



To link the separated areas of the rail-ways we suggest to frame the fragments of Hyvinkää's city core with a green ring, expanding the existing green areas. Defining elements are three bridges crossing the rails: Forest bridge, the light bridge and the square bridge. Bicycle lanes and pedestrian zones in the green ring become a part of public space in order to reduce and keep motorized the railway. Mobility is reorganized in order to reduce and keep motorized straffic away from the centre. The third spaces in-between is defined by the real way from the centre. The third spaces in-between is defined by the building stock in its village-fike structure and introduces productive functions to the area. The greenhouse functions as a catalysator and magnet for the transformation and further adaptation of the site.

Hyvinkää is embeded into the beautiful natural landscape primitry consisting of pine forests providing high air

ful natural landscape primirly consis-ting of pine forests providing high air quality, still there is a need to stregh-then the green network within the city

In order to create a functioning connection between the adjacent western and eastern pieces of the city center we suggest an expansion and connection of the aiready existing green areas around the train statistical content of the aiready existing green areas around the train statistical content of the content of the aiready existing green areas around the train statistical content of the conte

the north of the station replaces the outdated one. One of the main resources that Hyinkā has to offer is vacant space.
The creative and productive force
of Hyvinkāā is unfolded by the public activities of it's inhabitants and
guests. In our design we suggest
a reactivation and conversion of
existing vacant buildings - such as
the former Rentor Factory building,
oversized infrastructure and huge
confors of the shooning malls oppo-

western and eastern parts of the city are connected by two main large briges with distinctive characters: the plaza brige and the park bridge. The space, no longer used for car traffic, gain a new purpose and function as lanes for non motorized individual traffic. In this area a new public zone is activated, raechable directly from the train station and meant to be used by residents as well as tourists and newcomers. The third very light pedestrian bridge is placed on the north of the station replaces the outdated one.









