

OC435

*Bird-eyed view from the south*

Today the cityscape of Hyvinkää is fragmented and dominated by car traffic. The city's structure is clearly shaped by ideas that dominated in the post-war period – the car traffic being a good example. Unfortunately, the fragmented urban fabric and the presence of traffic routes have not supported other forms of mobility and movement such as walking and biking. Instead, the wide roads are physical barriers for those who choose to use more environmental friendly ways of moving in the city.

"Come together" is searching for the lost connection between the human and the environment in Hyvinkää city. A new and re-found connection that is not mediated by cars. The belief of the project is that fluent physical connections improve human connections in the city. A good city offers spaces where citizens can meet each other. Public spaces are therefore the key to a city that connects and includes everyone.

Human connections and encounters in the city always open up new opportunities. Therefore an inclusive city loses no chance to create something new and good for the community. These encounters can turn into productive capacities for the city.

Thus, the new and productive cityscape of Hyvinkää is green, connected and inclusive. Open spaces, streets and pedestrian areas as well as bike lines create new connections.

## A dense pedestrian city center

Due to its railway connection to Helsinki and other nearby towns, Hyvinkää has a great potential to develop into a compact and accessible city, which offers a range of good services to its inhabitants. The railway station constitutes the heart of the city and already now most of the citizen live close to it. That is a clear advantage that needs to be further developed in city planning. "Come together" advances this idea - the city center will become accessible on foot, bike and public transportation. The new green and wide underpass connection links the east side of the city, the new housing area and the station together.

A new transportation hub will be built with a public square above the rails. The transportation hub clusters all Hyvinkää's public transportation to a one spot and a safe access to all the platforms will be guaranteed. The hub also creates a physical and visual continuation between the two different city sides and makes the street "Uudenmaankatu" the main commercial street of the area. The western part of the street will be restructured to a "shared space" and pedestrian area. One way car traffic will be allowed to maintain the accessibility to the buildings and to short term parking.

The bridge on Siltakatu reserves a vast land space from one of the most valuable and centered spot of the city, and, hence, needs to be demolished. It is as well a visual barrier between the station and the Rentto factory area. The car traffic is then mostly removed to the ring roads except for public transportation that can still use the rebuilt Meriluoto pedestrian bridge. This will ensure that the bus traffic remains efficient and includes most parts of the city.



*View from the Uudenmaankatu street*

## Parking

"Come together" will increase the traffic at the station area. Hence several car parking and bike storing solutions will be developed. The new housing area will host large car parking halls under the railroad side of the area. In particular, the parking options will benefit the north orientated slope. The various parking options serve inhabitants and commuters and the parking time can be divided

by intelligent parking systems.

A new parking hall with a green facade will be built on the plot of "Kymppitalo" building. The building structure will be realized so that it can be transformed into human housing later, if the need for parking decreases.

Also a new parking hall will be built in Rentto area with a proximate underpass connection to the commercial and station areas. On top of this parking hall will be a playground - a way to connect the inhabitants of the city.

Bicycle parking solutions will be located nearby the premises of the railway station. New parking and service buildings are included to the eastern side of the railroad underpass, next to the Asema school. The city could promote biking by offering bike services such as bike repair and information facilities. The building can also be designed to host showers and toilette for the commuter bikers. Bicycle parking can be found in the lower lever of the underpass and from the station square. Do you mean: Bicycle parking is accessible from the lower lever of the underpass and from the station square.

### Public spaces and nature in the city

Human encounters are crucial in any city. When people come together they exchange ideas and culture flourishes. It is precisely the human encounter that makes people to chose to live in a city. The cities that can offer a vibrant cultural program are often succesful. Therefore Hyvinkää needs more public spaces where the inhabitants of the city can effortlessly meet each other.

"Come together " offers this by making Hyvinkää greener and compacter for its inhabitants. The new "green corridor" starting from the Asemanpuisto park (with the new addition of exercise, playground and stage facilities) will open a pathway through the new housing area to the northern part of the town. The "forest park" between the housing area is partly untouched forest. In the middle, the cafe in the old farm buildings will give a nice lay-by when coming up from the downtown.

New squares and individualized pocket gardens with variable activities offer opportunities for unplanned meetings and rendezvouses. Independently of the inhabitants social status or background, open spaces are accessible to everyone. New green parks and squares are Hyvinkää's identity as an inclusive city.

### Economic development

To ensure economic development, Hyvinkää needs attractive business premises designed for various purposes. They are well located close to the station. The same idea of inclusivity will be applied when planning these spaces for services. It is likewise important that the distance between inhabitants working places and home is not too long. Short distances make the city more efficient. New dense Hyvinkää city center has this advantage. A tomorrow's entrepreneur might live in Hyvinkää Uudenmaankatu street and rent a co-working space in the station tower office from where she/ he can travel to Helsinki or to the airport easily.

The new transportation hub to link the two city sides of Hyvinkää is a big investment but needed to prove enough efficient and accessible city center. Covering the railroad is also a long term investment that gives the city a coherent and special image.

## Building program

Interactions between different groups of people give color and uniqueness to the city's different districts and enrich the local culture. These encounters can be fruitful and productive for the inhabitants. For example a young student can earn an extra income by assisting a senior neighbor in his daily errands.

Socially mixed housing areas enable social progress. The new housing area gives an equal and secured chance for everyone to live and grow.

The new housing area will host a mix of different groups of people. Common facilities, such as an electric car to be shared between neighbors, promote human connections and an ecological way of living.

The higher buildings by the northeast railroad side work as an acoustic barrier. Lower levels above the parking are mainly for offices and higher floors for housing.

Wood is the most used building and facade material. The heart of the area is the old idyllic farm, built out of wood.

Rentto industrial site will be turned into a housing area with co-working and event spaces in the factory building.

The "silta" building will be integrated to a low wooden building housing block.

The new buildings in Uudenmaankatu street serve mostly housing with shops on the ground floor. In order to reshape the city, more families need to be located to the downtown. Hence, there is a need for bigger apartments for families.

The program consists of 88 300 m<sup>2</sup> of housing, 21 100 m<sup>2</sup> of offices, 8600 m<sup>2</sup> of business premises, 21 000 m<sup>2</sup> of car parking (1700-2000 parking places) and four bike sheds by the station area.



*View towards the new central station*