

THE GREEN RING

closing cycles, linking spaces

Relation to the Theme

To link the separated areas of the railways 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: the 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 our vision. They close gaps between functions situated on the both sides of the railway. Mobility is reorganized in order to reduce and keep motorized traffic away from the centre. The third spaces in-between is defined by the new greenhouse building at the train station that integrates small scale building stock in its village-like structure and introduces productive functions to the area. The greenhouse functions as a catalyst and magnet for the transformation and further adaptation of the site.

The plot located at the very center of Hyvinkää around the main train station embodies what normally can be found in a typical american city. The center is missing therefore it is defined by oversized infrastructure for car traffic and occupied by huge shopping malls that don't fit the scale. The heart of the city is cut by two train routes in four parts that are lacking character and identification.

These barriers deny any kind of access and keep pedestrians from using the direct path



between the train station and the city, resulting in an extreme division of the eastern and western quarters. Public meeting spaces exist very scarcely. A welcoming city entrance that can distinguish Hyvinkää station neighborhood from other similar railway station around Helsinki is missing.

Vision

Nevertheless there is great room for potential. Hyvinkää is embeded into the beautiful natural landscape primirly consisting of pine forests providing high air quality, still there is a need to streghten the green network within the city iself.

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 already existing green areas around the train station area in order to close this green loop. While framing the core of the city it leads the way along it's main attractions (e.g. Chur-

ch, Woolen Mill) thus creating distinctive brand for Hyvinkää. The green ring is also lined by high buildings with up to five stories to ensure an easy orientation within the quarter.

As the railway station area, on both sides of the railway line, is the heart of the city's food scene we suggest to introduce a new productive force to the site that becomes the center of this ring - the greenhouse is placed directly at the train station.

An important and very defining element are the several bridge connections across the train rails: they are now influenced by the ever growing significance of bicycle lanes and public space instead of motorways - as the majority of the urban areas are easily reachable by bike. The 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 func-



tion as lanes for non motorized individual traffic. In this area a new public zone is activated, reachable 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.

One of the main resources that Hyvinkää has to offer is vacant space. The creative and productive force of Hyvinkää 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 Rentto Factory building, oversized infrastructure and huge rooftops of the shopping malls opposite to the train station as productive spots.

Open Space

Public spaces gain easier and car-free access and the already existing is expanded by the Northern part of Green Ring.

Structure

The building structure consists of almost triangular perforated building blocks that can integrate different type of buildings. The ground floor is filled in with public functions and extends public space into the buildings.

Programme

The heart of the productive uses is the new low rise greenhouse building that spreads on the train station area. Sustainable food production as well as sustainable mobility become the two core topics of the site. Bike repair, mobility center, catering and a regional food store complete this topic. Attractive living for young families and artists is offered as well as temporary living for students and workers.

Mobility

The main challenge is to enable access to the important places in the city and the same time be flexible and keep away the busy car traffic from the center. Therefore the proposed ring road structure consisting of three rings (the outer, the middle and the inner one) is taken as basis for our mobility solution. One of the main qualities of Hyvinkää is that everything is reachable by bike. The main employees in the city are located close to the highways outside of the city so there is no actual need to drive through the city center. Therefore we propose to leave the car at the

park and ride spots and to use sustainable methods instead to reach the core: car sharing and e-mobility. A special focus hereby lies on the bike roads. They are reconnected and overlaid with green connections to create a high quality cycling experience and to make this way of transport more successful than the car. They build a network throughout the plot itself and define a cross-link for travel from North-East to South-West within the whole quarter.

Sustainability

Residents greatly value the high air quality and the greenery present in the city. By connecting the green spaces a green corridor for biodiversity is created within the city and provides an easily reachable space for healthy lifestyle and outdoor activities. After the greenhouse is built food can be produced and distributed locally thus supporting the local economy. In order to increase the sense of security and amenity value on the site that is still used for rail traffic the levels are separated or the train speed is regulated to make the cross-



ing secure. Keeping heritage and important identification by introducing new uses to them is crucial to create a sustainable community in Hyvinkää.

Process and Phasing

In the first phase we suggest to initiate the site development by a public event, e.g. food festival at the Hämeenkatu bridge and to occupy the space that is usually used by motorized traffic. It creates a physical and functional connection between the separated parts of the main street of Hyvinkää's centre full of different restaurants and cafés. Thus a new sense of public space is generated proving the new vision for this area.

The next step in the process is introducing a new productive force to the main station area - the greenhouse is built at the station. The low rise building integrates small buildings that are found on site and fills them with new public functions such as sauna or café for people to create an attractive and welcoming experience. It closes the gap between the different city



sides. as the attractor and now connects the center and the topic of food production. Catalyst for the further development. and public activities like weekly market on the new plaza bridge.

During the third phase the green loop is closed by a public tree planting event and creates the frame to the city core as well as the green corridor for biodiversity and a turistic route to follow when visiting Hyvinkää.

The last two phases are dedicated to the building development - first around the greenhouse and the main station, then the creative quarter and the building sites nearby on the western side outside of the Green Ring.

Resources

The first streetfood event and the tree planting action is organized by the neighbourhood. This helps to build up a new sense of community in the area.

The new pedestrian bridge between the plaza and the first

bridges is financed by charity. The greenery and the air quality provide space for biodiversity.

Mobility

Car traffic is gradually removed from the site and enclosed spaces by parking lots are given back to nature. Three new bridges replace the old connections between Western and Eastern areas and reconnect the separated parts of the city. The new car park supports the car free solution for the city center. In addition the bike repair shop moves into a vacant building directly on the train station and make it easier to rent or repair a bike on the way to the city.

Equity

Pedestrians and bikes gain more right than the car traffic inside the city center. Therefore inhabitants are given back the missing piece of public space and nature. The area offers qualities to different age ranges (children, young families, students, elder people and visitors) by increasing the amount of mixed uses as well as the security and accessibility on site.



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