

Questioner 1:

Question 1.

What does it mean (e-k)? What is the meaning of "k"?

Answer 1.

"e_k" is an official term in Finnish building legislation meaning the density/efficiency of block of buildings that is the ratio between the gross floor area and the building plot (for example 12 000 m² gross floor area / 10 000 m² building plot => e = 1,2). The letter "k" comes from the Finnish word "kortteli" meaning the block of buildings.

$$E_k = \frac{\text{building gross floor area}}{\text{building plot}}$$

Question 2.

Can the urban blocks be less than 100 mt?

Answer 2.

Yes.

Question 3.

Is it possible to mix dwellings and commerce in the area of services?

Answer 3.

Yes, as long as the required services of the competition brief will have their spaces in the competition area.

Question 4.

When would be possible to download the park plan?

Answer 4.

The park plans have been added to attachments and can be downloaded from the competition website.

Question 5.

Are Palo-oja and Pytinoja artificial?

Answer 5.

Those brooks have been reshaped in the past, but they have always been there. Earlier they were meandering through the landscape.

Question 6.

Can the existing buildings be demolished?

Answer 6.

The answer can be found in the competition brief, chapter 3.4.6.

Question 7.

Can the pseudonym be a number? If yes, How many numbers?

Answer 7.

Yes. There are no limits.

Questioner 2:

Question 1.

We will like to know if exists some ratio/indicator for the occupation of soil ?

We saw all the parameters of the distance of the construction from de main streets, (40 meters for Atomi Building and 10 or 20 meters for residential blocks.), we know as well about the tow green areas projected for the intervention area (Rälssipuisto and Mantaalipuisto Parks), however we will like to know if for the rest of area exist some ratio/indicator for the occupation of soil or are not defined.

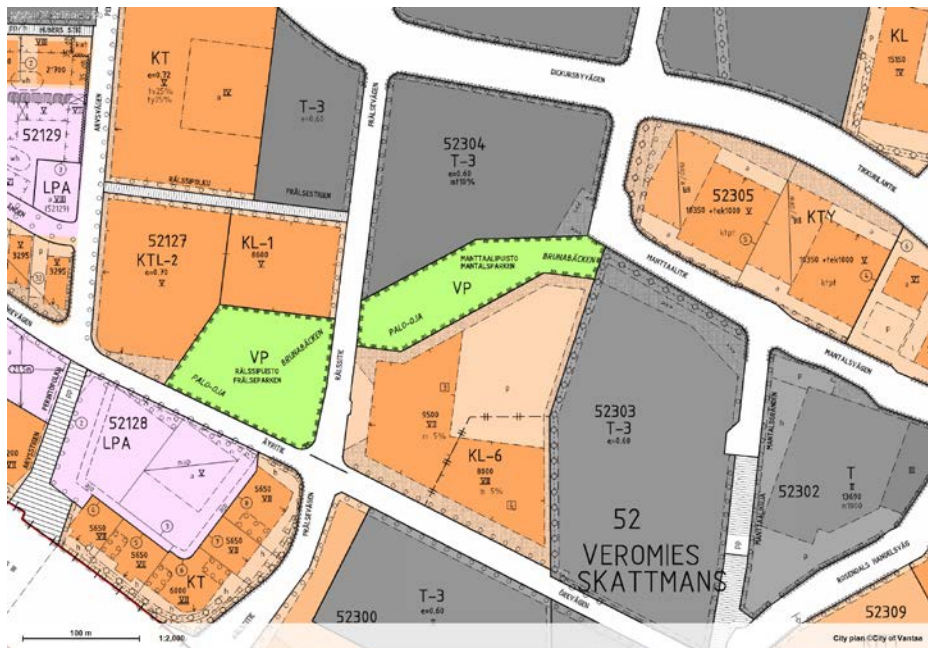
Answer 1.

In the Aviapolis frame plan the preliminary ratios between the gross floor area and the building plot on the area of the mixed urban functions (stripes) is minimum 1,5, and on the areas dominated by housing, with mixed urban functions (light brown) the ratio is minimum 1,0. The height of the buildings is mainly 5-6 floors. Though, the competitors are permitted to find other solutions as long as they follow the principal idea of the frame plan.

For example, with innovative Smart & Clean technical solutions the given parameters can be developed and new solutions found.

Question 2.

We search the additional maps of competition área in the <http://www.kartta.vantaa.fi> and we will like to know the meaning of all symbols and the colours off the attached map, and if we should consider that in the future proposal. (see attached plan)



Answer 2.

The map you refer to is the present town plan of the Veromies area. You don't need to consider it as the whole cityscape and the structure on Veromies will change. The City of Vantaa wants to transform the present industrial oriented brown zone area into a real citylike environment with inhabitants, cafes, shops, parks, lingering, enjoyment – all those things that exist in any city center.

(The colours of the map mentioned are: green: parks; orange: offices, commercial businesses, hotels; grey: industry, warehouses; pale pink: parking plots and garages; black and white striped areas (pp): pedestrian and bicycle roads.)

Questioner 3:

Question 1.

Is it possible to get Aviapolis frame plan blocks as 3D files? It would benefit to have also the shape of the surrounding blocks in the illustrations. If the frame plan blocks are not available, is it possible to get them as a 2D version?

Answer 1.

The requested material is unfortunately not available.

Question 2.

Where will the trunk line stops be situated? Where do the trunk routes run to? Is it possible to get more information about the trunk routes?

Answer 2.

In the Aviapolis Frame plan on the page 41 there is a map (down, left) showing the public transport trunk routes with turquoise lines and roughly the trunk line stops with dark blue rectangles. The trunk routes are expected to be built later as express tram lines, and first as bus routes. The trunk routes are connecting Tikkurila, Aviapolis and Myyrmäki in Vantaa and Malmi and go on further to Helsinki.

Question 3.

What is the volume of traffic on the streets next to the plan area: cars, heavy traffic, public transport, bicycles and pedestrians? Do you have prospects for the future?

Answer 3.

As a part of the Aviapolis frame plan there was a study made about the development of the traffic noise in the year 2040 and 2055. In the attached pdf "Aviapolis frame plan & recent projects" on the page 17 there is shown the predicted situation in 2040 around the competition area. There are also the daily numbers of cars on the surrounded routes in that picture.

The numbers of heavy vehicles (trucks) will be decreased as the city transformation goes on and the functions causing the heavy traffic will withdraw and heavy vehicles will be guided into another routes.

The nearest public transportation traffic goes at the moment via Tikkurilantie and Rälssitie. More routes for transportation could be arranged later according to the need. There will be one trunk line stop at the crossroads of Tikkurilantie and Rälssitie, and there are several other stops nearby.

Questioner 4:

Question 1.

about Atomi: It must be designed (facades, volume, plants etc.) or just define the area of relevance? and exactly...where is it?

Answer 1.

The competitors are supposed to find a place for Atomi building according to the qualities and measures which are given in the competition brief (3.4.4). There should be two blocks presenting the main idea of the proposal included to the documents of the competition proposal: **one housing block** and another **block for Atomi multi-purpose building**. In both of them different functions are mixed (such as housing, workplaces, services, parks, the multipurpose building). There should be presented a site plan with pedestrian connections, playing grounds, parking solution, main vegetation etc. of both of the blocks, as well as a cross-section and essential facades and balcony solutions. The participants must self-evaluate what is the best way of presenting their ideas.

Question 2.

in the area there are pre-existing buildings near the Ralssitie and the hotel...how we behave with them?

Answer 2.

The answer can be found in the competition brief, chapter 3.4.6.

Question 3.

about Circle of interest and especially places of quality(star)...can you define me better the stars as places of quality? we are talking about a specific Point of quality like a fountain...a sculpture...something build on the square....or we are talking about a quality enviroment...facades...green...etc.?

Answer 3.

The main services and focus points are situated along the so-called circle of interest. The route should be made interesting especially for pedestrians. Small stars indicate to the public places and spaces, which must have special quality and architecture. Those places are situated in nodes as landmarks, or otherwise in very important visual corners. For example, the southeast star is reminding us to pay attention to that corner as it is the first view when approaching from under the highway Ring Road III. It must seduce people to approach. Places of quality are more described in Aviapolis frame plan, page 6-39.

Question 4.

in vanta official plan the are different zoning colors. Some are defined...others not. for example the Cyan and the Blue (not the blue line) at the edge of the plan. what they means?

Answer 4.

In the frame plan there are areas reserved for different functions and pointed out other significant features that are essential for the future appearance of Aviapolis. The borders of these different coloured areas are not exact. The map is showing mainly the development-to-be in a scematic way. The blue areas along the main roads and highways are for function that are not noise-sensitive and can be built to protect the inner areas from traffic noise. The darker blue areas outside of the competition area mean so called intensive working areas (businesses, offices, services, production etc.) and the light blue areas stand

for production premises and warehouses that don't cause any disturbance to the surrounding environment. The middle of the frame plan area can be developed as any city center. Traffic noise is not a big problem there.

There are also two pink areas for so-called crowd magnets: functions that serve either local or the whole Aviapolis area, or even the whole capital area, - if not even the whole Finland!

Questioner 5:

Question 1.

Are we permitted to redesign the street network specified in the Frame Plan?

Answer 1.

In the Frame plan map the white grid is not presenting the actual roads or paths, but is rather a symbol for the density of the becoming grid of routes for different means of transport: cars, bicycles, pedestrians, and it is also showing the idea, how the present giant blocks should be divided into smaller parts.

The surrounding streets of the competition area should remain as they are:

Tikkurilantie, Rälssitie, Mantaalitie, Äyritie. The participants are free to modify the white coloured network in the competition area as they please.