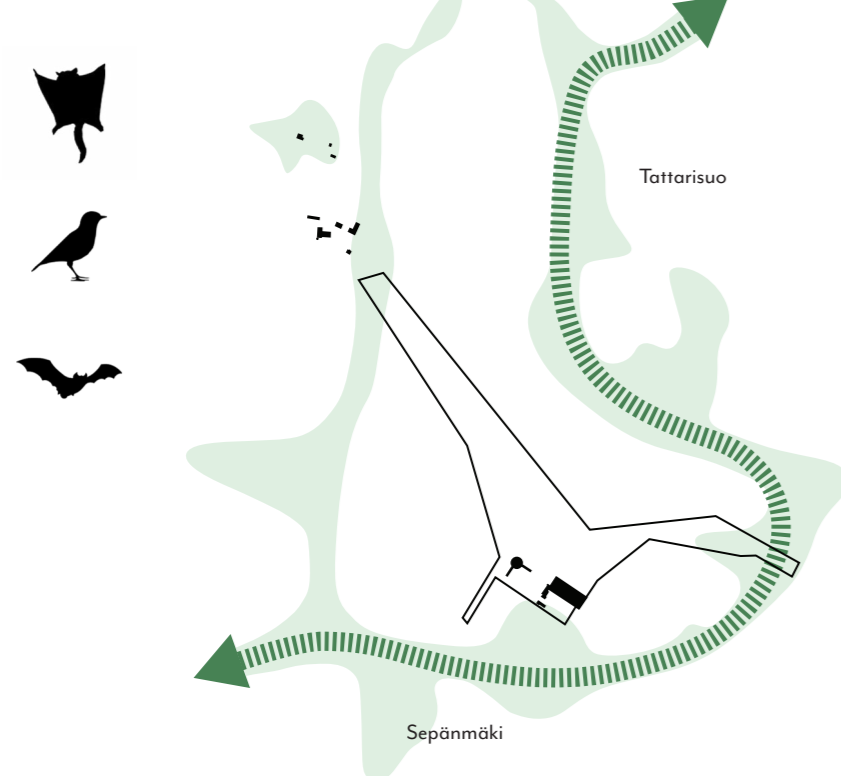
AVIATION AND INDUSTRIAL HISTORY



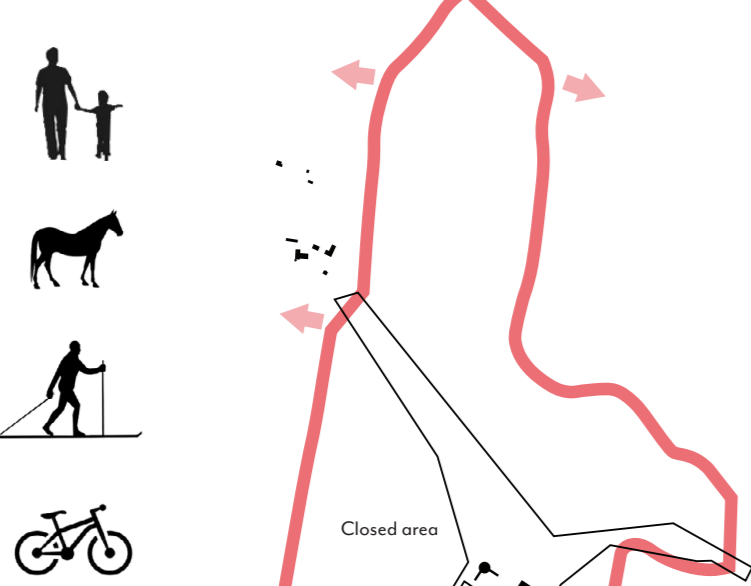
WATER ELEMENTS



FOREST NETWORK



RECREATIONAL VALUES



CROSSING HORIZONS

Context, urban structure and relation to surrounding areas

One of the main features of Lentoasemanpuisto is its vast open landscape which has remained open because of the long roots in agriculture and the airport history. The runways and airport buildings are currently giving a strong identity to the site. The environment around the Falkkulla estate has rich cultural features with old trees, fields, meadows and pastures with farm animals. An old sand track which transported sand from Tattarisuo to the tile factory of Malmi can still be recognized as a pathway close to Falkkulla. Water has been visible in the landscape in many forms during the times: as dence patterns of ditches in fields, as a stream of 'Pekki', a branch of Longinoja, and natural springs in the ground water area. Due to this historical background the area has versatile and distinctive flora and fauna. Surrounding forests of Malmi airport are very vivid recreational areas which offer circular routes for jogging, cycling, riding and skiing in the nature with multiple ecological values. Existing forests around airport vary from wetlands and swamps to dry rocky hills. In bigger scale the airport area is located between two 'green fingers' of Helsinki city structure and larger recreational network.

Proposal

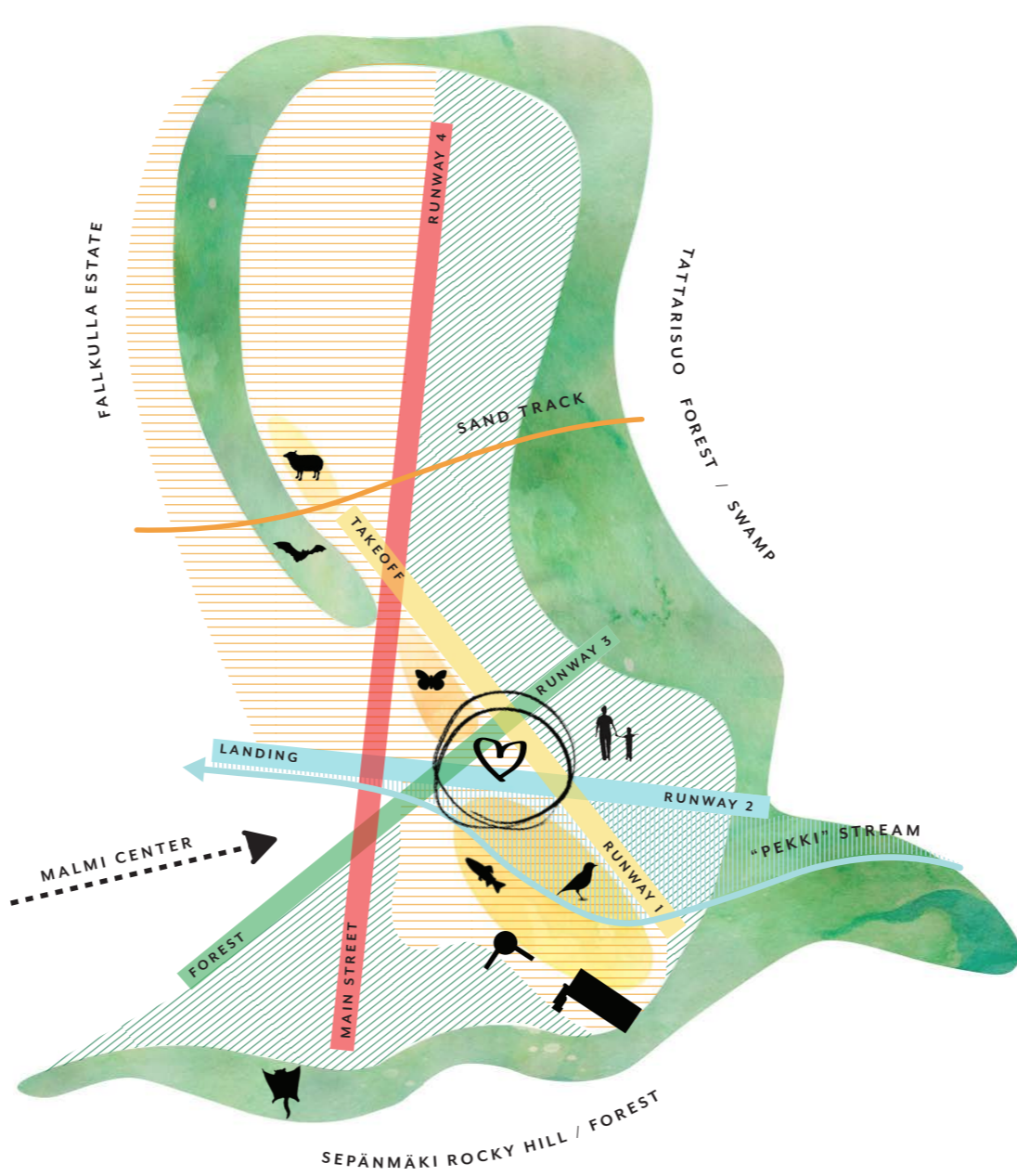
The new park is seen as a process where residents, visitors and multiple animal and plant species live and thrive side by side, while preserving fractures of rich cultural history as a cultivated land and a pioneer site of Finnish aviation history.

The proposal addresses larger area than the competition site itself to give the new area a strong identity based on genius loci and to solve land use and storm water management in a holistic way. The design preserves the open cultural landscape. Different types of biotopes are created on versatile green areas to support the surrounding ecological networks. The new residential area will be densely built and therefore the amount of vegetation and other permeable surfaces is maximized in the park. The existing forests are preserved and cutted forests will be compensated. The park activities and structures are focused on the historical skeleton of the runways. In the park area the runways create the core of public open space. The skeleton is extended from the park area into the new city structure so that the print of the airport will stay visible. The extensions work as multifunctional public spaces which are defined and evolved by residents to strengthen the sense of community.

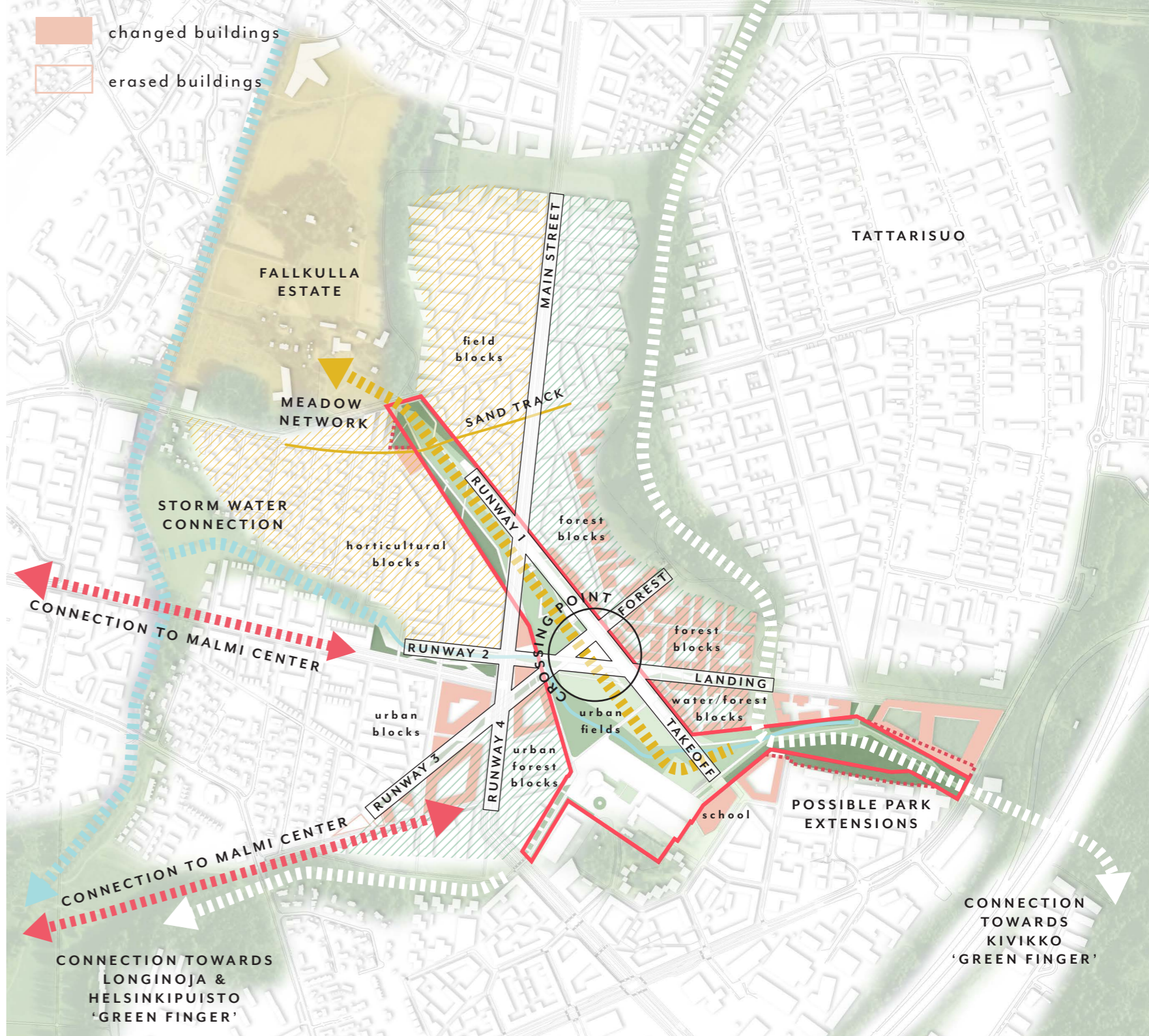
The relationship and transition between the park and the surrounding built areas has been carefully studied. Some changes have also been made to the building masses, heights and distances to strengthen and highlight the ideas behind the park design. The focus has especially been on the 'joints' where the old runways connect with both the park and the urban structure.

The park consist of four different kinds of parts: 'the Area of Pastures' next to Falkkulla estate, 'the Archeologic Crossing Point' where the runways cross in the central part of the Lentoasemanpuisto, 'the Area of Open Urban Fields' in front of the airport buildings and 'the Forest Corridor' which connects the park to eastern green structure of Helsinki.

The main routes of the park are directed to the long sides of the park. The original runways are both pathways and activity areas. Smaller crossing connections and bridges are made above water and meadow areas to allow experiencing the park from different levels of heights. Old sand rail track can also be seen as a pathway in the new park.



URBAN STRUCTURE



Concept

The four existing runways form a skeleton for the park and each one of them has its own colour based on the airport lighting system. The colour is visible in furniture, info signs and gate structures. Each runway has a distinctive visual and functional character that identifies them and helps the orientation. The identity of the northern part of the park around Falkkulla estate is influenced by agri- and horticulture. Vegetation consists of trees like oaks, lindens, larches and fruit trees growing loosely beside pastures and meadows. Clay is used in facades of the buildings and ground pavings. The runway 1 is called 'Takeoff' and it links Falkkulla to the terminal area. Vegetation on the runway consists of mixed forest tree and bush species. It is a runway including activities with speed and linear movement. The code colour is yellow. The runway 2 is called 'Landing'. It is emphasized by alder trees, natural stone pavings and visible water. It is a runway which is characterized by relaxing and hanging around. The code colour is blue.

Runway 1 and 2 are crossing with the storm water stream 'Pekki'. The stream has several retention basins and it undulates across the park and dominating the landscape in the southern part of the park. The Forest runway 3 is linking the forests of Tattarisuo and Sepänmäki. The runway is articulated by forest vegetation and the main trees being birches. It is the runway of residential activities and the sense of community. Code colour is green.

The 4th runway is the main street of the area with a light railway lane with lawn. The green identity for the street is increased by long rows of columnar trees like aspens which make contrast with surrounding vegetation. The squares beside the 4th Kittoite are proposed to be planted with aspens to create buffer zones between the housing blocks and the street and to protect against wind. Squares covered with leaf canopies are furnished with benches and bicycle parking. The code colour is red. In the central crossing point all the streams of runways and processes are mingling together. There one can feel the pulse of the park.

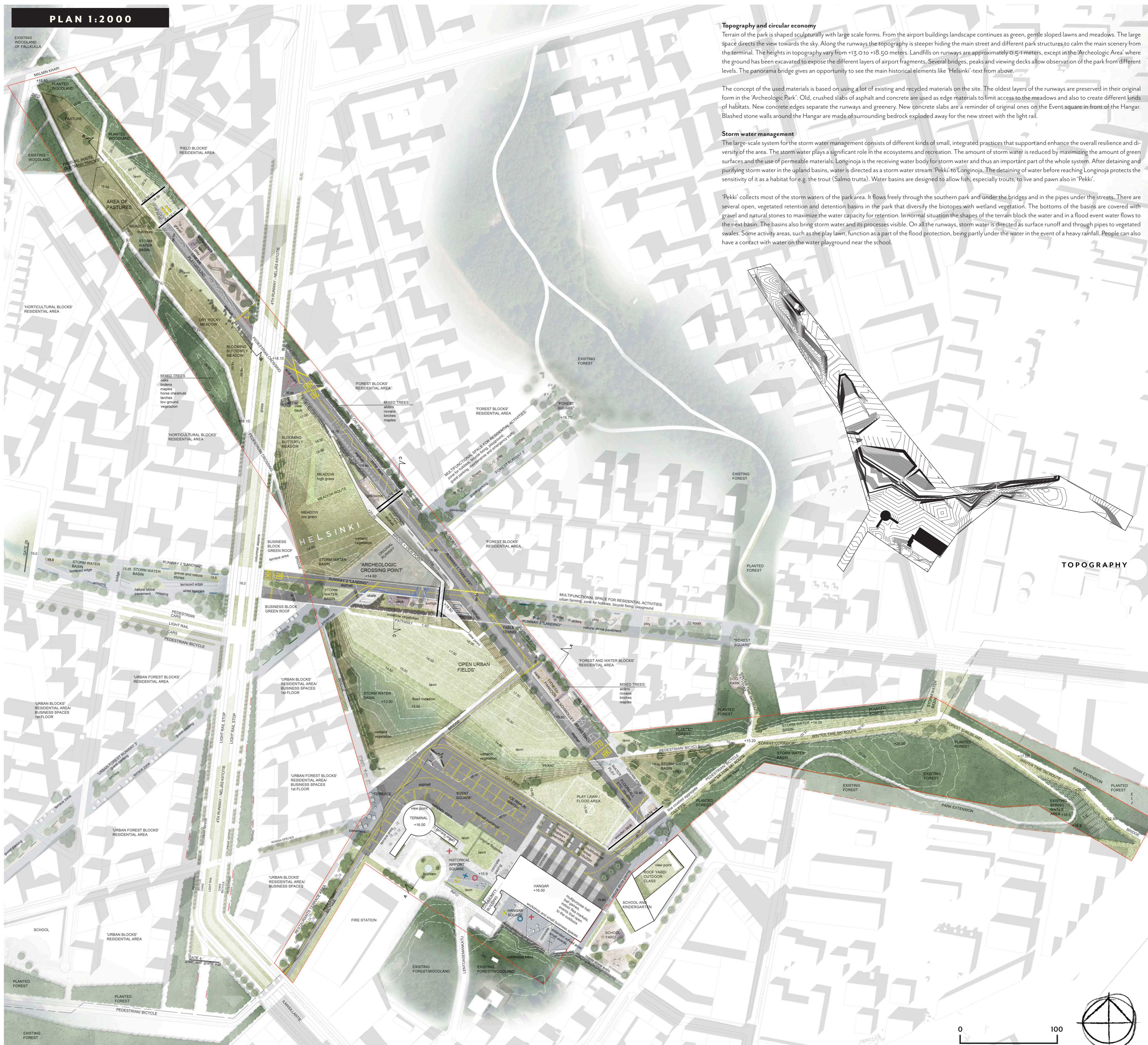
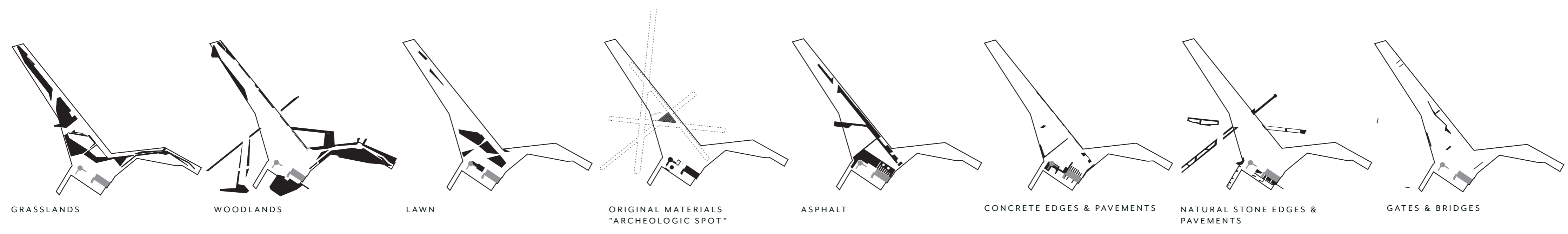
The surroundings of the airport buildings get their identity from the aviation history and rocky forests nearby with conifer trees. Local crushed nature stone material is used in low walls and surfaces.

STATEMENTS FOR THE LENTOASEMANPUUSTO = IDENTITY

- 1 Preserving open cultural landscape in the middle of the dense city
- 2 Preserving different historical layers of the site - materials and structures relate to local history
- 3 Solving storm water management in a holistic way
- 4 Maximizing green areas and permeable surfaces to detain and reduce the amount of storm water
- 5 Preserving existing forests and compensating cutted forests
- 6 Placing activities to existing runways and hard surfaces to preserve and create new biotopes

AERIAL VIEW





Topography and circular economy

Terrain of the park is shaped sculpturally with large scale forms. From the airport buildings landscape continues as green, gentle sloped lawns and meadows. The large space directs the view towards the sky. Along the runways the topography is steeper hiding the main street and different park structures to calm the main scenery from the terminal. The heights in topography vary from +13.0 to +18.50 meters. Landfills on runways are approximately 0.5 meters, except in the 'Archeologic Area' where the ground has been excavated to expose the different layers of airport fragments. Several bridges, peaks and viewing decks allow observation of the park from different levels. The panorama bridge gives an opportunity to see the main historical elements like 'Helsinki'-text from above.

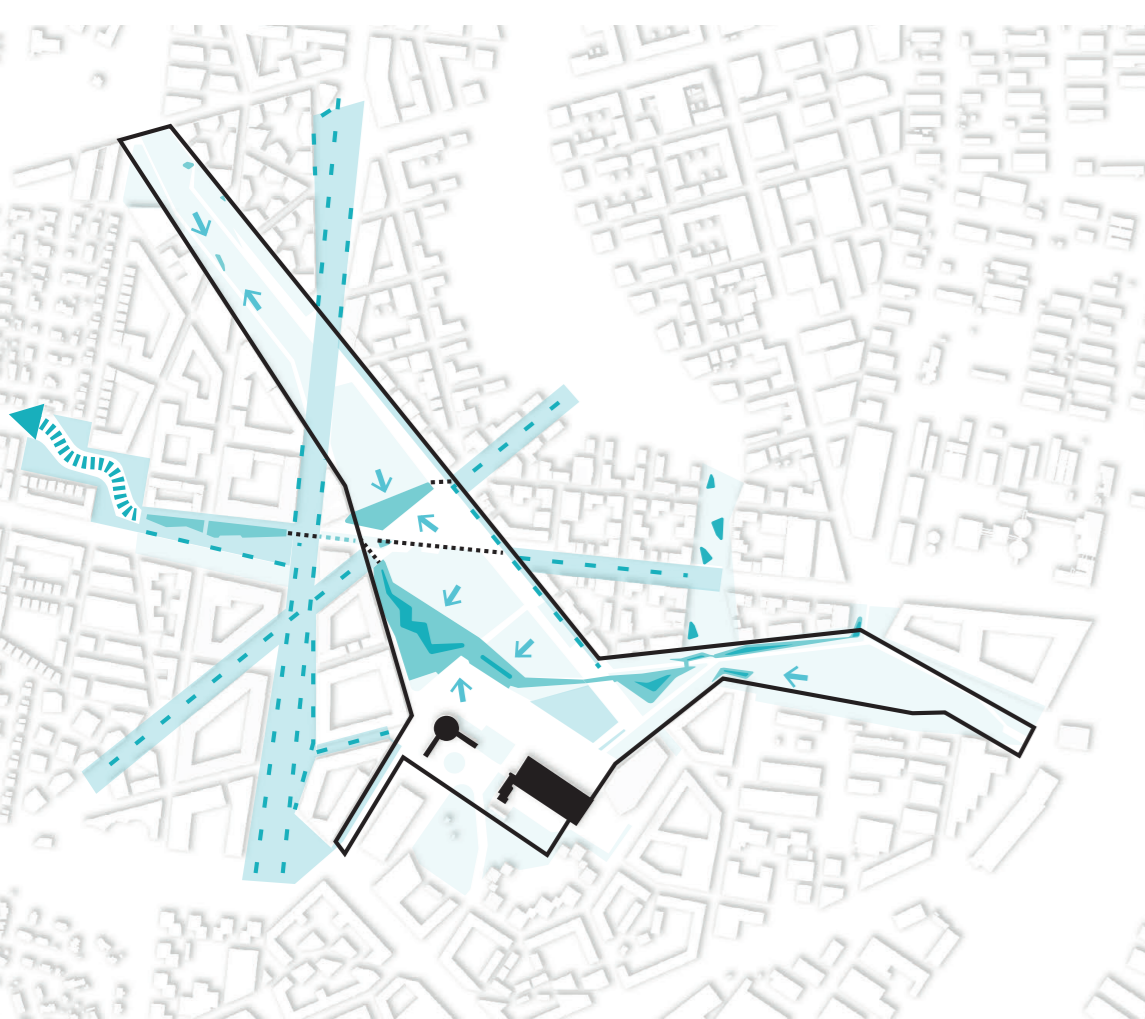
The concept of the used materials is based on using a lot of existing and recycled materials on the site. The oldest layers of the runways are preserved in their original form in the 'Archeologic Park'. Old, crushed slabs of asphalt and concrete are used as edge materials to limit access to the meadows and also to create different kinds of habitats. New concrete edges separate the runways and greenery. New concrete slabs are a reminder of original ones on the Event square in front of the Hangar. Blasted stone walls around the Hangar are made of surrounding bedrock exploded away for the new street with the light rail.

Storm water management

The large-scale system for the storm water management consists of different kinds of small, integrated practices that support and enhance the overall resilience and diversity of the area. The storm water plays a significant role in the ecosystems and recreation. The amount of storm water is reduced by maximizing the amount of green surfaces and the use of permeable materials. Longinoja is the receiving water body for storm water and thus an important part of the whole system. After detaining and purifying storm water in the upland basins, water is directed as a storm water stream 'Pekki' to Longinoja. The detaining of water before reaching Longinoja protects the sensitivity of it as a habitat for e.g. the trout (Salmo trutta). Water basins are designed to allow fish, especially trouts, to live and spawn also in 'Pekki'.

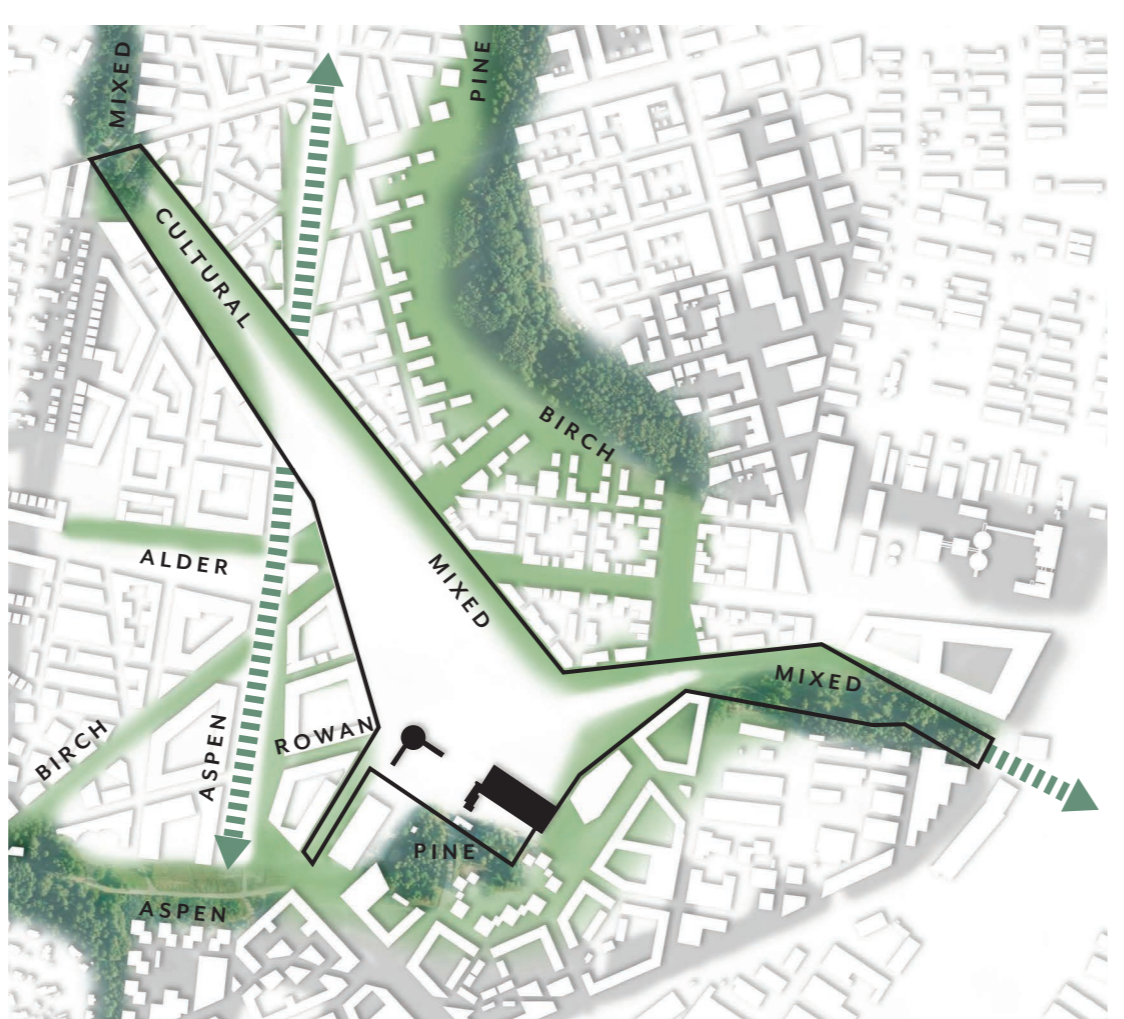
'Pekki' collects most of the storm waters of the park area. It flows freely through the southern park and under the bridges and in the pipes under the streets. There are several open, vegetated retention and detention basins in the park that diversify the biotopes with wetland vegetation. The bottoms of the basins are covered with gravel and natural stones to maximize the water capacity for retention. In normal situation the shapes of the terrain block the water and in a flood event water flows to the next basin. The basins also bring storm water and its processes visible. On all the runways, storm water is directed as surface runoff and through pipes to vegetated swales. Some activity areas, such as the play lawn, function as a part of the flood protection, being partly under the water in the event of a heavy rainfall. People can also have a contact with water on the water playground near the school.

STORM WATER MANAGEMENT



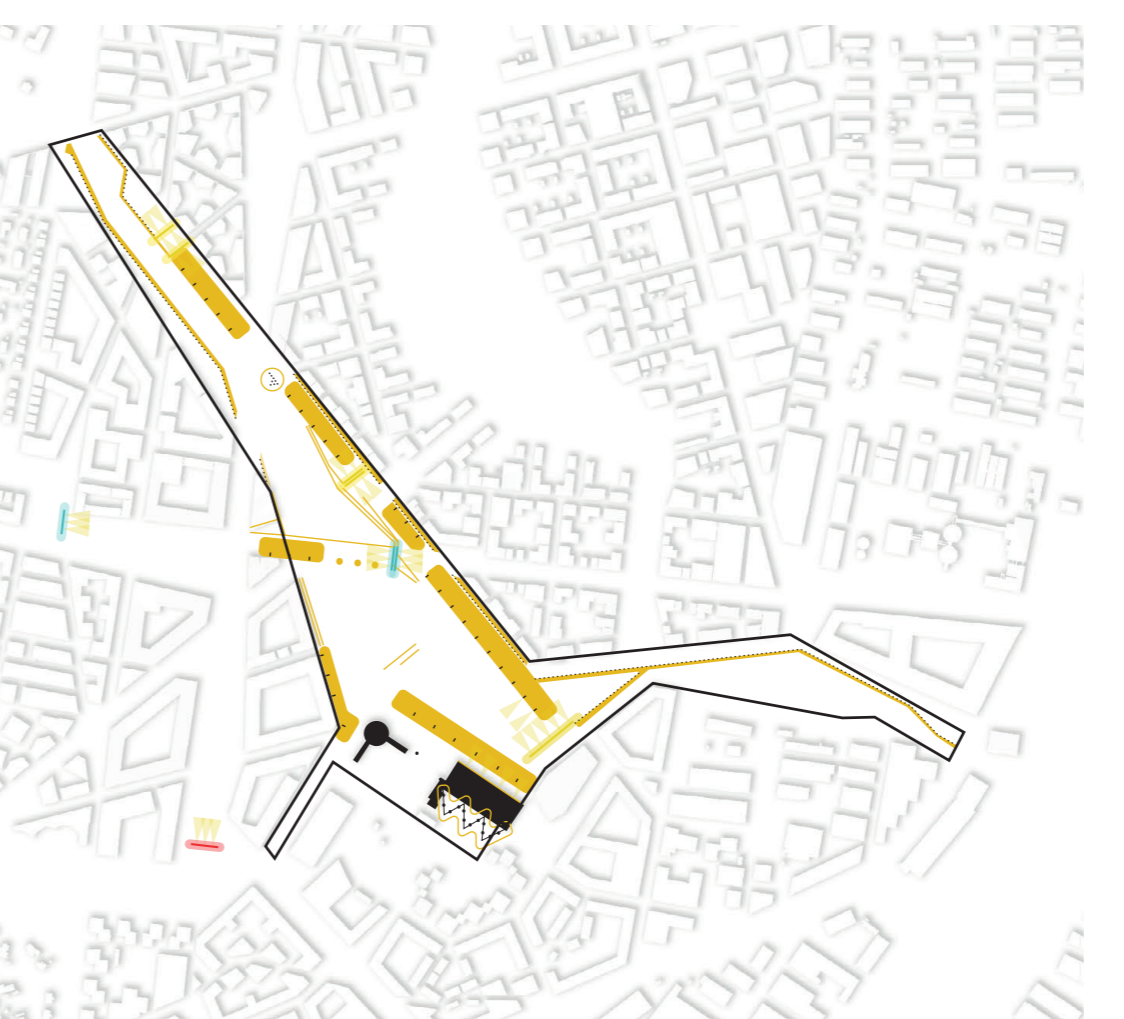
- PERMEABLE SURFACES
- AREA OF STORM WATER STRUCTURES
- HIGH FLOOD SITUATION
- STORMWATER BASIN
- VEGETATED SWALES WITH DETENTION
- PIPELINE
- MAIN FLOW DIRECTION

FORESTS



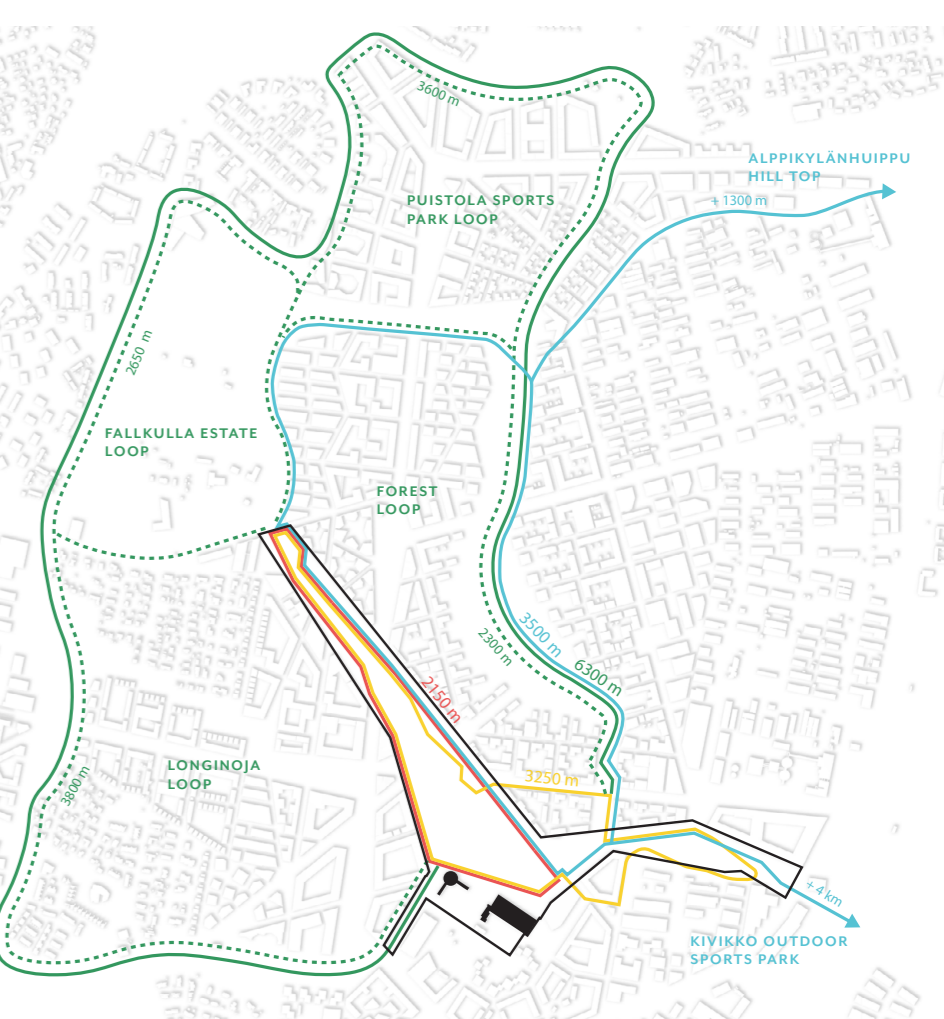
- EXISTING FOREST
- PLANTED FOREST
- CUTTED FOREST

LIGHTING



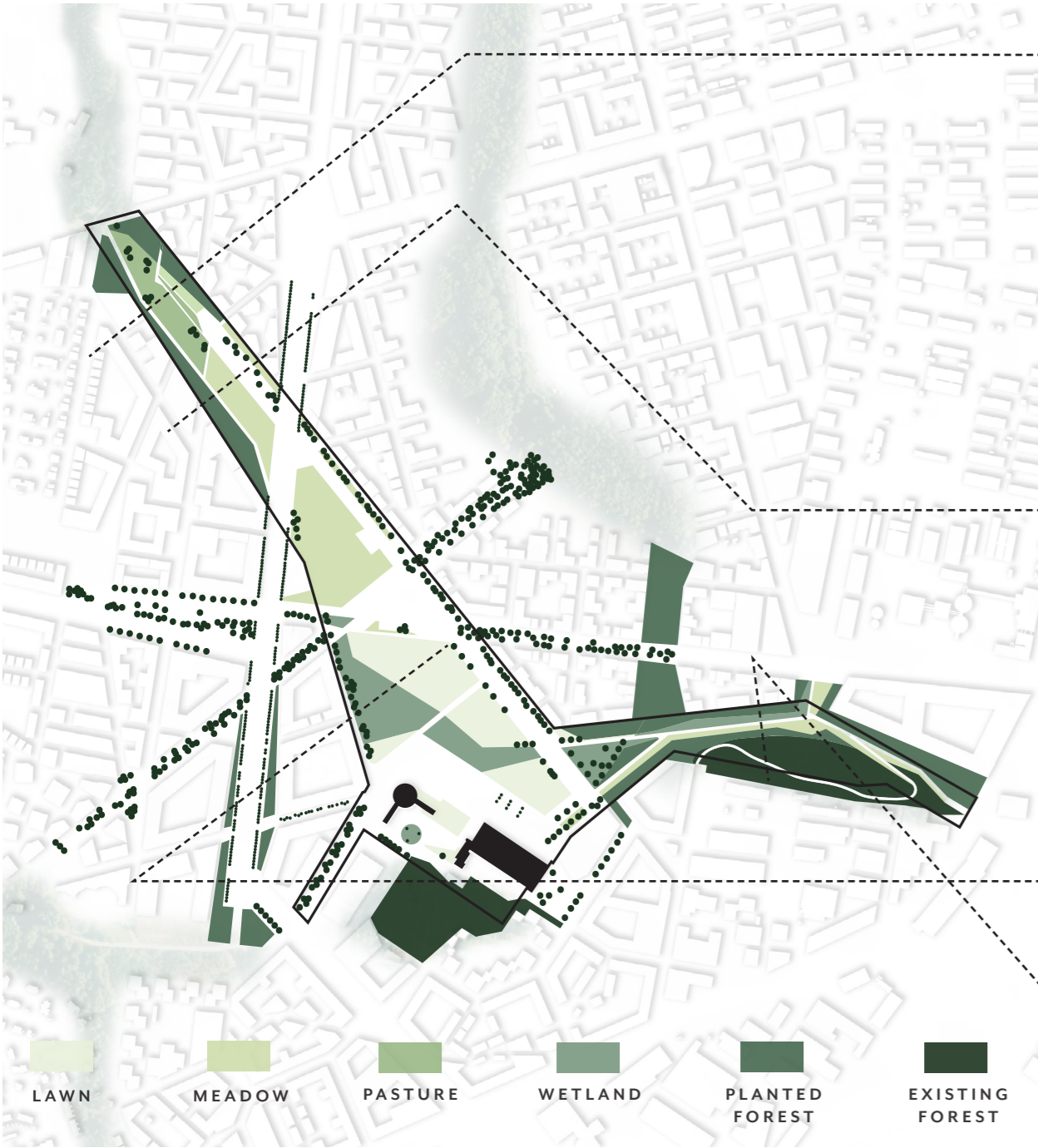
- GATES
- LIGHTED PARK AREA
- SPECIAL STRUCTURE
- HANDRAIL LIGHTING
- SPOTLIGHTS

RECREATIONAL ROUTES CONNECTING THE PARK



- ACTIVE
- PARK
- NATURE
- SKIING

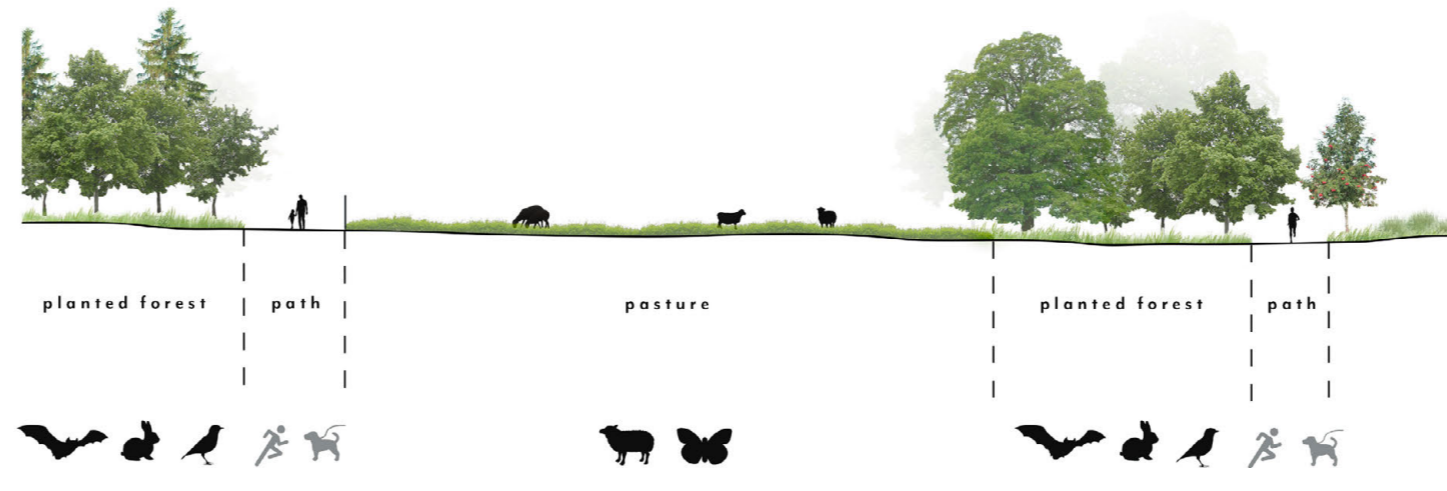
BIOTOPES



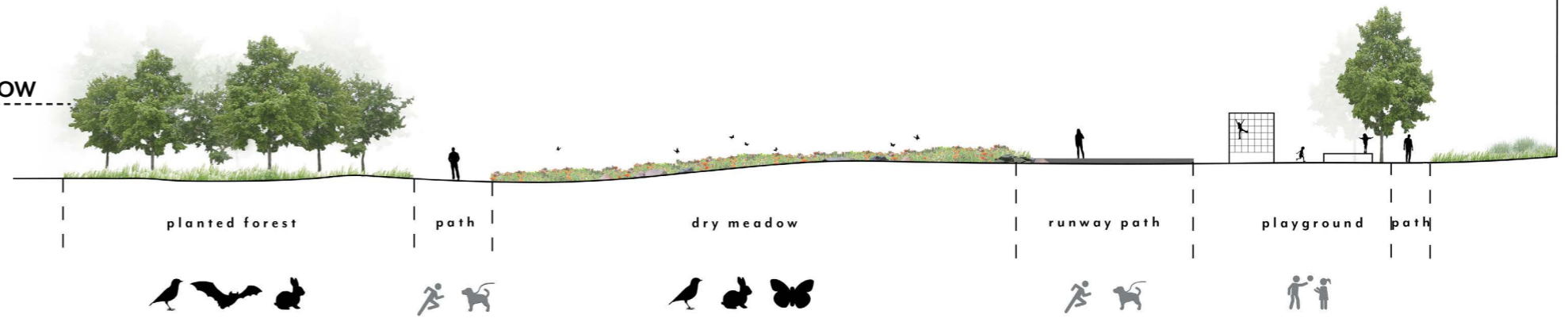
Biotopes
One of the main themes in the proposal is preserving existing biotopes and creating new ones to support the surrounding ecological network. Layered vegetation works also as a carbon sink. By maintaining landscape open and by controlling the amount of water multiple meadow and grassland biotopes can be created. The park contains meadows from dry pastures to dry meadows and wetland vegetation. Open natural storm water basins enhance wetlands with flora and fauna. Open grassy areas are tempting migratory birds to stop by also in the future. Blooming trees, bushes and herbaceous vegetation are favoured to allure pollinators.

Different local forest types are habitats to several species like the northern bat and the endangered flying squirrel. The forest network that surrounds the airport is connected to Kivikko, and the eastern corridor of the park is reforested to strengthen this ecological connection. Current forests are preserved as much as possible. The existing wetland biotopes are maintained by preserving forests and avoiding landfills on the ground water and natural spring area. However, a lot of woodland is cut down on the site and replaced by the new housing areas. The forest areas are maximized on the outskirts of the preserved open space. Also the runway extensions are treated as forest corridors where new trees can be planted already before constructing the housing blocks.

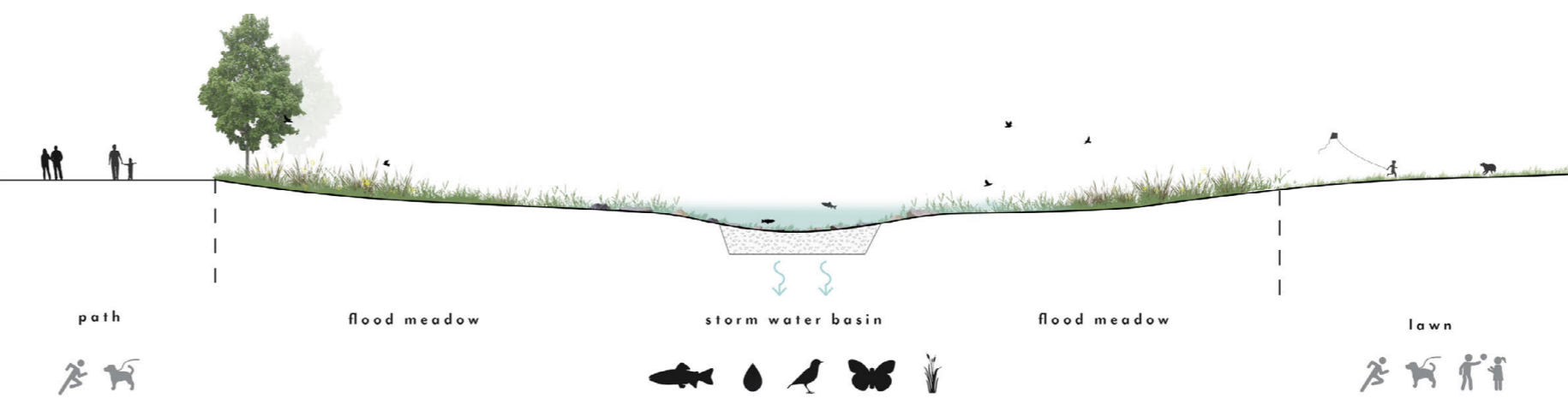
PASTURE



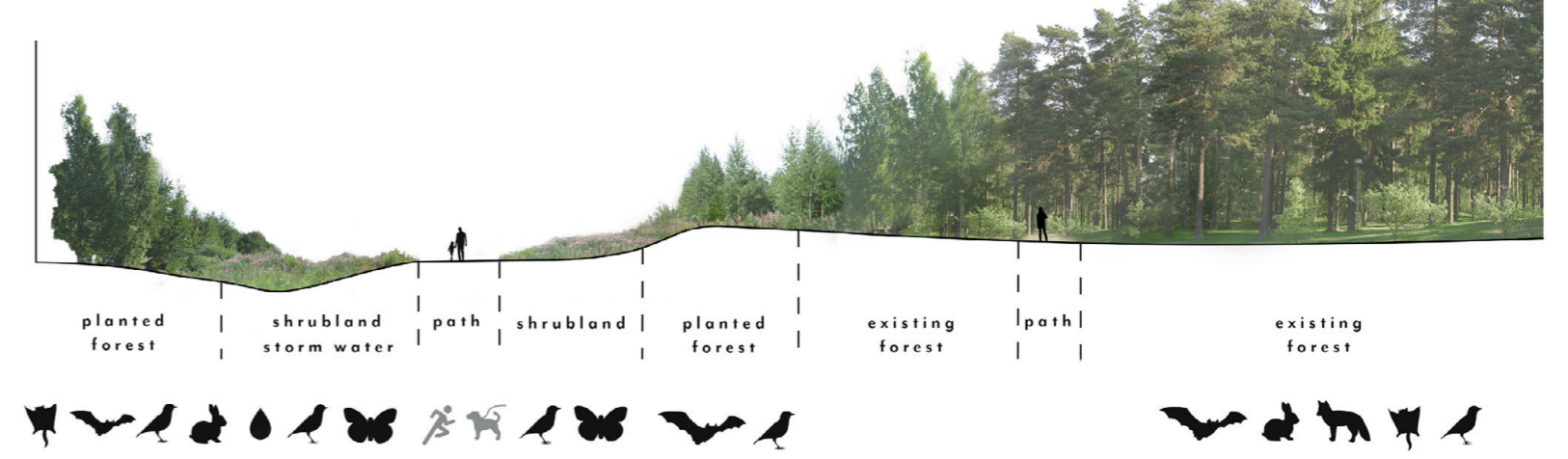
MEADOW



WETLAND

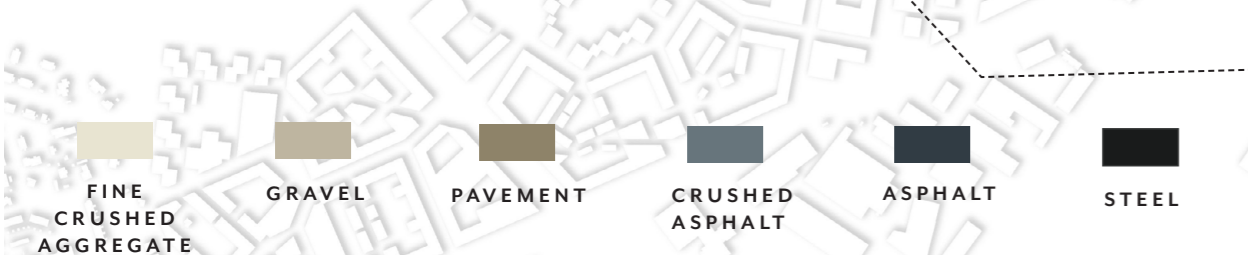
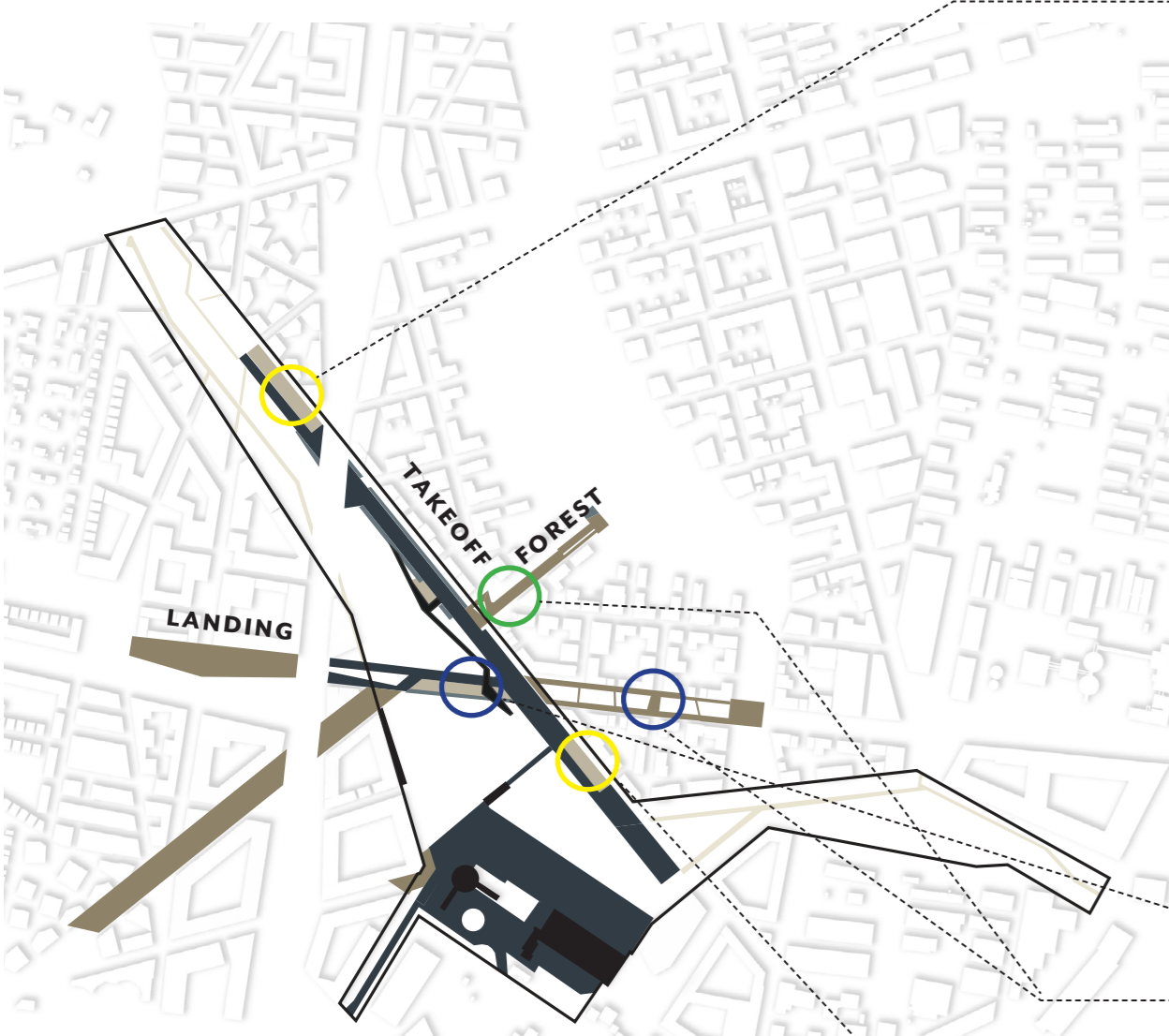


FOREST



PARK SKELETON

RUNWAYS & GATES

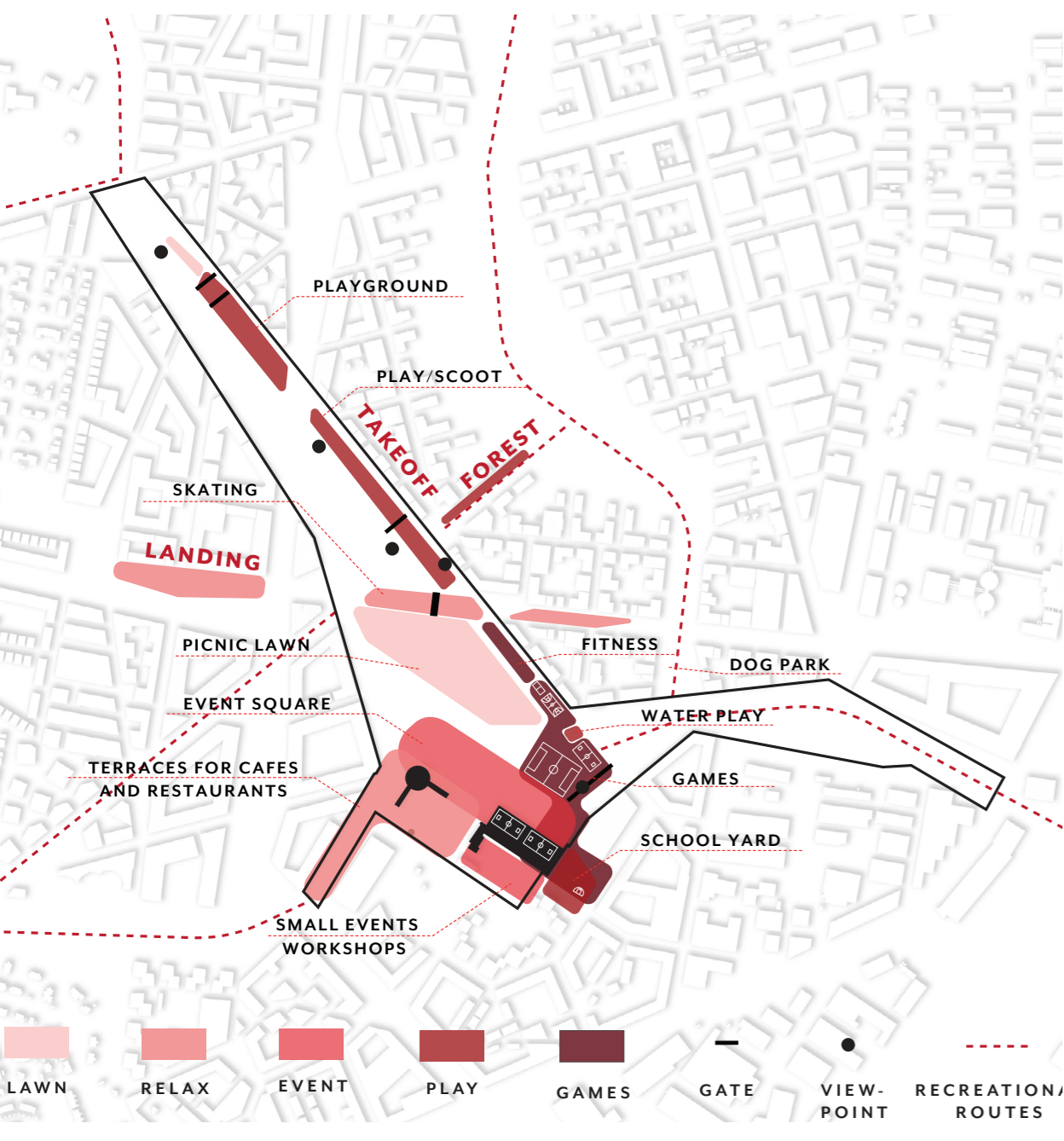


Runways and gates
The basic structure for the runways is an asphalt plateau with thick concrete edges. Old layers of asphalt are recycled and crushed to slabs are used to form wide stripes to minimize access to fragile areas and to create new habitats for meadow animals and insects. Surface of the asphalt has paintings as a reminiscence of airport history to help orientation and to inspire movement and play. The runways are highlighted with steel gate structures. These structures create a strong identity to the park and mark the lines of the runways even when seen from far. Every gate has 'approach lights' with distinctive colours that will make gates visible and recognisable also at night-time.

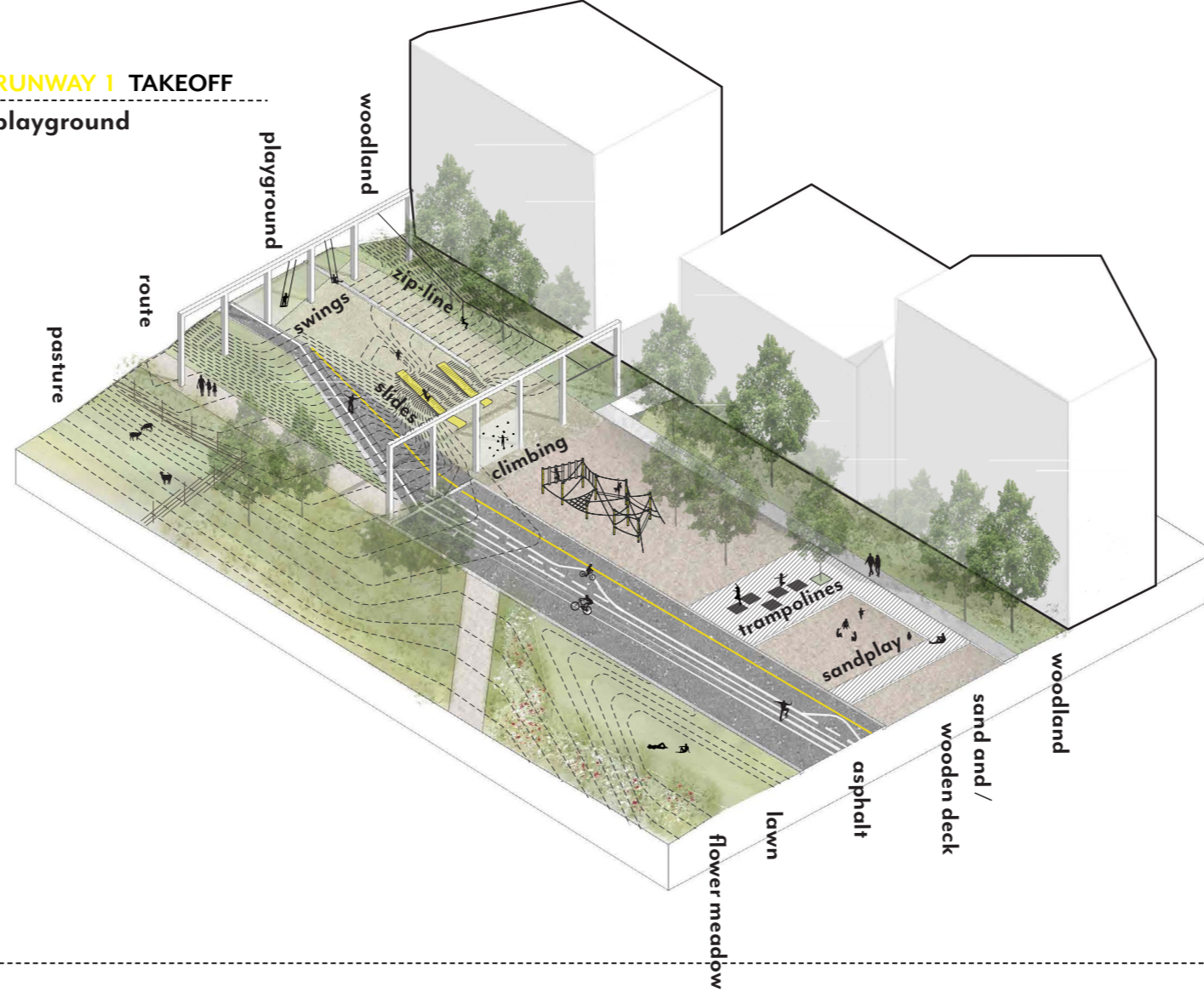
'The Slow way' follows parallel to the runway 1 to provide a peaceful walkway in the shade of vegetation. Between Runway 1 and the Forest Blocks, there is a semi-public zone, which can be designed simultaneously with the buildings.

Recreation and activities
Park is designed for multipurpose and -cultural activities. Recreational routes and connections outside of the park area are fluent and versatile. Activities that need space and speed, for example scooting, roller skating, basketball, beach volley, are placed on the 'Takeoff' runway 1. There are also several different playgrounds including sand play, water play, climbing, swinging etc. Activities that are more quiet or relaxing, for instance chilling, observing nature or views, picnic and grilling, are located to 'Landing' runway 2.

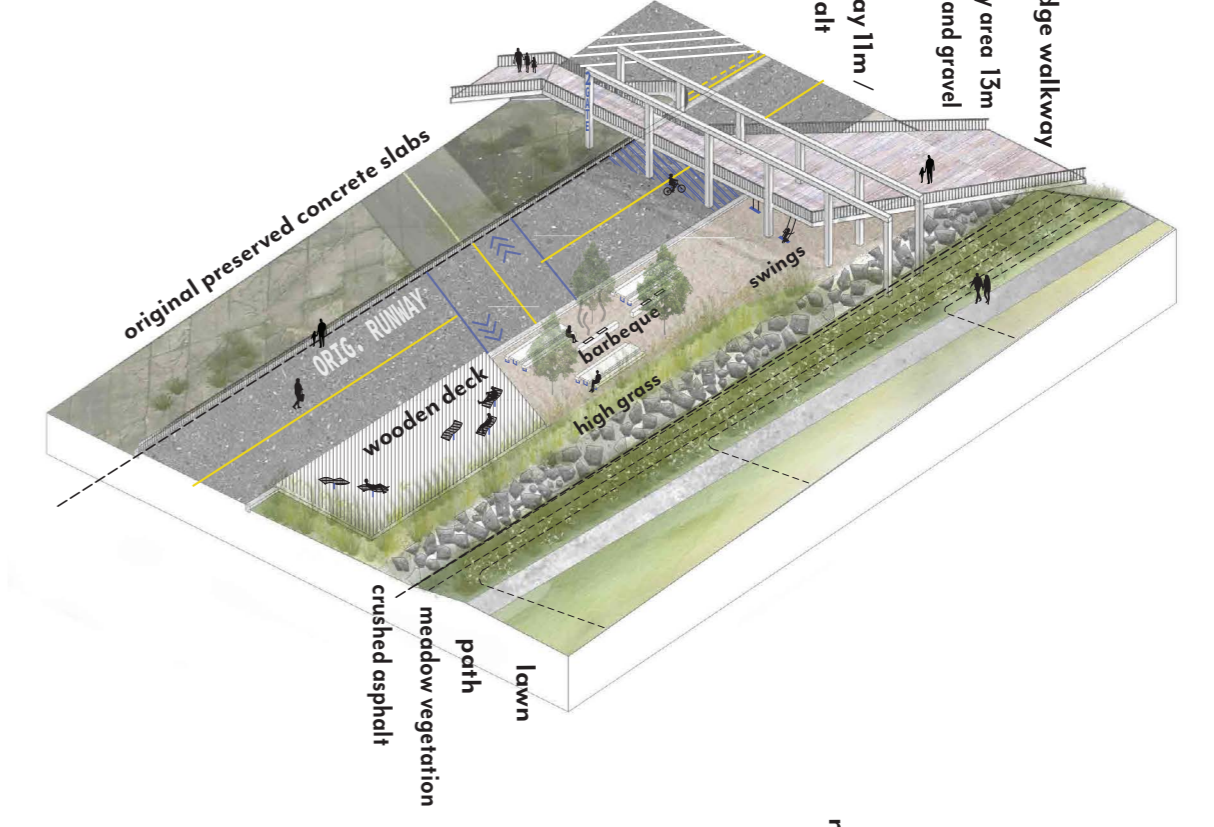
ACTIVITIES



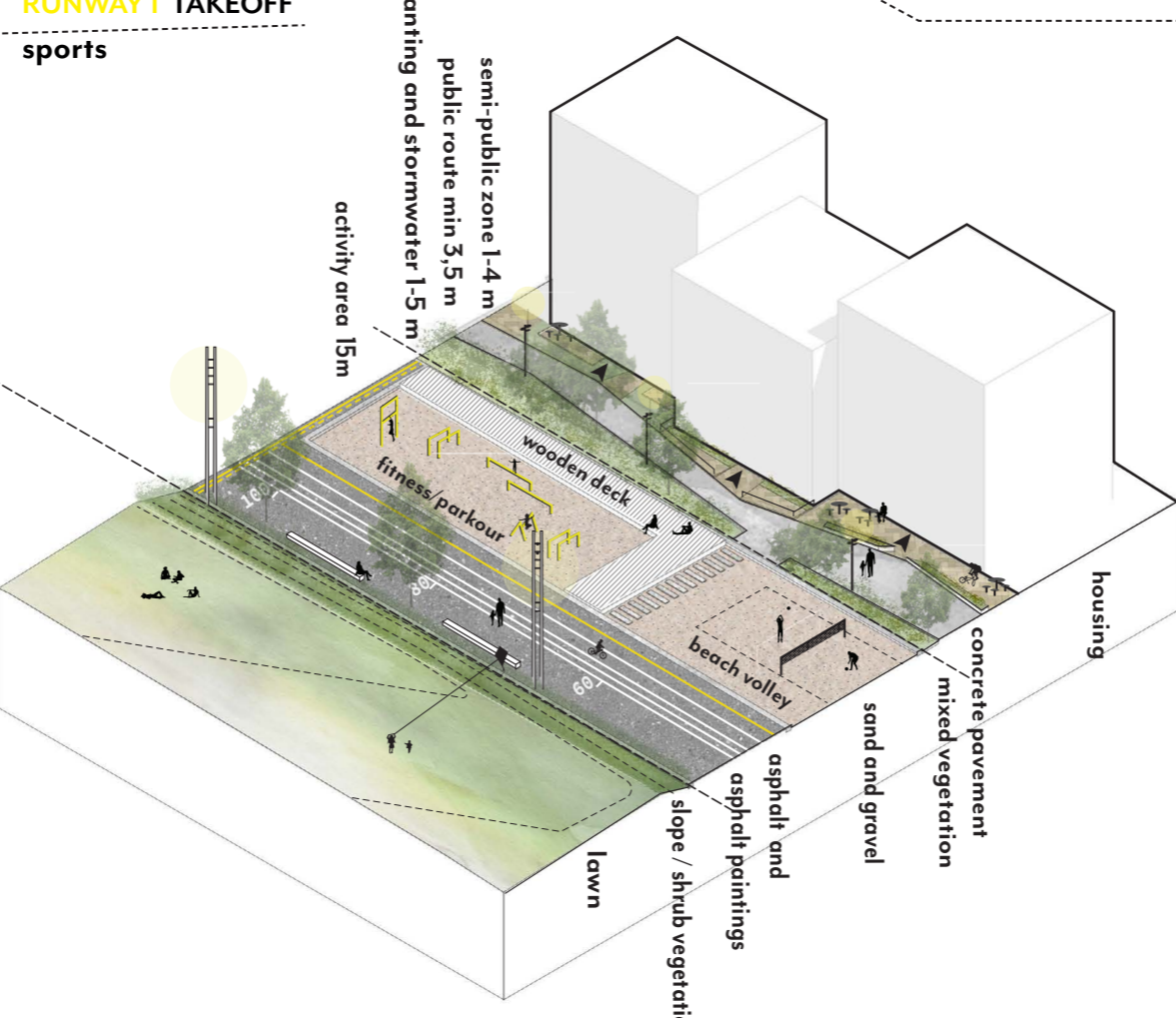
RUNWAY 1 TAKEOFF playground



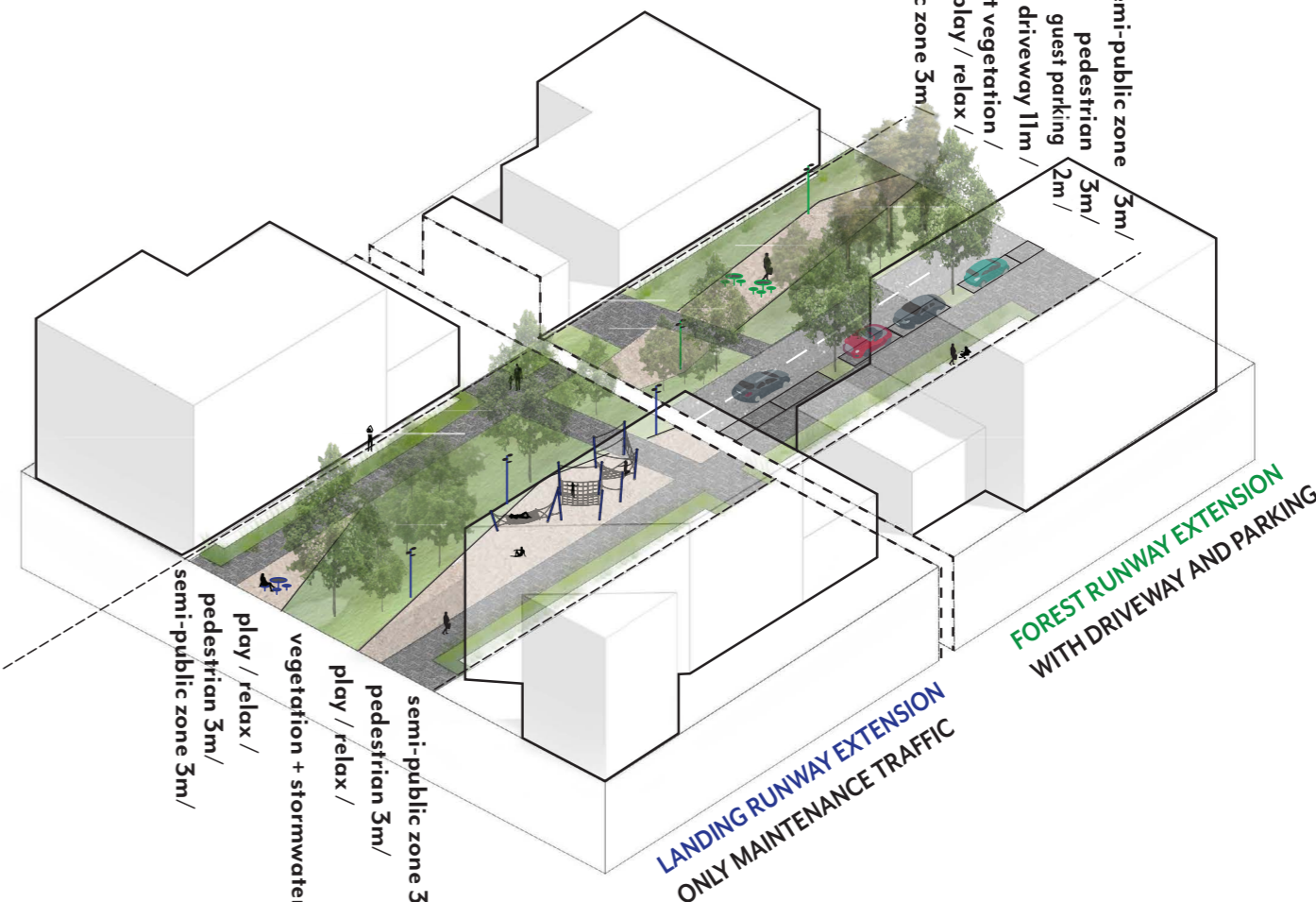
RUNWAY 2 LANDING relaxing



RUNWAY 1 TAKEOFF sports



RUNWAY 3 EXTENSIONS IN CITY STRUCTURE RUNWAY 2



Terminal building, 'Airport square', 'Event square'

The main entrance of the Terminal is turned to 'Airport Square' that respects the old features of the surroundings like the fountain and original hedges. The square is organized with concrete, pavements and lawn to articulate different parts of the area and parking. The old external stairs to the second floor and the original roof terrace are restored offering magnificent views to the new park and urban area. The top floor and rooftop suit for weather observation where local data of weather and nature phenomena can be gathered and informed.

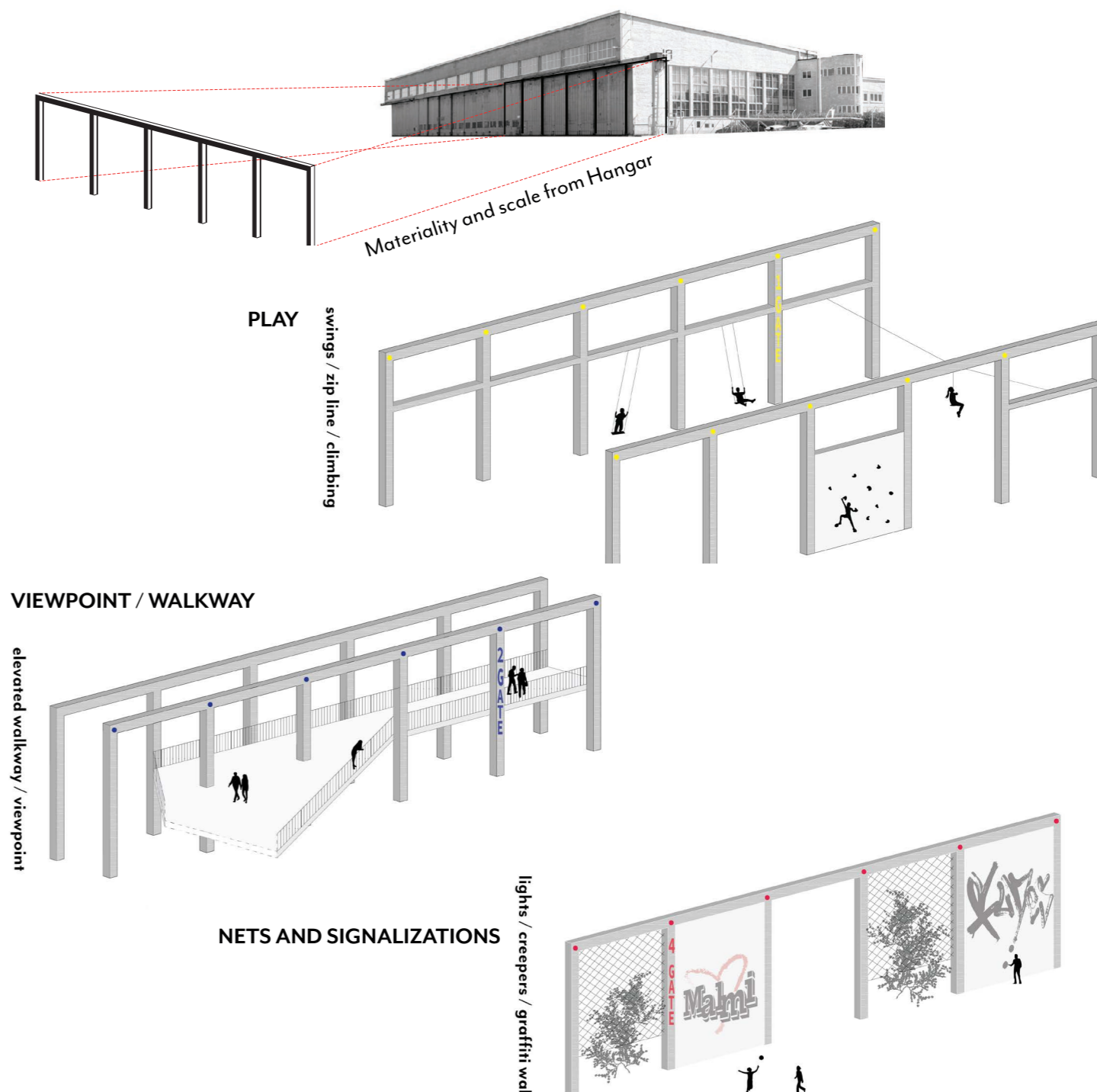
'Event Square' respects the openness of airport landscape. This large space with hard surface materials can take large amount of people and serve events like outdoor cinema, small concerts, local winter market, snow sculpture event or ice rink. Artificial icing system can be installed under the square. 'Event Square' is covered with original materials: asphalt with paintings. In front of the Hangar the asphalt is divided with large concrete slabs and small trees and multifunctional areas.

Hangar and 'Hangar square'
The interior use of the Hangar can therefore be occasionally opened to events, and sports field north side of the buildings offer 'low threshold' for communal sports, event and workspaces that are easily available for the public to use. The main hall can be utilised as a sport field for indoor games or even indoor ice rink. It can be a meeting place for summer camps, flea markets, pop up events or a place for borrowing sport equipment and park furniture. It can also serve as an extra space for the school activities.

The lowest part of the Hangar offers small rentable workshops for artists, craftsmen or different hobby clubs and also serves as dressing rooms and storages. The intimate outdoor space 'Hangar Square' between workshops and a forest is ideal for small events. It is equipped with movable sail canopies, lighting, furniture or an outdoor kitchen. Space is bordered by low blasted stone wall and a wooden deck in which can be integrated planting boxes for urban farming.

School, kindergarten and yards
The shape of the new school and kindergarten east side of the hangar has been tentatively shaped according to the goals and functions of the park design. The school yard forms a natural extension for the park and squares around airport buildings, and it increases versatile facilities of the outdoor spaces. On the roof of the school there is an outdoor space with exceptional views towards park. Next to school there is a sport field with lawn and a wooden deck for an audience. Runway 1 ends to a gate with light structure and a climbing net. The same net theme can be extended to fence the sport field with creepers.

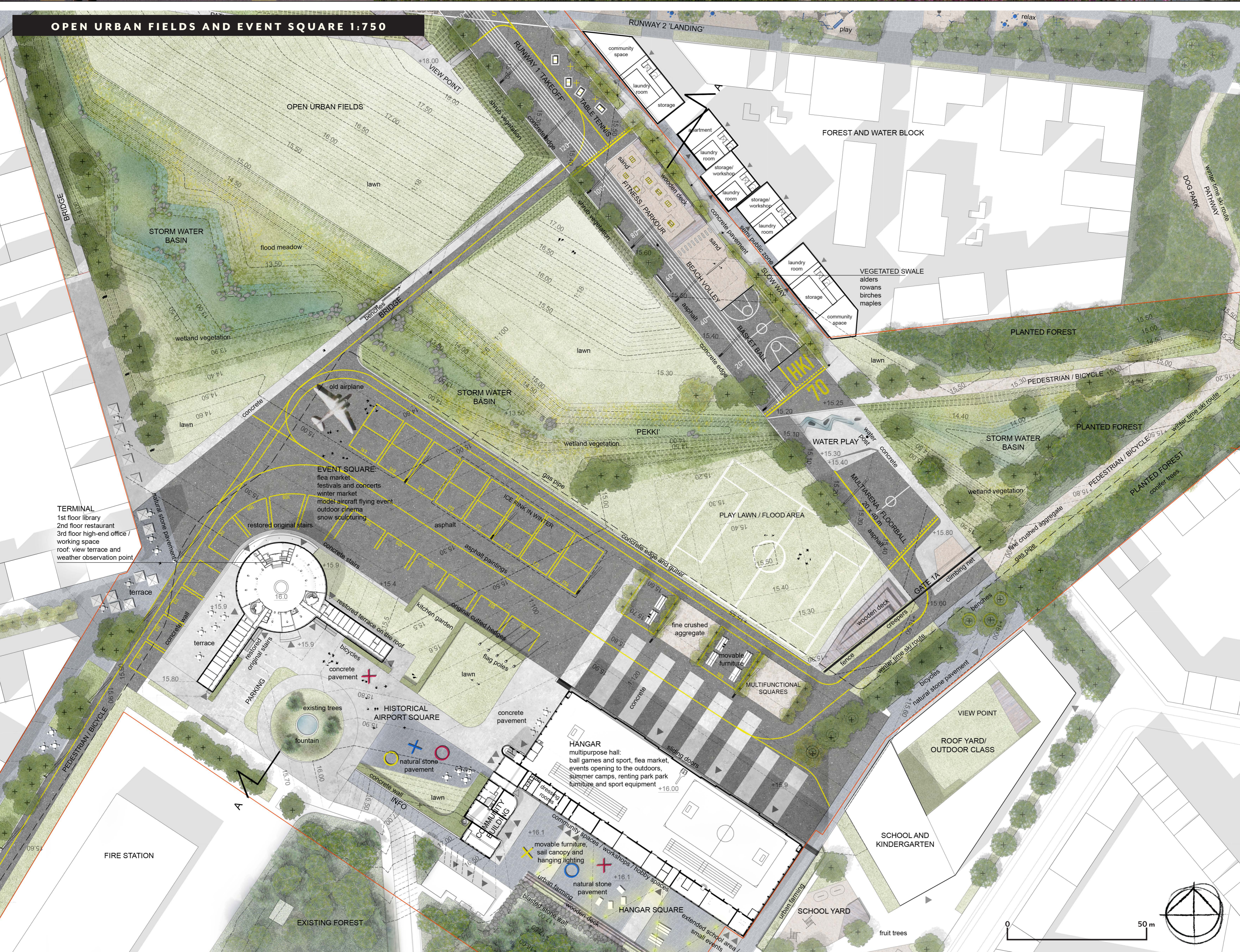
CONCEPT OF THE GATES



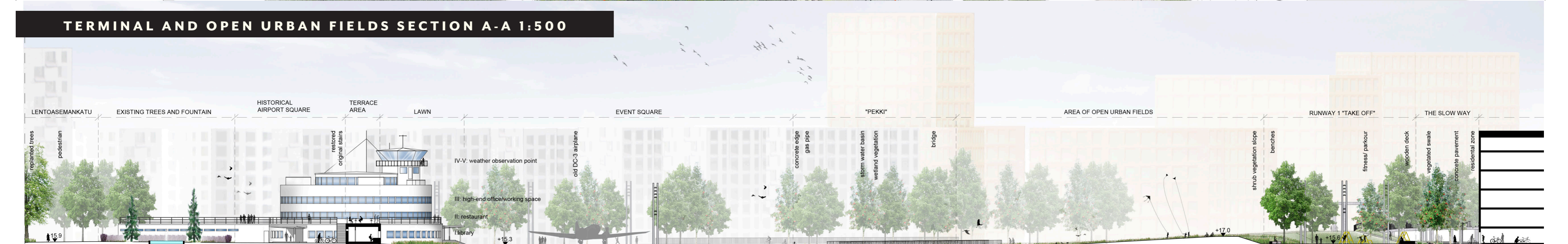


VIEW FROM THE EVENT SQUARE TO NORTH

OPEN URBAN FIELDS AND EVENT SQUARE 1:750

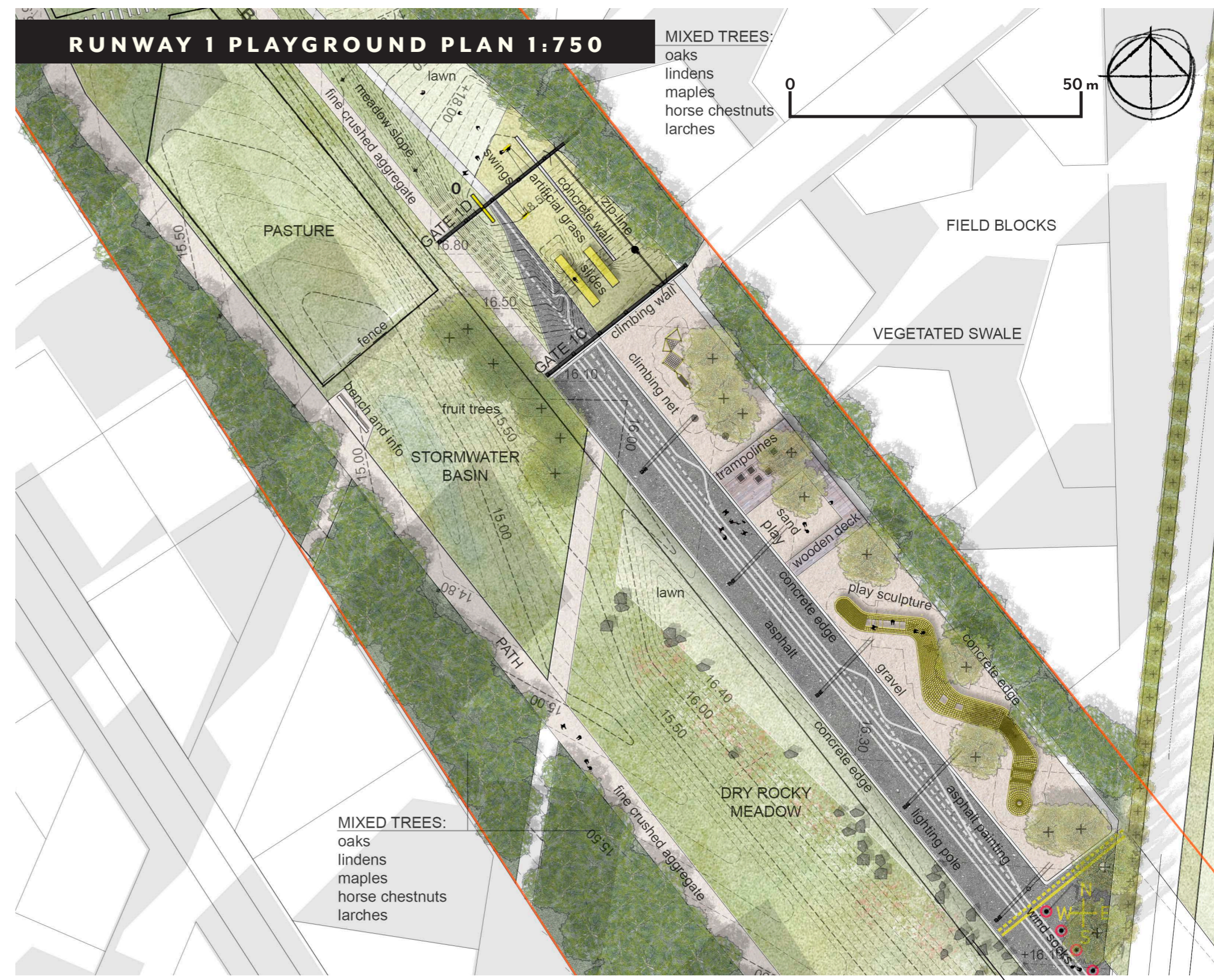
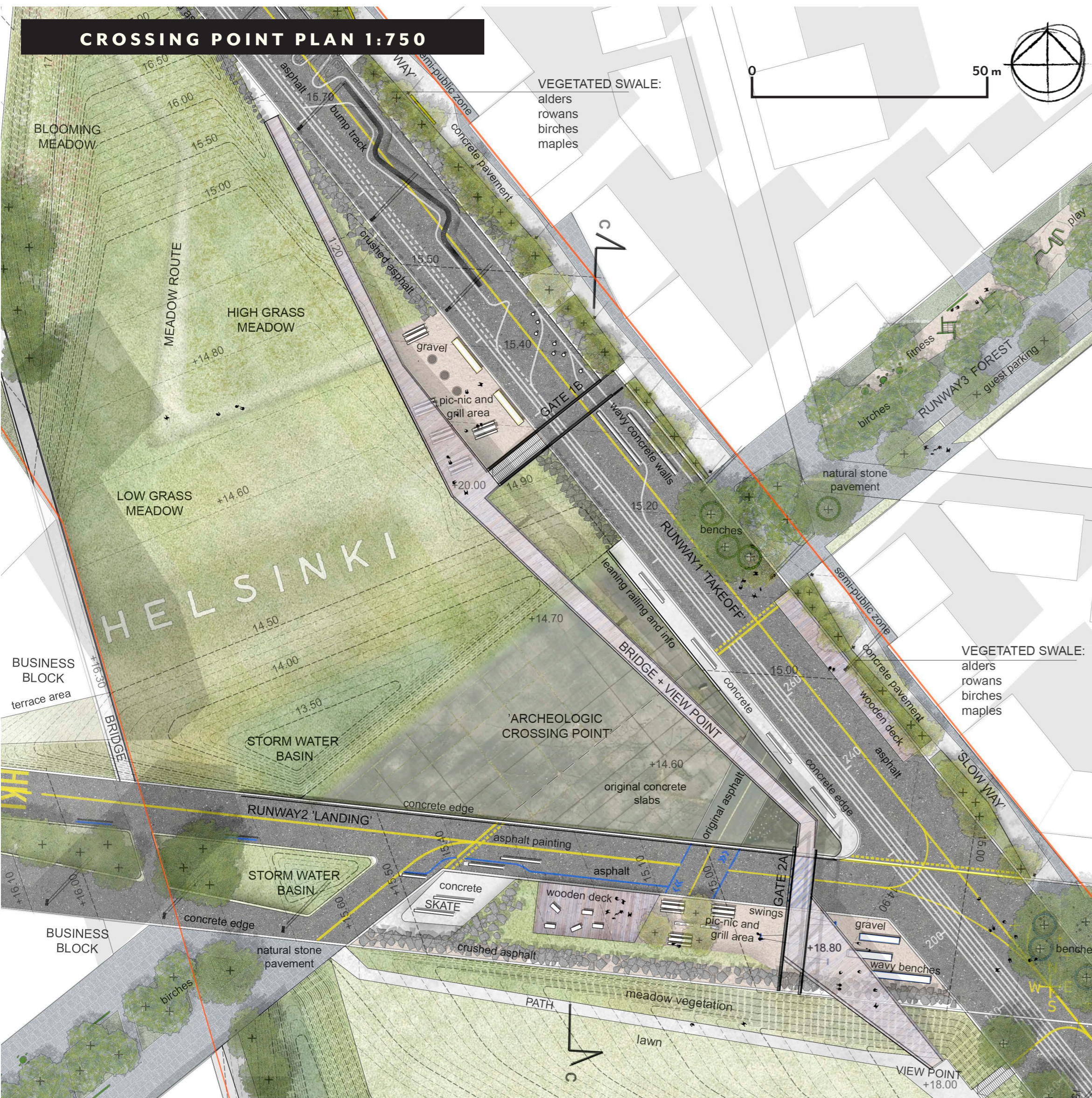


TERMINAL AND OPEN URBAN FIELDS SECTION A-A 1:500





LINEAR PLAYGROUND SECTION B-B 1:500



PHASING

Phasing of the construction
The park is a living process and it is flexible for alterations while values and needs are changing. The park consists of four different separated parts which can easily be realized in 3-5 phases.



- EXISTING PARK AREA
 - PARK PHASE 1
 - PARK PHASE 2
 - PARK PHASE 3
 - EXISTING FOREST
 - CUTTED FOREST AND TREES
 - PLANTED FOREST AND TREES
 - STREAM 'PEKKI'
 - NEW BUILDINGS
 - NEW MAIN STREETS
 - BRIDGE
 - ARCHEOLOGIC AREA
- A: ACTIVITIES: Frisbee golf, pain ball, events, skating
 B: HORTICULTURE: urban gardening, bee farming
 C: POP-UP AND RESIDENTIAL EVENTS: flea market, sauna
 D: TREE NURSERY

CROSSING POINT SECTION C-C 1:500



VIEW TOWARDS RUNWAY 2 'LANDING' & ARCHEOLOGICAL CROSSING POINT