



Makasiiniranta quality and concept competition

Competition programme 12 May 2021

Helsinki

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Makasiiniranta quality and concept competition 2021-2022



Competition programme

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Foreword

The history of cities charts the history of transformation. Made up of communities of people, cities are built and moulded over time in response to the great cultural, social, technological and economic shifts people face. No one owns the way a city should look like. A city is never finished. Every generation should have their own opportunity to reimagine the Helsinki of their dreams.

The City of Helsinki has launched this competition so that Helsinki's prime location and waterfront can become accessible for the public use and cultural standing it deserves. The redevelopment of the final part of Helsinki's Harbour provides the opportunity to envision a transformational future for the area. The challenge is significant, and we take it very seriously.

The development of South Harbour, and its connection to central Helsinki at large is one of the key elements of the city's strategy. It is important to take on the challenge now, as global transformations have altered public life more significantly than perhaps ever before. These changes directly impact the future of Helsinki's central areas. It is our responsibility to create a long-term foundation to the success and competitive advantage of our city. In this, central Helsinki plays a key role.

In addition to creating successful conditions for Helsinki's growth, the development of the South Harbour area will be vital for public wellbeing. The proximity of the sea has always been important to Helsinkians. The

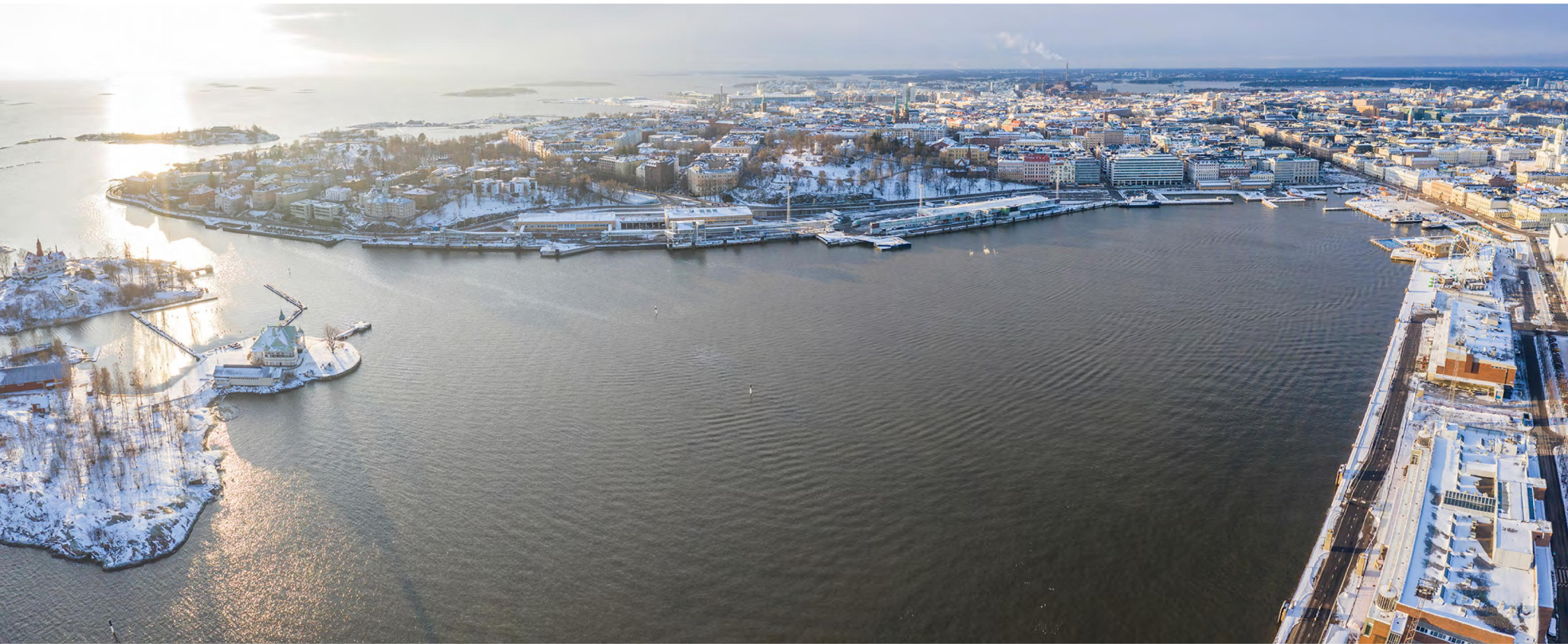


Old Market Hall and Market Square are considered to be the heart of Helsinki for this reason. Layered architecture brings out the changing face of the city. Access to the sea and the archipelago has always been part of this area's special character.

This competition seeks to connect Makasiiniranta as part of Helsinki's inner centre. The starting point for the development is the creation of a human-centric masterplan that respects the area's history but also offers completely new perspectives into what Helsinki can be. A new ambitious museum, the possibility of a boulevard along the shore, new leisure amenities and public spaces are just some of the ways this area might be transformed as an attractive destination for citizens and visitors alike.

We are committed to creating an extremely ambitious, but simultaneously realistic approach to the development of Makasiiniranta. The whole Helsinki city organization supports the best possible realization of this area. The highest level of ambition must be visible from planning through to the construction phase. We owe it to Helsinki and all future Helsinkians that this part of the city is finally given the prominence it deserves.


Jan Vapaavuori
Mayor of Helsinki



South Harbour bay photographed towards Makasiiniranta from the direction of Katajanokka in 2021
Image: Ilmakuvaus - Ruohonen

1. Organiser, nature and purpose of the competition

The City of Helsinki is organising a competition to find a partner for the development and implementation of Makasiiniranta at South Harbour. The competition is a two-phase quality and concept competition.

The aim of the competition is to find a very high-quality and functionally versatile and solid solution for the shore area between the Market Square and Olympia Terminal, which supports the attractiveness and vitality of the city centre in accordance with the Helsinki City Strategy. The area, which is currently mainly used for the Port's terminal operations and parking, is expected to become a comfortable public urban space that connects the Market Square with Kaivopuisto and provides access to the seafront.

The area extending from the Old Market Hall to Olympia Terminal is part of the national landscape of maritime Helsinki and, in part, a built cultural environment of national significance. It is possible to propose culture, service, business and other facility construction for the area. The historically valuable buildings to be preserved in the area, the Old Market Hall, Olympia Terminal and Port House (Satamatalo), can be included in the area handed over to the winner if they are part of the concept of the winning entry.

A new building for a new internationally prominent architecture and design museum is planned to be built in the South Harbour as a part of the broader development of Makasiiniranta. The museum is to be implemented later as an independent project, but space must be

reserved for it when planning the area. There are plans for a separate architecture competition concerning the realisation of the museum.

A key goal of the competition is to produce an overall land use plan of exceptionally high quality and functionality that takes into account the City's objectives in terms of land use and urban landscape and the value of the area in terms of cultural history and serves as a basis for the future development, detailed planning and implementation of the area. The competition also includes the area planned for the architecture and design museum, the aim of which is to ensure that the museum becomes a natural part of the high-quality area.

The winner of the competition will be responsible for the functional, technical and economic concept and solution of the plots to be formed and the new buildings to be built as well as the historical buildings located on them. The winner of the competition will act as the implementer of the area and commit itself to the development of the area and the implementation of the solution in the long term on an overall responsibility basis and will be responsible for all costs of planning, implementation and maintenance. The implementer will be responsible for ensuring that the site forms a unified, functional whole.

Further planning in the competition area will be carried out in cooperation with the City of Helsinki, and the City of Helsinki will be responsible for detailed planning.



Competition planning area

2. Description and schedule of the competition procedure

The purpose of the competition is to find a technically and economically feasible solution for the planning area that meets the objectives of the competition and an implementer for the solution.

Phases of the competition procedure in short:

- **The competition will begin with the approval of the participants.** Teams will apply to participate with a free-form application, which must include a statement of fulfilment of the minimum eligibility requirements set for the competitor in section 4. The applications must be submitted by 21 June 2021. The members of the competition team may only change for a justified reason and the minimum requirements must be met at each phase of the competition. The acceptance of competitors and the fulfilment of the minimum requirements will be decided on by the Head of Division. The number of participants is not restricted.
- **In the first actual phase of the competition, the competitors will submit a draft plan for the area as a competition entry** in accordance with section 6. The competition entries will be submitted under pseudonyms by 10 December 2021. The competition entries will be put on public display.
- **The evaluation panel will select a maximum of four best competitors for the second phase.** The selection of competitors will be made in early 2022 on the basis of the evaluation criteria described in section 8.
- **In the second phase of the competition, the competitors will prepare a competition entry (project plan) elaborated based on negotiations with the competition organiser.** After the negotiation phase (two negotiations/participant), the competitors will submit their final competition entries and their offers for the unit prices of the building rights in accordance with their entry, as well as the buildings, if they are part of the proposed concept. **The final competition entries should be submitted for evaluation in June 2022.** The competition entries will be put on public display.
- **The evaluation panel is expected to select the winner of the competition in early autumn 2022.**
- After selecting the winner, it is presented to the City Board that the winner will be granted a development reservation for further planning of the project. The plan is to negotiate the agreements on the transfer of plots and the implementation of the area during the development reservation.



Guide map of the area, City of Helsinki 2018

Schedule

- **May 12 2021** Competition begins
- **May 27 2021** Competition seminar
- **Jun 14 2021** First deadline for questions
- **Jun 21 2021** Final date for registration
- **Sep 30 2021** Second deadline for questions
- **Dec 10 2021** Submission of Phase 1 competition entries
- **Feb 2022** Selection of competitors for Phase 2
- **Jun 2022** Submission of Phase 2 competition entries
- **Sep 2022** The result of the competition will be announced

3. Competition organisation

The competition is being organised by the City of Helsinki. Decisions on the transfer of plots and the approval of the implementation agreement will be made by Helsinki City Council.

The competition organisation consists of an evaluation panel (jury) that will carry out the evaluation and selection of the winner, as well as a preparation group consisting of experts. Both the jury and the preparation group may consult other experts during the work, at their discretion. The preparation group and competition secretary will not be involved in decision-making. The City has the right to make changes to the jury and the expert preparation group without any consequences.

Preparation group

The decisions of the competition jury are prepared by a multidisciplinary preparation group, including representatives at least from the Land Property Development and Plots Service, Detailed Planning Service, Technical and Economic Planning Unit, Culture and Leisure Division, City Executive Office and, where necessary, the Port of Helsinki and Buildings and Public Areas.

The chairperson of the preparation group is Sirpa Kallio (Helsinki City Executive Office) and the secretary is Valtteri Vuorio (GSP Group Oy).

Jury

- Mayor (chair)
- Deputy Mayor for Urban Environment (vice chair)
- Head of the Urban Environment Division (professional member)
- Head of Detailed Planning (professional member)
- Leading Architect, planner of the area (professional member)
- Head of Urban Space and Landscape Planning (professional member)
- Head of Land Property Development and Plots
- Head of Cultural Environment
- Director of Economic Development
- Urban Development Manager
- Architect (impartial expert, professional member)
- Architect (impartial expert, professional member)
- Representative of the Finnish Association of Landscape Architects (impartial expert, professional member)
- Well-known and respected professional in real estate / construction (impartial expert)

The secretary of the jury is Valtteri Vuorio (GSP Group Oy).

4. Right to participate and minimum eligibility requirements for competitors



Part of Laivasillankatu street and competition area photographed from next to Makasiini Terminal towards North.

Image: Ville-Samuli Rantalainen

The competition is intended for operators in the construction and real estate industry, or consortia formed by these, which have the technical, economic and other conditions to plan and complete a very demanding and high-quality construction project by a set deadline.

The competition will begin with the approval of the participants. All parties who have applied for the right to participate and who meet the minimum eligibility requirements will be admitted to the competition. Fulfilment of the requirements will be evaluated as an overall evaluation.

The composition of the competition team may be supplemented during the competition procedure, but the members of the approved competition team may only change for a justified reason. If the project management, chief designer or other designated person in charge changes, the new person in charge must be approved by the competition organisation. In principle, the composition of the winning team should remain essentially the same in the further planning phase as well.

4.1 Economic and financial conditions and registrations

The competitor (company or group of companies) and its partners must have the economic and financial capacity to be able to carry out a very high-quality project in the area in accordance with the competition programme, the competition entry they submit and any agreements that will be drawn up. This attribute will be evaluated based on information received on the financial standing, solvency, profitability and creditworthiness of the competitor, as well as the competitor's own statement.

The application must include at least the following information

- a description of the competitor, the planning team and any partners, as well as the contractual arrangements
- information on the competitor's holdings, finances and operations
- key figures in the competitor's profit and loss statement and balance sheet
- presumed project ownership and financing model (how project financing will be secured) and main sources of equity and liabilities planned.

In addition to these, the participant must provide the following statements and any other information necessary

- a certificate from the Tax Authority on the taxes and social security fees paid or a certificate of tax debt
- employee pension fund and/or insurance company statement that pension insurance has been taken out and that pension insurance payments are made

- Trade Register extract
- certificate of registration in the Prepayment Register, Register of Employers and VAT Register.

If a group of companies applies as a competitor, the required information must be provided separately for each company, as applicable.

Foreign competitors must provide comparable information either in the form of registration documents in accordance with the legislation of their country of establishment, or corresponding evidence or in another generally accepted way.

The certificates and statements must be no older than three months.

The organiser of the competition has the right to request any necessary supplemental or additional information from the competitors in order to assess their fulfilment of the economic and financial conditions. The organiser of the competition may also use an external expert to assess the economic and financial resources.



Makasiini Terminal
Image: Ilmakuvaus - Ruohonen

4.2 Competitor's references and designated experts

The competitor must have a sufficient number of experienced personnel for the planning and preparation of the implementation, taking into account the target site's requirements. The evaluation will be carried out as an overall evaluation. The consortium must have at least three references to show on the planning and implementation of property development projects with a scale of at least 10,000 floor square metres.

The competitor must name the following experts and provide their reference information with the application. In addition to work experience, a statement of training and any other qualifications should be presented.

- **Project management:** The project director must have long-term experience in the successful management of the planning and implementation of demanding construction projects.
- **Chief designer / architectural design management:** the person must have long-term experience in the successful management of the design of exceptionally demanding construction projects, as well as experience in land use planning in an urban environment with a valuable cityscape and history.
- **Landscape architect:** The person must have experience in land use planning and the design of public outdoor spaces in an urban environment with a valuable landscape, cityscape and history. The references will be evaluated as a whole.
- **Traffic planning officer**

Furthermore, the participant must have access to experts in the fields of structural engineering, foundation engineering, rock construction, infrastructure maintenance, noise abatement planning and the assessment of the lifecycle emissions and climate impact of construction projects.

The key planning resources and the involvement of design experts in the project must be described in the application in a free form.

Reference information must be provided using the attached form.

- The references must include the scope and total duration of the project, the responsibilities of the persons in the project and a statement of how long the person worked on the reference project.
- The references must be projects of a similar level of complexity.
- The references must not be over five years old.

If the references of a partner are presented, the competitor must present a statement of the partner's commitment to the project. A description of the partners' commitment to the implementation of the proposed project entity (e.g., through contractual arrangements or other credible means) and a description of the implementer's commitment to the implementation of the concept in accordance with the quality indicated in the plans.

The qualifications and work experience of land use planning experts in planning projects in urban environments with a valuable cityscape and history, as well as their years of training and experience, can be demonstrated as follows, for example:

- References of projects planned in urban environments with a valuable cityscape and history.
- Prizes and purchases from architectural competitions regarding projects planned for urban environments with a valuable cityscape and history.
- Relevant research and teaching work and international architectural publications.

4.3 Submitting the application to participate

- **The applications must be submitted by 2 pm EEST (UTC+3) on 21 June.**
- The application is otherwise free form but must meet the requirements set out in sections 4.1 and 4.2 above. The references required in section 4.2 must be presented on the forms attached to the competition programme.
- The applications must be submitted to info@makasiiniranta.fi. The entry application must be one (1) PDF file including the reference form. If the file size exceeds the allowed limit, the competitor can submit the application via the WeTransfer service.
- The organiser of the competition has the right to request any necessary supplemental or additional information from the competitors in order to assess their fulfilment of the minimum requirements. The fulfilment of the conditions for participation will be assessed based on overall evaluation, and the competition organiser has the right to reject an applicant if the requested information is not provided or the conditions for participation described above are not met. The competition organiser has the right to also use external experts in the evaluation.
- The acceptance of participants is decided on by the Head of the Urban Environment Division.



Port House (Satamatalo) and part of the deck structures.
Image: Ville-Samuli Rantalainen

5. Competition assignment

5.1 Competition area

The competition area extends from the northern edge of the Market Square's Cholera Basin to the south side of Olympia Terminal and following the old railway shaft to the northern corner of Kaivopuisto. In the east, the area is bordered by the area reserved for port operations, seawall and quay structures, in the west by the street areas of Eteläranta and Laivasillankatu. The delimitation of the area also makes it possible to include the old railway shaft in the plan.

As a part of South Harbour, the competition area is part of the national landscape of Helsinki and, for a large part, a valuable cultural environment of national significance. The location is central and symbolically very valuable and part of the maritime facade of the historical centre of Helsinki.

The competition area has been made to cover a wide area to make it possible to plan alternative solutions for new construction and its detailed location, while also providing the areas, squares and connections required for foot traffic and cycling, and recreation and the necessary harbour traffic connections, functions and quay allocations. The focus area for new construction is the Makasiiniranta area, located between the line of Eteläinen Makasiinikatu and Port House (Satamatalo). Space must be allocated for the New Architecture and Design Museum in the northern part of the area.

The planning area is currently largely leased to the Port of Helsinki Ltd for harbour operations, and there are buildings and structures owned and used by the Port in the area. On 3 February 2021, Helsinki City Council issued a resolution on the reorganisation of port operations. According to the resolution, the plan is to stop ropax traffic on the Makasiiniranta and Olympiaranta side of South Harbour. A reservation for high-speed vessel and international cruise ship traffic will be maintained in the area, and the seawalls of the area will be separated into a fenced security area from approximately the midpoint of Makasiini Quay to the southern tip of Olympia Quay in accordance with merchant shipping regulations. The minimum quay areas to be reserved for port operations are excluded from the competition area.

The buildings of significant conservation value located in the planning area are the Old Market Hall, the kiosk building, Olympia Terminal and Port House. Other buildings and structures in the area include the facilities connected to the old railway shaft, the biennial pavilion temporarily located on Lyypekinlaituri and the dilapidated Makasiini Terminal, which is planned to be demolished.



The competition planning area photographed from the west side of Senate Square.

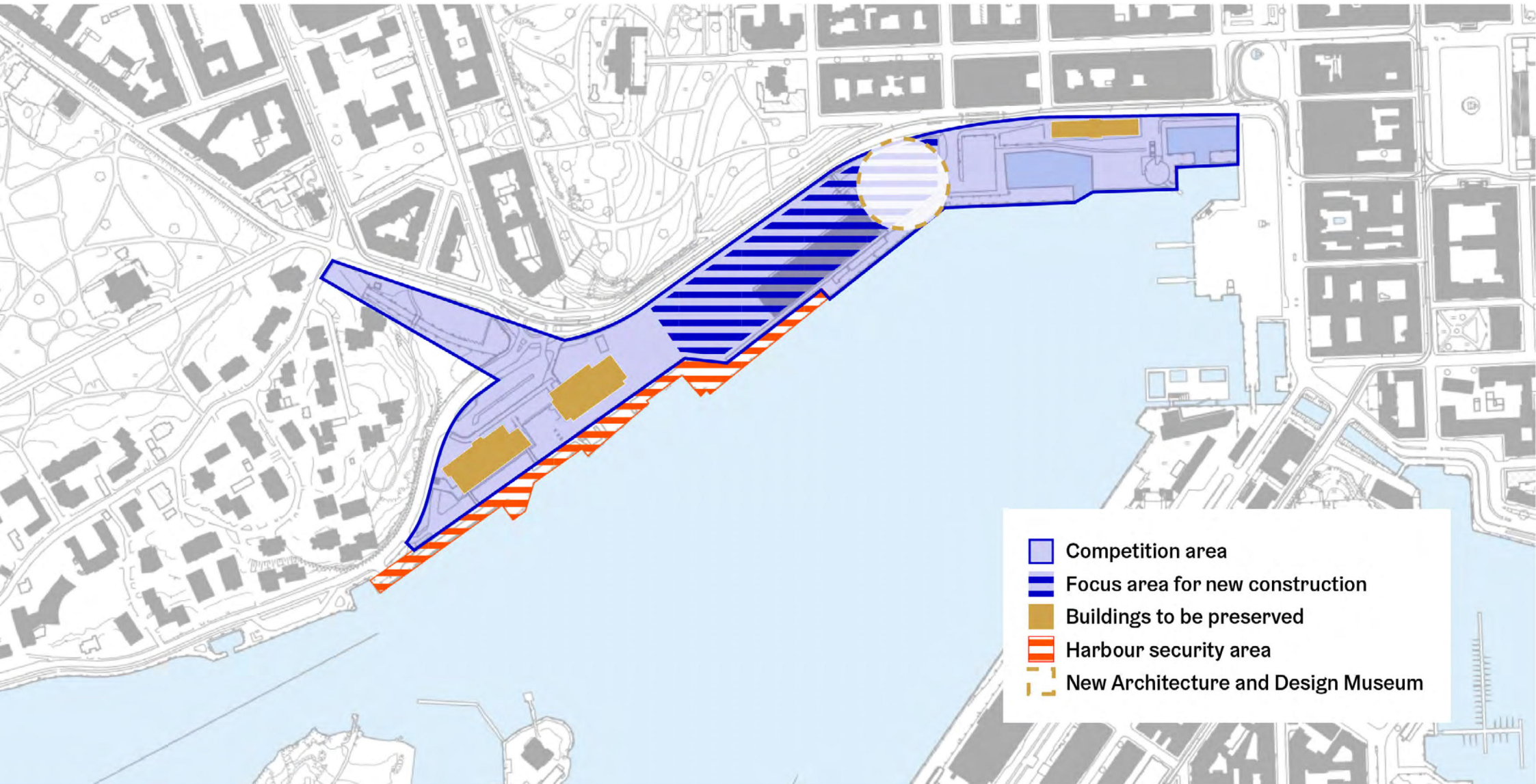
Image: Ilmakuvaus – Ruohonen

Graphics: Aste Helsinki



Focus area for new construction photographed from the roof of Eteläranta 10 building (Restaurant Palace terrace)

Image: Ilmakuvaus – Ruohonen



Graphics: Aste Helsinki

5.2 Objectives of the competition assignment

Makasiiniranta will be developed as a location for cultural and museum buildings and an area for functions supporting museum activities. The aim is to provide the area with diverse, attractive and experiential functions, which will create an active, comfortable and interesting urban environment around them, taking advantage of the maritime opportunities of the area. The facilities at ground level, along streets and in connection with squares, in particular, should feature functions that are open to the public. The aim of the planning is to strengthen the attractiveness and vitality of the city centre and better integrate the area into the surrounding urban structure, public maritime urban spaces and the pedestrian centre. The aim is to open the currently closed coastal zone into a high-quality and comfortable public urban space that will also provide opportunities for non-commercial and recreational use with different age groups and the residents' varied needs taken into consideration. In the future, the seaside trail circling along the shores of Helsinki will connect the Market Square with Kaivopuisto more smoothly than before and enable access to the sea. The seaside trail is intended to be set at quay level as close as possible to the seawall between the buildings and the sea. Competitors are expected to present diverse functions for the public spaces as well, taking different age groups into account.

The aim of the competition is to provide this area that has a significant role in the cityscape with a solution that is high quality in terms of landscape and functionally suitable for the location and can serve as a basis for further planning. The solution must be suitable for the maritime facade and iconic view of the historical centre of Helsinki, meet its special requirements and take into account the importance of the area.

The winning group will continue to plan the area as a partnership planning project in cooperation with the City and will act as the implementer of the plots to be formed on the basis of the competition entry.

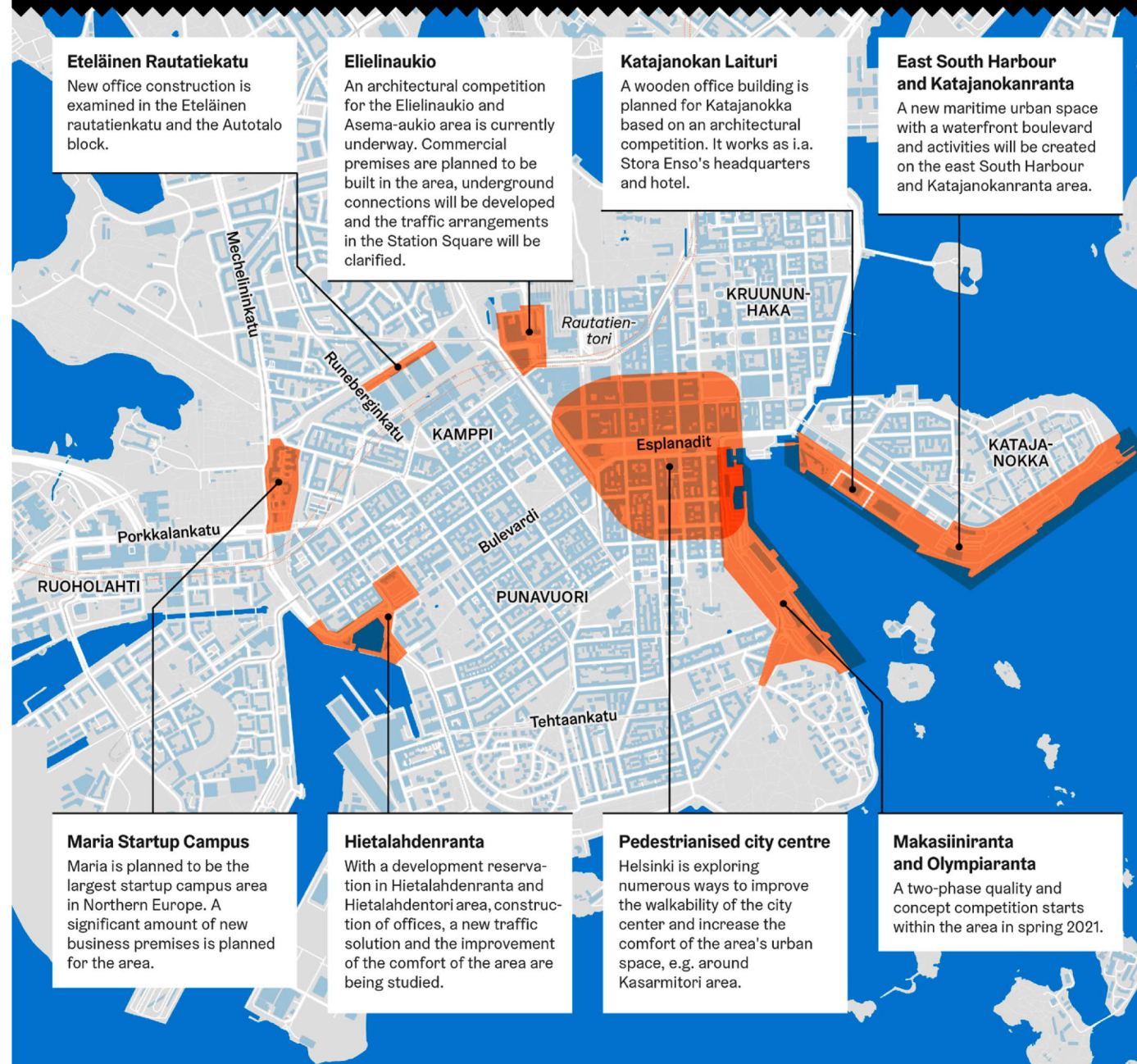


Part of the competition area as photographed from the corner of the Makasiini Terminal
Image: Ville-Samuli Rantalainen

5.3 Association with the City Strategy and other plans

A main goal of the Helsinki City Strategy 2017–2021 has been to develop the attractiveness and vitality of the centre of Helsinki. The vision is for the attractive city centre to offer commercial services, events and recreation and be a place that brings together civic activities. One of the goals of the strategy has been to research a significant expansion of the pedestrian centre in the competition area to increase the comfort and functionality of the city centre. The coastal zone that extends from Olympia Terminal to the Market Square is being developed with the aim of creating an operational entity that supports the vitality of the city centre.

The development of the centre area involves several interrelated areas, and the development of the competition area forms a significant entity together with the City Strategy and the related centre vision, development of the pedestrian centre and centralisation of port operations



Centre vision

'Helsinki centre vision – policies for planning land use and traffic in the city centre' is a vision for the central business district and city centre of Helsinki created jointly with residents, stakeholders and various experts from the City. It details the city plan and serves as a basis for traffic planning. The vision, its guidelines and the interaction carried out describe the goals regarding the entity in land use planning. Several of the twenty different development guidelines in the vision pertain to the planning area.

Below are the main guidelines that affect the planning the most:

- Special characteristics are the starting point for development.
- The city centre is lively, open and diverse at eye level.
- The central business district and the surrounding city centre form the strongest area of business activities in the whole country.
- The extensive pedestrian centre increases social interaction and encourages mobility, outdoor activities and encounters.
- The public outdoor areas in the centre of the growing capital serve a wide range of users, are of high quality and are mostly open to everyone.
- The coastal areas are open to city residents.
- The cultural concentration of the city centre is supplemented and strengthened

Maritime Helsinki

The City of Helsinki Maritime Strategy 2030 and the related action programme will initiate the necessary measures to achieve the goals set in the City Strategy 2017–2021 regarding the maritime nature of Helsinki. The goals set expectations for Makasiiniranta, which is a part of the national landscape of maritime Helsinki. The Helsinki Maritime Strategy includes three goals:

1. Helsinki is an attractive and functional sea city.
2. Maritime services and recreational possibilities are available to everyone.
3. Helsinki treasures its sea nature.

Goals of the Carbon-neutral Helsinki 2035 action plan

Helsinki is committed to doing its part in mitigating climate change. The objective of the Helsinki City Strategy 2017–2021 is to make Helsinki carbon-neutral by 2035. The City is using detailed planning to steer towards an energy-efficient urban structure and encouraging construction industry operators towards energy-efficient construction and its development through plot allocation.

The Carbon-neutral Helsinki 2035 action plan highlights several ways of influencing the carbon footprint of construction and building lifecycles, and up to 45% of the emission reduction potential is related to buildings in one way or another. The goals of the action plan must be taken into account in the planning and implementation.



Image: Suomen Ilmakuva Oy

Recreational and green network 2050

On the 'Recreational and green network 2050' thematic map, the planning area is located in the 'Historical parks and urban spaces of the city centre' zone, which is being developed from the starting point of the layered cultural environment. The seaside trail runs through the area. The continuity of the seaside trail, which mainly follows the seashore, will be guaranteed. Along the seaside trail, in places with good public transport connections, space will be designated for waterway transport piers. In the immediate vicinity of the planning area is Tähtitorninvuori, which is classified as part of the city's extensive green network. To the south of the planning area is Kaivopuisto, which is part of Central Park and is also marked as a neighbourhood park, and smooth pedestrian and bicycle traffic connections leading there must be demonstrated. In the direction of the sea, the planning area is bordered by Helsinki Park.

South Harbour Open International Ideas Competition

As part of the World Design Capital 2012 programme, the City of Helsinki organised an international ideas competition for the South Harbour area in 2011. The task of the competitors was to draw up a comprehensive idea plan for the purpose of producing diverse and extensive material on the basis of which the development of South Harbour could be guided in the future. A total of 205 competition entries were submitted. The competition area was wider than that of the current Makasiiniranta competition, covering the entire coastal zone of South Harbour, including the Market Square and the southwestern shore of Katajanokka. The competition offered a wide range of new perspectives and solutions for the development of South Harbour. No single winner stood out in the competition and the jury distributed four prizes.

5.4 History and significance of the area

The history of the competition area and its surroundings, the values of the cultural environment and its role as part of the national landscape are handled in more detail in the planning principles of the competition and other appendices. South Harbour is a central part of the maritime national landscape of Helsinki.

The planning area has major values related to the cultural environment and iconic views that must be maintained in the competition entries.

The competition area is located in the area of the following cultural environment zones or inventories:

- The buffer zone of the Unesco World Heritage site Suomenlinna.
- National landscape: Maritime Helsinki (National landscapes, Ministry of the Environment 1993). Of the European capitals, Helsinki is the only one located right by the open sea. Maritime Helsinki is one of Finland's national landscapes as defined by the Ministry of the Environment. The core of the national landscape is formed by the unified Empire Centre, the Market Square and the connected Esplanade Park with its surroundings, as well as Tähtitorninmäki and the extensive Kaivopuisto, which follow the shores and dominate the view from the sea.
- Nationally significant built cultural environment RKY: According to the 'Valtakunnalliset merkittävät rakennetut kulttuuriympäristöt RKY 2009' (Nationally significant built cultural environments) evaluation prepared by the Finnish Heritage Agency, the planning area and its vicinity include several large areas of Helsinki's valuable cultural environments (Tähtitorninmäki observatory and park, Kaivopuisto, Helsinki Market Square with its buildings, Senate Square with its surroundings, the old part of Katajanokka). In addition to these, Olympia Terminal and Port House (Satamatalo)



Image: Unknown 1880-1889, Helsinki City Museum

located in the area form part of the Olympic Buildings, which are included in the selection of modern Finnish architectural masterpieces approved by the international DOCOMOMO organisation.

- An area of Helsinki significant in terms of cultural history, architecture and landscape culture (2002 study).
- Sites of the regional inventory in the 'Uudenmaan kulttuuriympäristöt' (Uusimaa's cultural environments) study (Helsinki-Uusimaa Regional Council 2016).
- The City Plan's Cultural Environments thematic map (City of Helsinki 2016) has legal effect regarding the RKY areas.

The following documents have also been drawn up regarding the area:

- Valuable environments in the public areas of the City of Helsinki (City of Helsinki 2008).
- Tähtitornin vuori ja Ullanpuistikko, hoito- ja kehittämissuunnitelma (Maintenance and development plan for Tähtitorninvuori and Ullanpuistikko) (Landscape Design Hemgård 2011).
- Kauppatori, Kaupunkirakennehistorian selvitys (Market Square, report on the history of the urban structure) (Arkkitehtitoimisto Okulus 2016).

5.5 Current plans in the competition area

Uusimaa regional land use plan

In the 2017 combination of Uusimaa's regional land use plans, the planning area is defined as an area of city centre functions, the centre of the nation, an area of urban functions, a regionally significant cultural environment and a nationally significant cultural environment. In addition to these, a harbour has been designated for the area. To the south of the planning area, a need for green connections has been identified.

City plan

In the Helsinki City Plan 2016, the area is marked as an area of the business and service centre (C1) and the city centre (C2), as well as a port, a water area and a recreational and green area. The marking of the seaside trail applies to the area. Furthermore, the area is subject to an order with legal effect to take landscapes and built cultural environments of national significance into account and to plan the shoreline as a public area in areas of new construction.

The definition of the city plan area C1 is as follows: 'A business, retail and service centre developed as a functionally mixed area of commercial and public services, offices, administration, housing, parks, recreational and outdoor services and urban culture. Ground floor premises and premises that open onto the street should be primarily designated as retail space. The area is pedestrian-dominated. The area stands out from its environment as more dense and functionally diverse. The total amount of retail and office space should not, as a rule, be reduced. Changes to the uses of buildings or their parts must ensure that they preserve the functionally diverse and mixed structure that is characteristic of the centre. Changes to intended uses must include an area assessment.'

The definition of the city plan area C2 is as follows: 'Developed as a functionally mixed area of housing, commercial and public services, offices, administration, parks, recreational and outdoor services and urban culture. Ground floor premises and premises that open onto the street should be preferably designated as retail or office space. Changes to the uses of buildings or their parts must ensure that they preserve the functionally diverse and mixed structure that is characteristic of the city centre, as well as the sufficient availability of retail and office space. Changes to intended uses must include an area assessment. Sustainable modes of transport, particularly pedestrian and bicycle traffic, will be favoured. In the areas bordering on city boulevards, the block density should primarily exceed 1.8 and, along key streets, ground floor premises and premises that open onto the street should be primarily designated as retail or office space.'

Furthermore, all types of centres are subject to the following: 'The centres will be densified and developed as urban city structure. In planning centres, special attention must be paid to the pedestrian scale as well as the effectiveness of the arrangements made for pedestrians, cyclists, parking, maintenance traffic and public transport. Parking spaces must be primarily located in parking facilities and along streets. In more detailed planning, adequate areas must be allocated to ensure appropriate public transport transfer locations and park and ride facilities. Large retail units must be integrated with housing, services or other such functions, and the street-level floors of buildings must open up onto the street. Large units must be supported by public transport trunk connections. The scaling of large consumer goods retail units must be based on local demand. The number of parking spaces will be limited.'



View from the Market Square towards Tähtitorninmäki Hill

Image: Ilmakuvaus – Ruohonen

The definition of a port is as follows: ‘The area will be developed for harbour operations, jobs and services. The premises and equipment necessary for harbour operations and technical maintenance may be built in the area.’

The definition of a recreational and green area, applying to Tähtitorninvuori Park, is as follows: ‘The area will be developed as a significant area for recreation, outdoor activity, sports, nature and culture, connected to the regional green network and seaside recreational zones. The forest network presented in the City Plan theme map will be taken into account in developing the recreational and green areas. The aim is to preserve the forest-like character of the network.’ In addition to this, the plans in both recreational and green areas and maritime recreation and tourism areas must ensure the preservation of cultural, historical and landscape values, as well as taking into account and preserving areas that are significant with respect to biodiversity, ecosystem service development, nature conservation, the ecological network and the forest network.

Helsinki’s underground city plan

According to Helsinki’s underground city plan No 11830 (entered into force in its entirety on 18 November 2011), parts of the area belong to the surface rock area of the city centre. The underground city plan includes a space allocation for a planned underground facility approximately in line with Unioninkatu in the rock of Tähtitorninvuori. In addition to this, the existing Tähtitorninvuori rock cave is marked in the underground city plan.

The Helsinki City Plan (2016) is steering the city towards becoming more densely built, which is making it necessary to transfer some of the operations underground and utilise the underground facilities more efficiently. Some of the space allocations presented in the 2011 underground city plan have become obsolete and new space needs have emerged. The preparation of a new underground city plan was begun in 2017.

The new underground city plan will promote a more diverse use of the underground facilities, more systematic utilisation of facilities constructed in the bedrock and better coordination between different types of operations. A draft plan was approved by the Urban Environment Committee in May 2020 and the plan proposal prepared on the basis of the draft was put on display by decision of the Urban Environment Committee on 16 February 2021 (item 68). The final decision regarding the plan will be made by the City Council.

Detailed plans

There are several detailed plans in force in the area. In parts of the area, the current detailed plans are from 1875 or 1895. The content of the old plans is general and has little guiding effect. Newer plans in force in the area were drawn up between 1969 and 1999. The area includes extensive port areas (LS) in the areas of the current passenger ship terminals. Of the buildings in the area, Olympia Terminal and Port House (Satamatalo) are marked as protected in the detailed plan with the sr-2 marking. The zoned parks in the area are Armi Ratia’s Park in Kaivopuisto and Tähtitorninvuori in Ullanlinna. The area also includes water areas that have not been zoned.

5.6 Buildings to be preserved in the competition area

The competition area includes the following buildings of significant conservation value and competitors are expected to suggest functions for them. The buildings may be included in the entity to be handed over to the winner of the competition, provided that they are included in the concept of the winning entry in a way that meets the goals of the City and safeguards the buildings' conservation values. The competition entries must at least present the connection of the buildings to the rest of the planning area. At best, the functions presented for the buildings will support the overall concept of the area and form a coherent functional entity together with new construction.

A building history survey of the Old Market Hall is available in the document management system. A building history survey of Olympia Terminal and Port House is underway and will be completed by the second phase of the competition. The buildings' drawings are available in the document management system.

Old Market Hall and surroundings

The Old Market Hall is the oldest market hall in Finland and one of the three market halls in Helsinki. It is also one of the most popular tourist destinations in Helsinki. The Old Market Hall is a semi-warm space. The building has significant value, and the aim is to protect it with the detailed plan. The service connections of the Old Market Hall are currently located at the northern and southern ends of the building, and its waste management has been implemented as an underground system located on Lyypekinlaituri. The current vendors of the Old Market Hall have a parking area at the southern end of the hall.

The use of the Lyypekinlaituri pier on the sea-facing side of the market hall has changed in recent years. The number of parking spaces in the area has been reduced and the Helsinki Biennial pavilion and connecting piers to Vallisaari have been built in the area. In addition to this, there has been a terrace café on the pier in recent summers. The seawalls of the pier have moorings that are used as pick-up and drop-off points for charter traffic. There are some moorings for smaller vessels in Vironallas, which are intended for people stopping by in the area.

The kiosk building in the vicinity of the Old Market Hall and the remains of the harbour railway, particularly the swing bridge of Lyypekinlaituri, are culturally and historically valuable structures.

Olympia Terminal and Port House (Satamatalo)

As the name suggests, Olympia Terminal was completed for the Helsinki Olympics in 1952 and Port House was built next to it in 1954. Silja Line started year-round operations from Olympia Terminal to Stockholm in 1972 and regular scheduled operation to Tallinn in 1995. The terminal and its ferry berths were renovated in 1989–1990 to accommodate larger vessels. Today, Olympia Terminal operates as a passenger terminal for passenger ship traffic between Helsinki and Stockholm and Port House as office premises for the Port of Helsinki Ltd. Olympia Terminal and Port House are buildings of significant conservation value. Olympia Terminal and Port House will be utilized for other uses.



Old Market Hall
Image: Ville-Samuli Rantalainen



Olympia terminal photographed from Armi Ratia Park
Image: Ville-Samuli Rantalainen



Port House and Olympia Terminal photographed from Tähtitorninmäki Hill
Image: Ville-Samuli Rantalainen



South Harbour Bay, Olympia Terminal and Port House can be seen in the foreground

Image: Ilmakuvaus – Ruohonen

Building	Old Market Hall	Olympia Terminal	Port House
Year of completion	1890	1952	1952
Building identifier	410	1794	1796
Intended use	shopping hall	harbour terminal	office building
Number of floors	1	2	4
Total floor area	1350 m ²	6112 m ²	8955 m ²
Gross floor area	1350 m ²	4820 m ²	6445 m ²
Cubic capacity	9115 m ³	34269 m ³	33049 m ³
Local detailed plan	year 1895	year 1999	year 1999
Protection marking	sr-1 (protection objective)	sr-2	sr-2
Other remarks		The passenger hall of Olympia Terminal is a protected interior space. The entrance canopy of Olympia Terminal is a protected structure (s-kt).	

5.7 Other buildings, structures and functions in the competition area

Other buildings and structures in the area include the facilities connected to the old railway shaft, the facilities excavated into the rock of Tähtitorninvuori and the dilapidated Makasiini Terminal, which is planned to be demolished. There are warehouses and hall buildings under the yard deck and street in front of Olympia Terminal. In addition to this, the Finnish Lifeboat Institution's rescue station Meripelastusasema 1 operates from Pakkahuone Quay in Vironallas.

More detailed information on the buildings and structures in the competition area is available in the document management system.



Warehouse and Hall buildings in the corner of Laivasillankatu and Ehenströmintie streets
Images: Ville-Samuli Rantalainen

6. Preparation of the competition entries

6.1 Planning principles

The Urban Environment Committee has approved the land use planning principles for the area (dated 30 March 2021), which have been stored in the document management system as initial data. The planning principles must be followed when preparing the planning solution.

6.1.1 Functions

There are plans to create an internationally prominent architecture and design museum complex in the area. The museum building or similar cultural building will be implemented in the form of new construction as part of the wider development of the planning area. The museum will be located in Makasiiniranta as the northernmost new building in the area. The size of the museum is tentatively set to a maximum of approximately 9,000 m² (net area). The implementation of the museum will be decided separately later. The museum project must be able to implement the museum independently within a time frame of its choosing. A separate architectural competition will be organised for the construction of the museum.

Additionally, it is possible to plan culture, service, business and other facility construction in the area, to support museum activities (e.g., a hotel is possible). The goal is to achieve functional versatility. No housing will be allowed.

The area will be developed as an area of high-quality public outdoor spaces and connections, as well as maritime functions. The area is part of the pedestrian centre. The area is planned to be transformed into a public and comfortable walkable urban space that connects the Market Square with Kaivopuisto and provides access to the seaside.

Functionality is at the heart of the whole seaside area. The seaside must serve and attract people – the concept must enliven the area and provide a functional connection to the sea. Functions aimed at various kinds of people, such as residents of different ages, must be interlaced in order to achieve this goal. In addition to commercial services, the aim is to provide the area with opportunities for non-commercial activities. Public footpaths and squares can be placed amidst new construction either with stairs or ramps, taking accessibility into account.

6.1.2 Cultural environment and landscape

The significance and identity of the area as part of a nationally significant national landscape and valuable cultural environment will be taken into account in the planning. South Harbour is part of the national landscape of maritime Helsinki and a nationally significant valuable cultural environment. The location is central and symbolically very valuable and part of the maritime facade of the historical centre of Helsinki.

The aim is to preserve the character of the maritime facade of the area. In the background of the Market Square and the coastal zone are the rows of blocks of the Empire centre, the shore of Katajanokka and Eteläranta. These, along with the Tähtitorninvuori park area, frame and delimit the urban space of the harbour.

The values of the environment and its relationship with the existing environment will be taken into account in the planning solution. The planning area can be seen and experienced from all directions, and when arriving from the sea, it is located within the iconic arrival view of Helsinki. Correspondingly, the area offers exceptionally grand views of the city centre and the harbour in different directions. All construction – both buildings and urban space – must integrate into the valuable cultural landscape. Any small-scale new construction in front of the Old Market Hall must be subordinate to the market hall.

The views of the sea and the city from Tähtitorninvuori will be preserved. The plan must integrate the new construction sites and construction volumes into their environment in such a way that the current main views are preserved. The buildings must not block the views of Helsinki Cathedral and Uspenski Cathedral. The Empire facade of Pohjoisesplanadi must remain visible above the roofs of the building masses. The buildings must be massed in such a way that the view of the water's surface in front of the Market Square and Katajanokka is maintained.

The silhouette of Tähtitorninvuori will continue to rise above the roofs of the building masses. The Tähtitorninvuori park area must retain its position in the greater landscape and the view that opens up to the area from the direction of the Market Square. It also forms the backdrop for the planning area when viewed from the sea.

Street views end with the sea. It has been a traditional feature of the urban structure of the centre of Helsinki that the sea can be seen at the end of the streets. The view of Eteläinen Makasiinikatu should therefore end with the sea, and construction should start on its south side. Construction may extend further north than the current Makasiini Terminal, but construction is not being sought in front of the Palace or by Vironallas.

New construction takes into account the street views of Laivasillankatu. Buildings must be massed in such a way that Tähtitorninvuori is visible between the buildings and, correspondingly, Laivasillankatu offers views of the sea.

The values of protected and culturally and historically valuable buildings are taken into account in the planning. Olympia Terminal and Port House (Satamatalo) are marked as protected in the detailed plan with the sr-2 marking. The Old Market Hall and the nearby kiosk are culturally and historically valuable buildings.

6.1.3 Construction

The maximum permitted elevation for new buildings, building components and equipment is +20.0 for the entire length of the planning area. The maximum permitted elevation for buildings, building components and equipment closest to the shore is +18.0. These can only be deviated from if the solution is well-founded and takes into account the main views to be preserved and otherwise adds value to the public spaces in the area, connections through the area and the quality of construction.

Street- and square-level premises include services, shops or similar premises that are public in nature. There must be no backyards in the area. Instead, all the facades must be main facades, including the roof of the building.

Construction cannot be located on the shoreline or extend over the sea. This is due to ship traffic at the harbour.

Makasiini Terminal in the area will be demolished.

Any new deck structure must integrate with the existing deck in front of Port House.

The Old Market Hall is a building valuable in terms of architecture, history and cityscape, whose conservation values are safeguarded. It is possible to think of new operations for the Old Market Hall. At best, the long food history of the Old Market Hall will also be seen in its future use. The aim is to preserve the building's status and values in the cityscape, its interior character, some of the original interior solutions and the unique steel structures of the roof. The preservation of the market hall character of the building is desirable despite possible functional changes. Functions that change the nature of the whole building are not desirable. Maintaining the current market hall operations of the Old Market Hall

requires improvements to the building services. For example, restaurant kitchen activities are very demanding in terms of ventilation but may be possible with improvements to the building services. The conservation values of the building pose a challenge for the implementation of building services. Changes in activities must be taken into account in terms of the sufficiency of maintenance and toilet facilities, among other things. The Old Market Hall can be included in the area handed over to the winner if it is part of the idea of the winning entry.

Small, pavilion-like additional construction to the Old Market Hall is possible to enable technical modernisation of the building and to improve its functionality. The additional construction must fit in with and be subordinate to the culturally and historically valuable building with a significant position in the cityscape.

On Lyypekinlaituri, the use of the area on the seaward side of the Old Market Hall is being studied. Issues to be taken into account include the preconditions related to the maintenance of the market hall, possible small-scale expansion, seaside traffic connections and scheduled waterway transport. On Lyypekinlaituri, the needs of the scheduled waterway transport terminal should be prepared for either by building a moderately sized new building on Lyypekinlaituri or as part of the Old Market Hall's operational concept. Waste management in the area must be arranged in a new building or underground.

A sufficient area at least 15 metres wide will be allocated for harbour operations on Olympia Quay and Makasiini Quay. The harbour area covers the entire length of Olympia Quay and 150 metres of Makasiini Quay starting from its southern corner. Within the area, preparations will be made for the pedestrian traffic of harbour passengers and the space allocations of the vessels' service traffic with required vehicle

turning areas. The area will be separated from the rest of the public quay area as a security area to prepare for passenger and service traffic connections.

In the area, preparations will be made to designate a construction site or facilities for a high-speed vessel terminal of approximately 1,500–2,000 m² in the vicinity of Makasiini Quay. It must be possible to realise the terminal later on, and sufficient space must be allocated for it. A separate and unobstructed pedestrian connection is needed between the terminal building and the harbour security area, which can be implemented, for example, as a pedestrian bridge or tube over the seaside trail. The terminal also needs to have a smooth connection to the level of Laivasillankatu.

Olympia Terminal and Port House will be used for other than port operations. The buildings have conservation values that must be safeguarded and taken into account in the planning. The characteristics to be preserved include the cityscape value of the buildings' facades and roofs, as well as the cohesion and openness of Olympia Terminal's passenger hall. The entrance canopy and the shape of the roof have particular cityscape value. The passenger bridges intended for harbour use may be demolished.

The potential of the facilities under Armi Ratia's Park will be investigated as part of the entity. The commercial development of the railway shaft facilities is desirable, but the matter has not been investigated in detail yet.

All equipment, structures, arrangements and staff bicycle parking related to property management and waste management will be located in buildings. Property maintenance and building services arrangements may not be located in public areas, streets, parks, squares or

outdoor areas of plots. Only the waste management of the Old Market Hall may be realised underground if no new construction is proposed in the vicinity of the hall, into which the waste management would primarily be integrated.

6.1.4 Traffic, public spaces and connections

The area is part of the seaside trail around the southern shores of Helsinki, the conditions of which will be improved. The goal is to create a seaside trail along the seawall at quay level.

Due to elevation changes, the area is demanding in terms of accessibility. Particular attention must be paid to planning accessible routes.

The seaside must be in public use insofar as it is not reserved for the use of the harbour. The direction of the Old Market Hall is the main direction of arrival from the city centre to the area. To the south of the market hall, there is a natural place for an entrance square for the museum or related building.

The aim is to develop Lyypekinlaituri into a functionally active seaside square. Connections from Lyypekinlaituri towards the Market Square must be developed as part of the seaside trail. A walking opportunity along the seawall is an important part of the environmental history of the Market Square area. The seawalls of Lyypekinlaituri are needed for the use of the developing scheduled waterway transport. The starting point of the Suomenlinna ferry may also be Lyypekinlaituri in the future.

It is not desirable to significantly change the shoreline, and there is no need to create additional basins.

There will be a smooth pedestrian connection from in front of Port House to the seaside trail. The elevation of any extension of the deck in front of Port House must be integrated or landscaped into the surrounding elevations.

Connections that are sufficiently loose in terms of cityscape and functionality will be indicated between Laivasillankatu and the seaside. This will also strengthen the pedestrian connection between Tähtitorninvuori and the shore, which is naturally located at ground level. The massing of buildings must strive not to allow the street space to become chasm-like.

Connections through the blocks will complement the connections formed by public outdoor spaces. Indoor spaces will offer alternative routes in the new block structure.

The connection from the seaside area to Armi Ratia's Park provided by the old railway shaft will be investigated as part of the entity. The goal is to create a pedestrian connection between the seaside trail and Armi Ratia's Park along the railway shaft, if it can be naturally integrated into the Makasiiniranta entity. The connection between the park and the deck in front of Olympia Terminal also needs improvement. The area will be developed as a park area that functionally and scenically connects the seaside with public outdoor spaces. Functions may be presented below the park, access to which may also be provided from above the park deck. The solutions will investigate the coordination of elevations in a way that improves outdoor connections. The overall park-like appearance of the area will be maintained, and no changes are being sought to the park areas east of the railway shaft.

The improved fast cycling route will continue to run along Eteläranta, Laivasillankatu and Ehrenströmintie, which will calm down the quay

area for slower traffic and seaside functions. The City is planning to widen the narrow pavement of Laivasillankatu starting at Olympia Terminal by 6 metres, giving a space of about 10 metres for walking and cycling. This must be taken into account in the planning. The western middle doors of the Old Market Hall have been taken out of service due to the location of the bicycle path.

Plot connections, service traffic and pick-up and drop-off traffic for future new buildings will be arranged via Tähtitorninvuori and/or from the southern end of the area. The goal is to create a basement-level service connection that does not restrict the opening of street-level premises on the Laivasillankatu side in the direction of the street or prevent smooth connections and views between Laivasillankatu and the seaside. The service connection will be dimensioned to provide the museum with the lorry traffic it needs. In the southern parts of the planning area, the pick-up and drop-off traffic can also be handled in front of Port House. In front of Port House, preparations will also be made for the needs of cruise ship pick-up and drop-off traffic (buses), and a smooth pedestrian connection to Olympia Quay will be provided from the area. Museum pick-up and drop-off traffic (cars, taxis, tourist buses) can be planned near the main door at ground level.

The necessary parking spaces will be placed in a public indoor carpark, such as the Tähtitorninvuori cave and its possible extension. The number of parking spaces required will be specified according to the activities.

6.1.5 Civil and structural engineering

The planning will take into account the existing infrastructure maintenance networks and infrastructure maintenance projects planned for the area. HSY's plan for separate sewers will be taken into account in further planning. The need for joint planning has been identified in the solutions of HSY's projects, the planning area and the Market Square area adjacent to the planning area.

The fact that the area is located in the flood risk area will be taken into account when planning elevations. The measures to be taken will create a continuous structure to protect the entire coastal zone from the changing sea level. The lowest recommended construction elevation is +3.4 (N2000). In an area where new construction will be located, flood protection will primarily be implemented by raising the ground level to +3.4. The area to the north of the new construction area will be connected to the surroundings of Vironallas by phased elevating measures. In the area of Vironallas and the Market Square, flood protection will, at least for the time being, be carried out by means of temporary flood protection, such as flood dams. Flood protection in front of the harbour quay and Olympia Terminal can be implemented either structurally, e.g., with a flood wall, or by raising the ground level on the shore side.

The service vehicle connection to the new construction area will be located at minimum at the lowest recommended construction elevation or otherwise protected from flooding.

A flood pumping station will be implemented on the south shore, in the southwestern corner of Vironallas, for the discharge of stormwater from the Kasarmitori catchment area into the sea. Run-off must be removed by pumping if flooding is simultaneously caused by the sea and a storm and the discharge of surface run-off water into the sea is impeded due to the flood protection structures. Due to the high pumping

capacity requirements, the pumping stations require large space allocations; the tentative space requirement is 15 x 15 m.

New land use in the area will require significant restoration of the waterfront and base structures. The waterfront structures in the area will be restored and their structures will also ensure area stability. Due to the clay under the mixed filler material and the rising of the level of the area, it is necessary to take care of area stability. The planning of structural solutions will be elaborated on as the land use solution becomes more detailed.

In order to refine the soil quality data in the area, more detailed geological tests will be carried out in the area.

Buildings and structures will be built on a pile foundation. Most of the area consists of mixed fill made for the use of the harbour at different times. Some of the filling work was carried out as early as the 19th century and the most recent in the 1950s. The thickness of the fillings and the clay and non-cohesive soil layers below them varies. The elevation of the rock surface in the area is approximately -10 to -25. There are old structures in the soil of the area that are either the foundations of former buildings or the foundations of quay lines.

The planning of the area will take into account the special issues of both existing and future deck structures. In addition to the clear height, the planning of deck structures will also take into account all the needs of the functions under the deck, rescue safety and the space needs of the structures and technology. The existing deck structures in front of Port House and Olympia Terminal, as well as the underground facilities in the old railway shaft, will be taken into account in the planning.

Noise, air quality and other environmental impacts of land and waterway transport will be taken into account in the planning. The low-frequency noise from ships requires special structural solutions and limits the functions that can be located in the area.

When the use of old buildings changes, their harmful substances and level of contamination will be surveyed. In connection with the planning, risk areas will be identified and the suitability of the buildings for the planned use will be verified.

The extent and nature of possible soil contamination will be determined in connection with detailed planning.

In connection with the zoning of the area, the cost effects of the implementation solutions will be assessed.

6.1.6 Climate-smart construction

An assessment of the climate impact of the construction of the area must be provided. The construction must be conducted using a sustainable construction method and long-lasting building materials that are resistant to the marine climate, rain and sun. Attention must be paid to the recyclability of old structures in the area. Circular economy must be promoted in the demolition of buildings and structures.

In public outdoor spaces, preparations must be made for protection against extreme weather phenomena. The aim is to implement qualitative management of stormwater in the planning area. Management structures can be placed in public areas, such as parks, squares and street space, taking into account their suitability for the cityscape.

When using deck structures, sufficient soil depth for planting trees must be reserved. Also, further planning will investigate the possibilities for utilising local energy production.

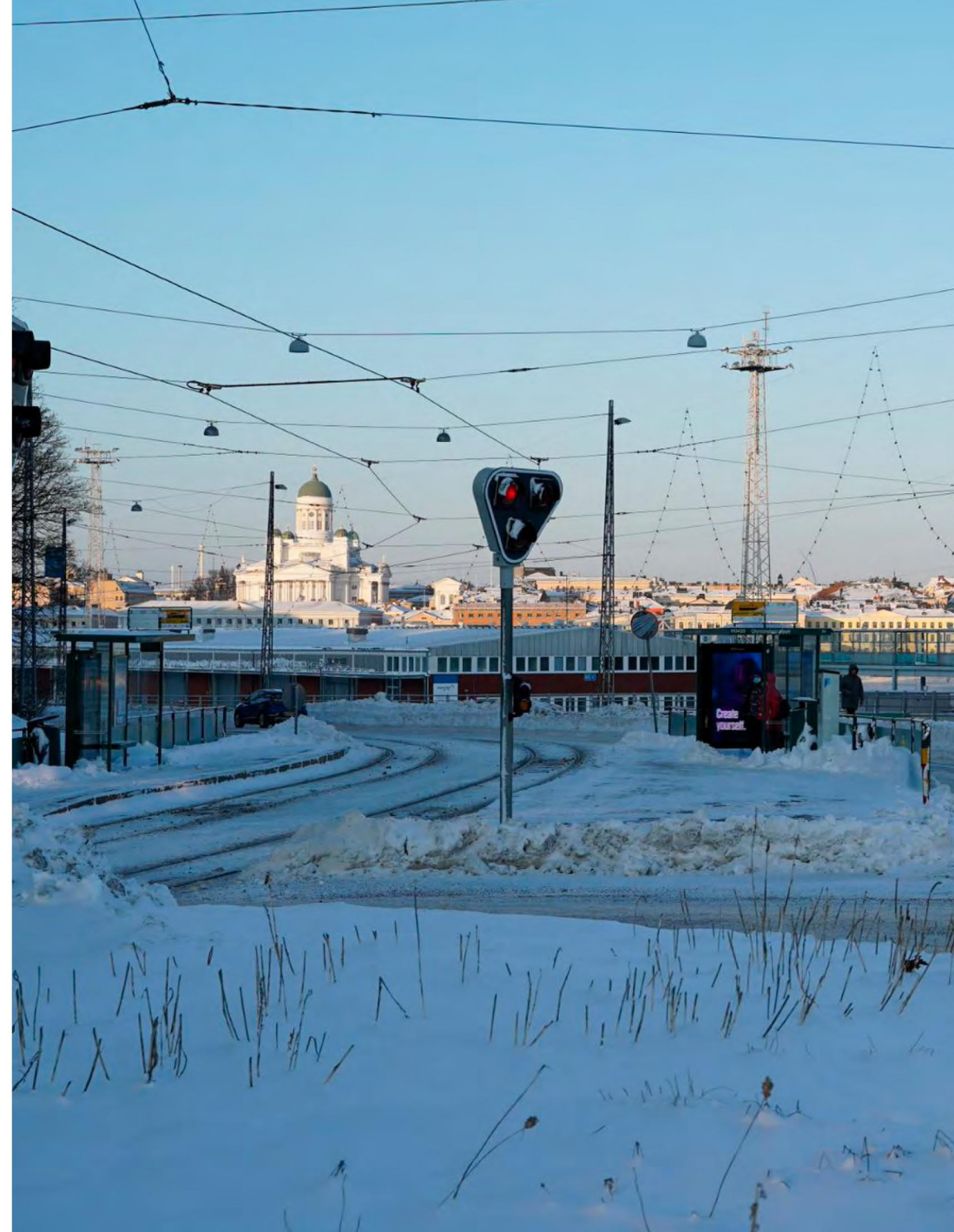


Image: Ilmakuvaus – Ruohonen

6.2 Detailed planning guidelines

6.2.1 Considerations related to the future architecture and design museum

In the area reserved for the museum, the structural and functional integration of the museum and adjacent areas into the rest of the planning area and the planned seaside trail must be demonstrated. The area reserved for the museum must support and enable the museum's strong public-oriented activities and easy accessibility from different directions. In principle, the museum must be able to operate around the clock and its premises must be divisible to support the museum's ancillary activities. In addition to the museum building itself, the outdoor premises of the museum must be sufficiently spacious and events must be possible in the museum area.

It must be possible to implement the museum as a separate, independent project without the museum project incurring unusual costs or other difficulties due to other construction.

It must be possible to integrate the museum building into any underground maintenance services that may be planned and implemented in the area. The museum project will be responsible for all construction costs on its own site and any mandatory construction work taking place directly at the site's borders.

- The service connection will be dimensioned to provide the museum with the lorry traffic it needs, which can be estimated to be the simultaneous operation of two articulated lorries and a loading dock area for three semi-trailers. It must be possible to isolate the underground transport connections and loading dock for the museum from the rest of the traffic area, due to both climate and safety issues. At the loading dock area, it ought to be possible to create the required climate conditions for the climate control of shipments.

- The division of the costs of the implementation and use of the underground transport connections and facilities serving the plots in the area between the museum project and other users will be negotiated and agreed upon separately in order to achieve a fair cost division. The division of implementation costs will be based on the prime cost principle and the relationship between the building rights of the projects using these shared transport connections and facilities, unless otherwise justified by the cost causation principle, for example.
- The costs during use, in turn, will be divided based on usage volumes (e.g. mileage), unless otherwise justified by the cost causation principle or there is a need for some other grounds in order to achieve a fair outcome. If the parties cannot reach an agreement on the above matters, the City will request the opinion of an external impartial expert, on the basis of which the City, as the party allocating the plots, will decide on the distribution of costs.

With regard to the implementation of any other joint arrangements between the museum project and other projects in the area, similar cost-sharing principles will be followed as applicable. No compensation will be charged for easement or similar rights between the projects. All easements and joint arrangements must be implemented in such a way as to cause the least possible inconvenience to the burdened project.

The implementation of the museum will be decided upon separately. The winner of the competition will not be responsible for any other matters related to the planning and implementation of the museum than what is stated in this competition programme.

6.2.2 Competition entries' presentation of the buildings to be preserved in the competition area

The Old Market Hall, Olympia Terminal and Port House (Satamatalo) may be included in the entity to be handed over to the winner of the competition, provided that they are included in the concept of the winning entry in a way that meets the goals of the City. Any new use of these buildings of cultural and historical value must be appropriate to the characteristics of the buildings and support the preservation of their conservation values.

The buildings and their functions must be presented in the competition entries as options related to the construction focus area (area of new construction) and the City and Port will decide on the handover of the buildings separately in a different process. The competition entries must at least present the connection of the buildings to the rest of the planning area. At best, the functions presented for the buildings will support the overall concept of the area and form a coherent functional entity together with new construction.

6.2.3 Fencing of the harbour security area

The remaining harbour area will be separated from the rest of the public quay area as a security area to prepare for passenger and service traffic connections. In accordance with international maritime regulations, the security area will be separated by a fence, which must be approximately 2.4 metres high. The implementation and maintenance of the fence will be the responsibility of the Port. Currently, the Port is using fairly transparent Vepe fencing erected on a concrete base or installed on the ground.

In the immediate vicinity of the fence, no structures that could facilitate crossing the fence may be suggested.



Port House
Image: Ville-Samuli Rantalainen

6.2.4 Detailed instructions regarding connections and traffic arrangements

The adjacent diagram shows guidelines for the pedestrian and cycling connections desired for the area. In addition to the continuity of the seaside trail, the competition entry must pay attention to connections in the directions of Kaivopuisto and Tähtitorninvuori that are natural and suitable for their environment.

The area is being developed as part of the pedestrian centre, and the proposed solutions must support the goals of the development of the pedestrian centre in terms of their attractiveness, the continuity of connections and the location of functions. In particular, the directions of Kasarmitori, the city centre and the Esplanade Park as well as the Market Square must be taken into account.

The competition entry must take into account the position/importance of Eteläranta and Unioninkatu as regional collector streets, and they should not be turned into pedestrian or public transport streets.

The dimensioning of parking will follow the City of Helsinki's calculation instructions for the number of parking spaces for cars and bicycles in workplace areas.

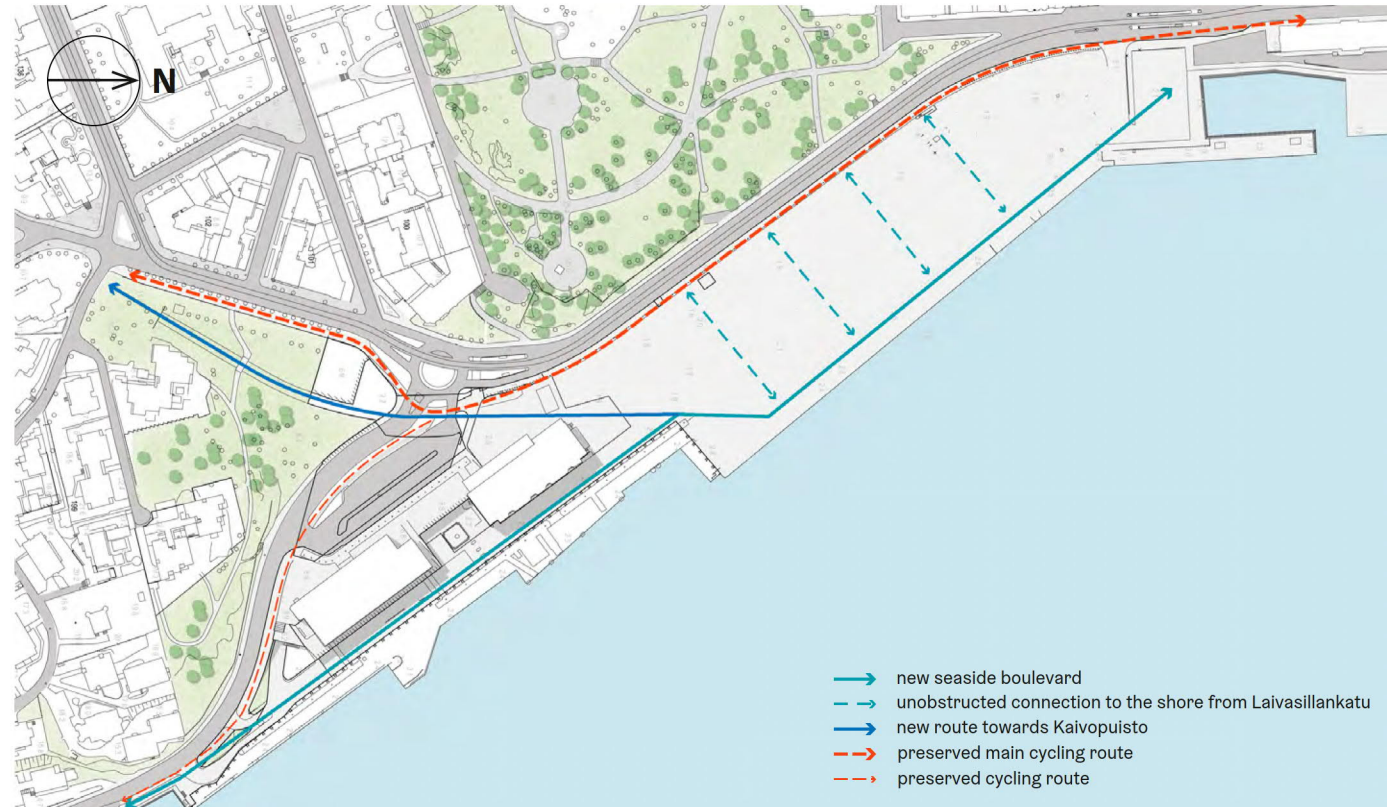


Image: Loci maisema-arkkitehdit Oy, JKMM Architects, 2021 – Appendix 4

6.2.5 Important views

Following diagrams show important view axes and views from, through and over the area as well as important view axes in the area that need to be taken into account.

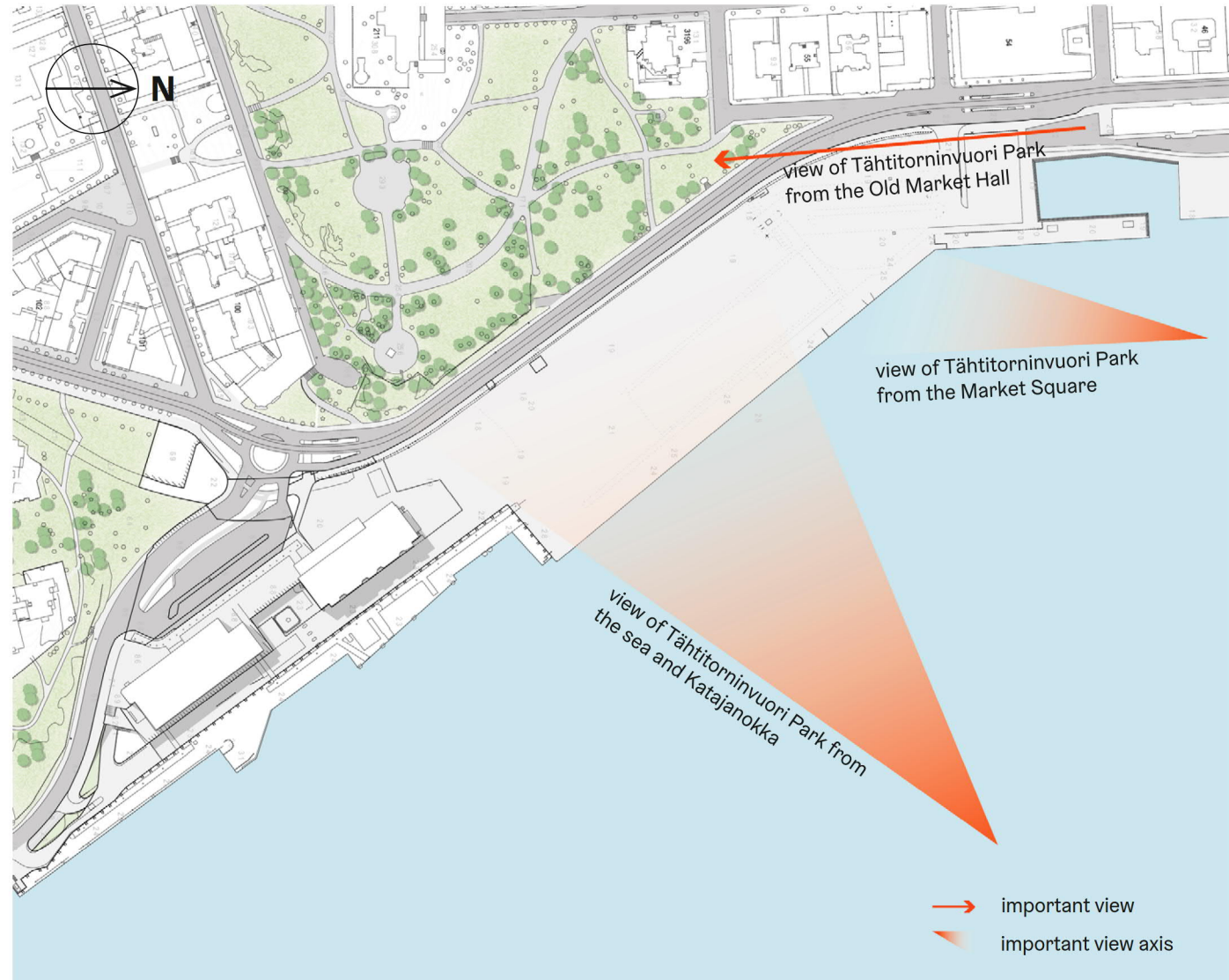


Image: Loci maisema-arkkitehdit Oy, JKMM Architects, 2021 – Appendix 4

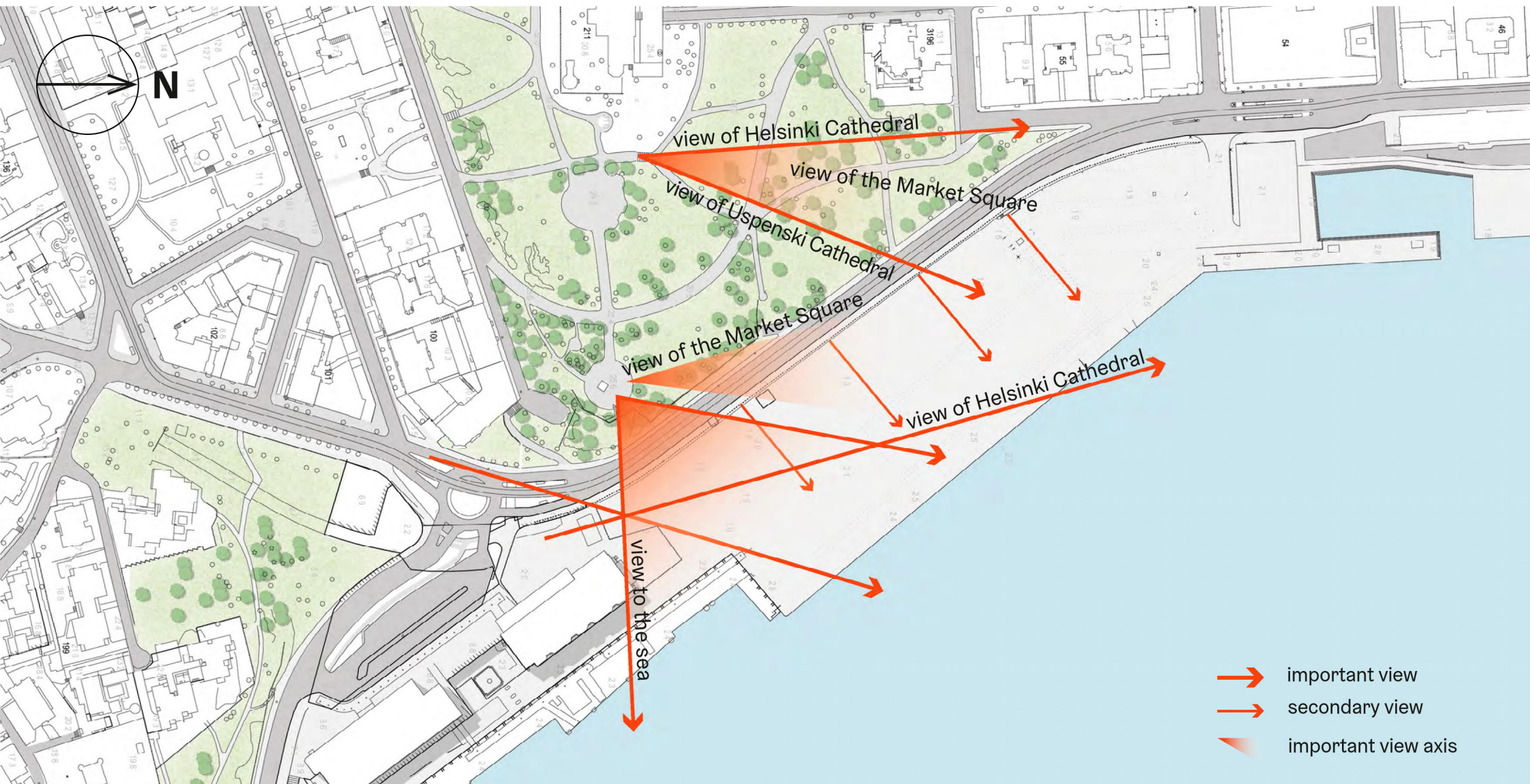


Image: Loci maisema-arkkitehdit Oy, JKMM Architects, 2021 – Appendix 4

6.3 Plan documents required in the first phase

In the first phase of the competition, the competitors will draw up a draft plan in accordance with this competition programme and the planning principles of the area. The draft plan will be submitted as a PDF file printable at size A3. In addition to this, the competitors must submit an overall plan for the area as a PDF file printable at size A0. The competitors may also present drawings at other paper sizes if this is justified for scale reasons.

The presentation must explain the concept in terms of function and image and the architectural/cityscape idea for the development of Makasiiniranta with text, diagrams, plan drawings and illustrations.

Competitors must include at least the following in their plans:

The overall solution of the competition area and its functional content, concept

1. A description of the concept and functional content of the overall solution.
2. A description of the functions and business ideas of the entry, incl. the Old Market hall and harbour buildings.
3. Planned floor areas for each function.
4. The description should be provided both in writing and, for example, as an abstract axonometric projection (so-called exploded axonometric view), which shows the positioning of the various functions in relation to each other.

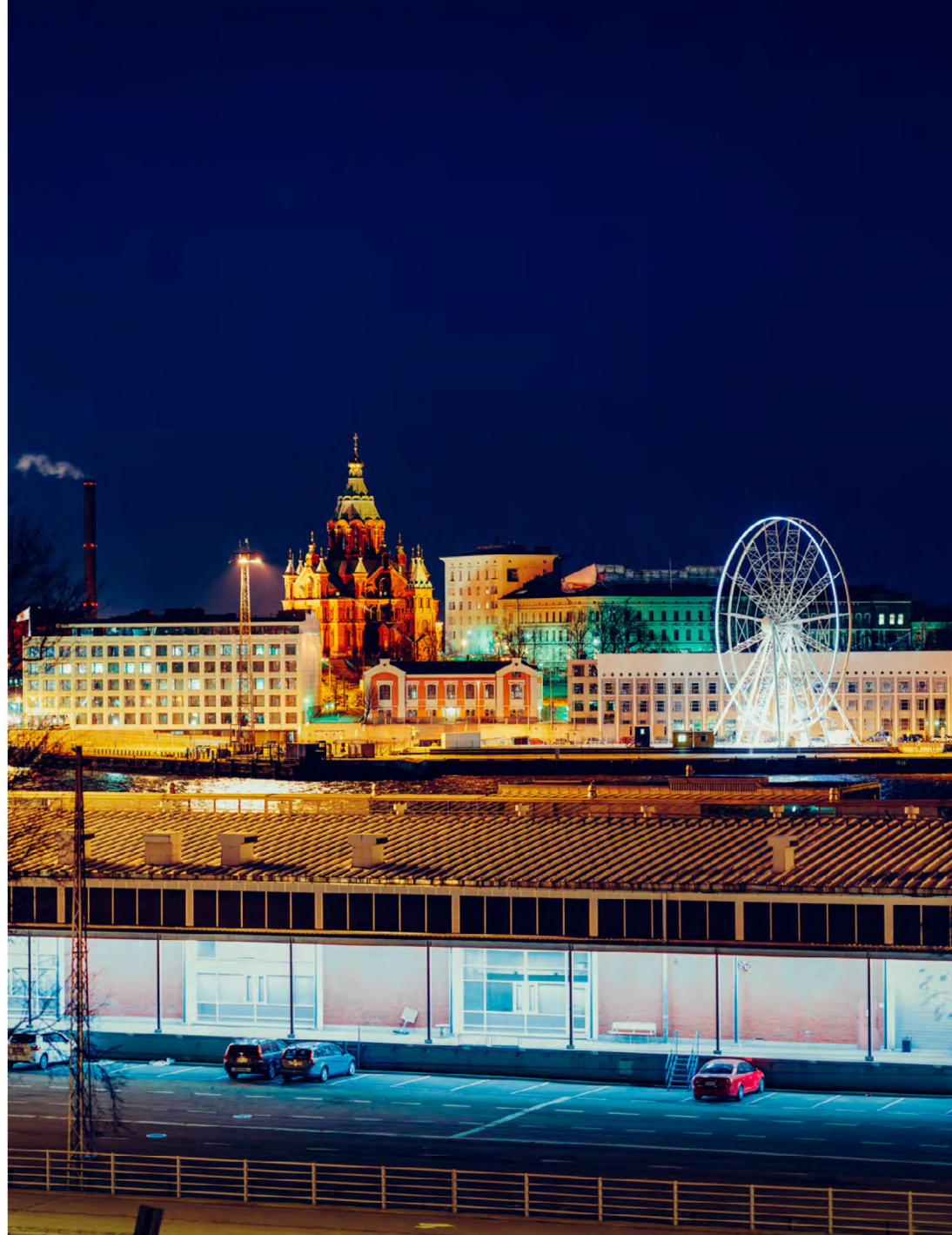


Image: Jussi Hellsten

The identity of the area and its integration into its surroundings

5. A description of the nature of the urban structure in the plan, its key ideas in terms of cityscape and functions and solution principles.
6. The identity and idea of public areas.
7. Preserving or nurturing the values of the cultural environment as part of the whole. The consideration of valuable views must also be presented.

Technical feasibility of the competition entry

8. Principles of maintenance and parking, preliminary parking calculations for each building.
9. Public pedestrian and cycling routes.
10. Presentation of key technical solutions and innovations, description of foundation engineering and structural solution.
11. A statement on the consideration of noise and air quality impacts.
12. A description of the phasing of the implementation and the estimated implementation schedule.
13. A description of fire and rescue solutions.
14. A description of the plan's feasibility, flexibility and potential for development.

A description and calculations of sustainable construction solutions

15. Environmental sustainability of building materials, their suitability for a marine climate, possible wood construction or other ecological materials, utilisation of circular economy in material choices.
16. Energy efficiency of buildings.
17. Solutions involving flexible modifiability and lifecycle thinking.
18. Renewable energy production solutions, opportunities for local energy production.
19. Green structures and means of adapting to climate change included in the plan's solutions.
20. The carbon balance of the plan regarding new construction according to the calculation model of the Ministry of the Environment.

A table on the scope of construction

21. Floor area and parking space calculations and their locations in the competition area.
22. A breakdown of the functions.

Plan material

23. Overall area plan 1:2000 and details of key outdoor areas 1:500

- i. Existing and new buildings shaded, light coming from the southwest at a 45° angle
- ii. Functions, floor areas and number of floors, and elevation markings for buildings and levels.
- iii. Street areas, connections and the seaside trail.
- iv. Parking solutions.

24. Broader area 1:5000

- i. A presentation of the area's integration into the city district.

25. Area elevation plans and area facades 1:1000

- i. Drawn up as necessary with elevation markings.
- ii. The drawings will illustrate the relationship between new construction and the existing urban structure and landscape.

26. Facades and cross-sections 1:500

- i. Facades and cross-sections relevant to the evaluation along with elevation markings and facade materials. The surroundings should be included.

27. Floor plans of buildings to be preserved 1:250

- i. Floor plans where necessary, yard arrangements included in the ground floor plan. Functions and surface areas indicated.

28. Floor plans of new buildings 1:250

- i. Floor plans of a typical floor of new buildings and ground floor with yard arrangements. Functions and surface areas indicated

29. Illustrations

- i. Aerial view and exterior perspective illustrations etc. More detailed instructions are available in the appendices distributed to competitors.

30. Traffic diagram for pedestrian and bicycle traffic

- i. Free-form diagrams: location of functions, traffic arrangements, pedestrian and bicycle traffic solutions, seaside trail, other diagrams to illustrate the content of the proposal.

31. 3D model

- i. A 3D model of the competition proposal will be adapted to the environmental model. More detailed instructions are available in the appendices distributed to competitors.

Material for the Voice your opinion website

32. The following material must be submitted for the presentation aimed at city residents and other communication in the kerrokantasi.hel.fi service. Any identifiers associated with the competitor must be removed from the files.
 - One high-resolution perspective image (JPG, aspect ratio: 4:3, maximum file size: 3 MB), that the team feels best communicates their proposal
 - A presentation of the overall solution and functional concept of the area (length approximately 500–1,000 characters, including spaces) as a separate text file titled '[work title]_presentation.txt.'

33. Author details

The competition is anonymous. Each document of the competition proposal must be provided with a pseudonym chosen by the competitor. The file names must also indicate the pseudonym of the proposal. The material must not contain author information.

The competition entry must be accompanied by the author's information as a separate file, containing the following information:

- work title of the proposal
- team members
- contact details

Additionally, the description of the project organisation and statement on the fulfilment of the reference requirements submitted during the competitor approval phase must be attached. The description must indicate any changes made to the project organisation and partners after approval.

The owner of the copyright to the entry must also be indicated.

The competition entry must clearly indicate which part or parts of it contain trade secrets.

6.4 Second phase

The scope of the material to be prepared in the second phase of the competition corresponds with the requirements of the first phase. However, the material must be sufficiently detailed and well-founded to allow for the evaluation panel to assess the technical and economic feasibility of the projects with sufficient reliability.

In the second phase, the competitors will also submit their offers for the unit prices of the building rights in accordance with their entry, as well as the total price calculated on the basis of the building rights. If the buildings to be preserved in the area are a part of the concept of the competition entry, the competitor must also submit an offer for the buildings. The City will commission two external experts to assess the fair value of the building rights to ensure that the prices offered by the competitors are in line with the fair value. If the prices offered are lower than the fair value, the competitor must revise its prices to correspond with the fair value. The same procedure may be applied to the pricing of the buildings.

The organiser of the competition has the right to check the requirements for the documents to be prepared in the second phase. Instructions for preparing the second phase entry will be given to the participants selected for the second phase.

6.5 Submissions of the competition entries and competition secrecy

Phase 1

The competition period will end at 2 pm (Finnish time) on 10 December 2021. The competition organiser will reject any entries that arrive late.

The competition entry will be submitted electronically at the document management system. The electronic competition entry receipt function will close automatically at 2 pm.

The first phase evaluation will be secret. The name files will be opened after the quality evaluation.

The competition secretary will ensure that secrecy is maintained when receiving the competition entries by ensuring that no information on the competition team is revealed to the evaluation panel or experts.

Phase 2

The organisers of the competition will give instructions on the submission of the second phase competition entries to the competitors selected for the second phase. The tentative submission date for second phase entries is in June 2022.

7. Evaluation of the competition entries

In the first phase of the competition, the evaluation panel will evaluate the competition entries submitted according to the evaluation criteria set out below. The evaluation will be carried out as an overall evaluation. The organisers of the competition may request an opinion or evaluation of the competition entries from external independent experts. However, the external opinions or evaluations will not bind the competition organisers.

A maximum of four entries will be selected for the second phase of the competition. The final competition entries (project plans) will be ranked according to how well the plans meet the evaluation criteria. The competition organiser has the right to revise the evaluation criteria at the start of the second phase of the competition.

The winner will be decided on the basis of the functionality and quality of the overall solution.



7.1 Evaluation criteria

The evaluation criteria for the competition will be the same in both phases of the competition. In first phase of the competition, the evaluation will focus on the overall solution and idea of the plan and its integration with the values of the surroundings and the landscape. In the evaluation of the project plans elaborated on in the second phase of the competition, more specific attention will be paid to the feasibility and functional content of the project. Throughout the competition, the evaluation will pay attention to the realisation of the planning principles.

Overall solution in terms of cityscape and landscape

- The quality of the plan in terms of cityscape, architecture and landscape architecture, as well as its suitability for the national landscape of maritime Helsinki, the buffer zone of a UNESCO World Heritage Site, the cultural and historical values of the area and the cultural environment. The suitability of the plan as an area expanding the historical centre.
- The balanced relationship of the new construction with the facade front of South Harbour and the current cityscape of Kaartinkaupunki, Ullanlinna and Kaivopuisto. Integration into the current urban structure.
- Attention to the importance of the area and solutions that strengthen and create the identity of the area, as well as the overall landscape architectural solution.
- The creation of a high-quality urban character and an attractive environment for all residents: distinctiveness and comfort, scale and atmosphere, nature of public spaces, street views and openness.

Overall functional solution

- An operational concept that promotes the vitality of the centre of Helsinki: the evaluation will value the diversity of functions presented for the area and activities that increase the attractiveness of the entire city centre.
- The content, location and credibility of functions, the functional nature of ground floor premises and the comfort of the pedestrian environment.
- Relationship with the existing environment and the identity of the area.
- Connection of the area to its surroundings: functionality of connections, continuity of the seaside trail, natural pedestrian routes, functionality of traffic.
- Functional quality of outdoor spaces: seaside accessibility, street-level activation, pedestrian perspective.

The Old Market hall and harbour buildings

- The functions presented in the plan for the Old Market Hall and harbour buildings shall be taken into account in the evaluation of the functional quality of the plan and in the overall evaluation, provided that the functions presented are commercially and otherwise feasible.
- Any new use of these buildings of cultural and historical value must be appropriate to the characteristics of the buildings and support the preservation of their conservation values.

Architecture and design museum

- The connection of the architecture and design museum to the area and the public outdoor spaces surrounding it and the feasibility of the project independent of the rest of the area.
- The museum supporting the Helsinki Maritime Strategy and the museum's natural role among other public spaces in the area.
- Functions supporting museum activities.

Feasibility and techno-economic quality

- The techno-economic feasibility of the overall idea and concept.
- Financial feasibility, feasibility of business ideas.
- Functionality of maintenance and parking.
- Functional quality at different implementation phases.

Climate-smart construction

- Realisation of the Carbon-neutral Helsinki 2035 action plan
- Solutions that increase energy and eco-efficiency and other innovations that promote carbon neutrality.
- The lifecycle flexibility of the solution, the functional flexibility of buildings.
- Solutions that take sustainable development into account and promote circular economy.

The functionality of the overall solution and its potential for development will be considered more important than any of the individual evaluation criteria.

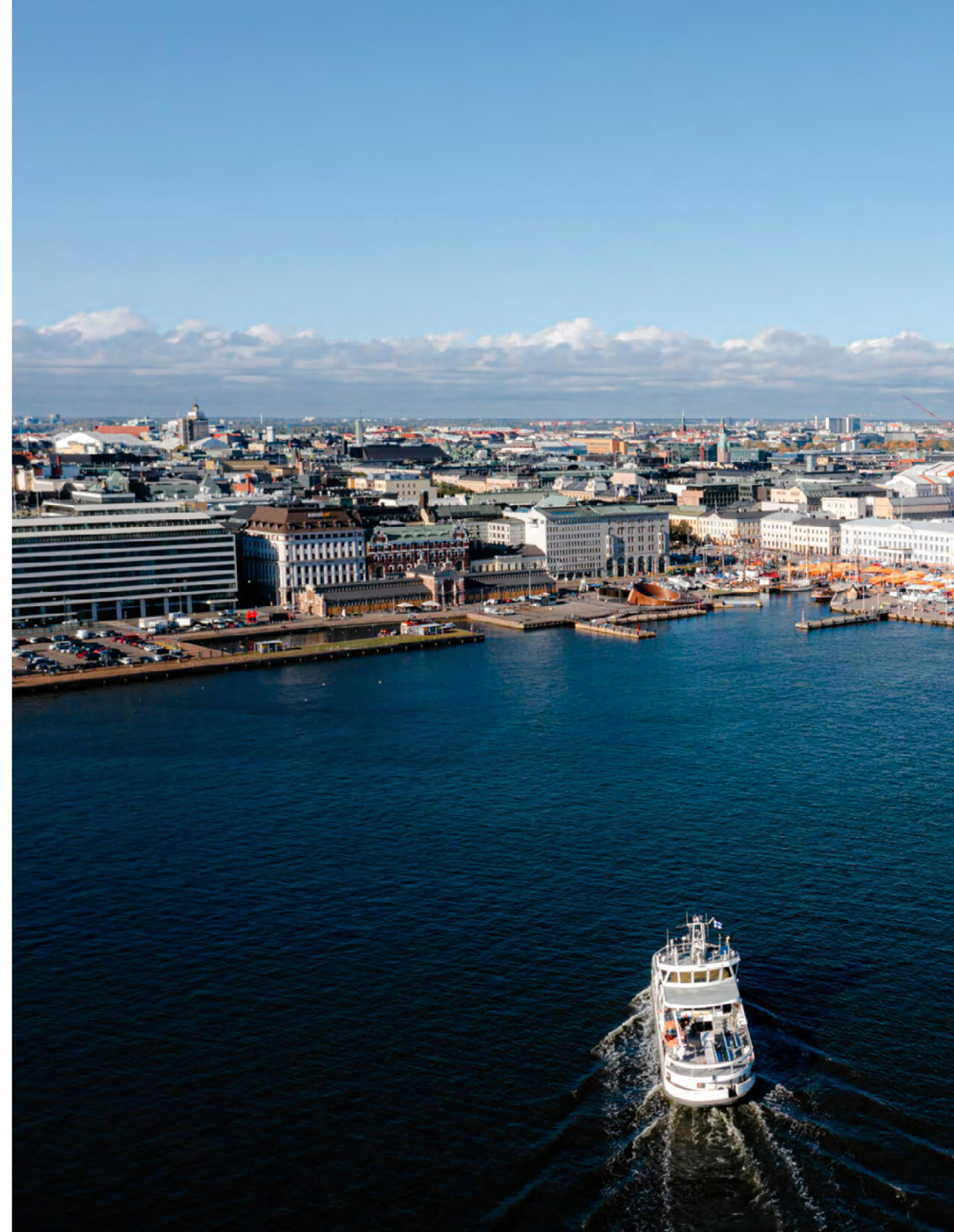


Image: Pyry-Pekka Kantonen / Helsinki Biennial

8. Other competition specifications

8.1 Competition language

The language of the competition is English. The competition entries must be drawn up in English.

The competition programme documents, questions and answers, interim feedback and evaluation report will be drawn up in English. The competition programme and appendices are also available in Finnish. The supplementary material to be distributed to the parties accepted as participants in the competition is available in Finnish.

8.2 Competition communication and availability of competition documents

The information and communications of the competition will primarily take place on the competition website at makasiiniranta.hel.fi

The material and information regarding the competition will be available on the competition website and in the document management system, which includes more detailed information on the buildings to be preserved, among other things. The parties accepted for the competition will be given access to the document

management system. The competition entries will be put on display on the Voice your opinion website.

The competitors' questions and any additions and corrections to the competition programme will be published on the competition website.

8.3 Competition seminar

Competition seminar will be broadcasted as a webinar on 27 May 2021. More information about the seminar will be announced on the competition website as the competition is launched. The webinar can be viewed also afterwards.

8.4 Programme documents and binding nature of planning guidelines

The competition is guided by this competition programme and its appendices. In the second phase, the preparation of the competition entries will also be guided by the further planning guidelines provided by the evaluation panel.

The City has the right to revise the goals set during the negotiations for a justified reason and without penalty in such cases as when the planned implementation of the project could lead to exceptionally high costs for the City, or if otherwise required for the functionality, usability, cost-efficiency and feasibility of the competition area or its surroundings.

8.5 Questions regarding the competition and additional information

Questions about the competition and the planning area must be submitted by email to: info@makasiiniranta.fi.

The questions will be treated anonymously. The questions and the answers given to them will be published on the competition website within five working days of receiving the question. Questions may be submitted until 30 September 2021. Questions will not be processed between 14 June and 13 August 2021.

8.6 Ownership and usage rights of the plans

In the first phase of the competition, the draft plans drawn up by the competitors will remain the property of the competitors and the copyright of the entries will remain with the author. The organiser of the competition will not have the right of ownership to the entries. However, the organiser will have the right to publish images of the entries in its own publications, websites and exhibitions and other similar occasions and events without compensation.

If parts of the plans are covered by trade secrets in accordance with valid legislation, there must be a particularised statement of them that is easy to distinguish from the plan.

The competition entries will be published by the competition organisers on the competition website (the scope of the material to be published is instructed separately). The public will have the opportunity to comment on the competition entries on the Voice your opinion website in both phases of the competition. The public's feedback will be presented to the jury.

The second phase entries will remain the property of the organiser and will not be returned. The competition organiser will have the right of ownership to all competition entries, as well as the right to use and publish them, while the copyright will remain with the author of the entry. The above does not apply to content specified as trade secrets in the entries.

The City of Helsinki, MARK and the Museum of Finnish Architecture will have the right to publish the material. The competition organisers and commissioned planners will have the right to use the subject matter and ideas of other entries in accordance with the Finnish Copyright Act.

8.7 Insurance and return of the competition entries

The competition organisers will not insure the proposed plans or return them to the competitors.

8.8 Prizes and purchases

A total of EUR 250,000 will be distributed as prizes in the competition as follows:

1. 1st prize EUR 100.000
2. 2nd prize EUR 70.000
3. 3rd place EUR 40.000
4. 4th place EUR 40.000

The prizes will be awarded after the end of the competition.

8.9 Suspension of the competition and rejection of offers

The competition organisers have the right to suspend the competition at any time and reject all entries.

If the competition organisers find that the winning candidate's plan is not technically feasible in the opinion of experts, or if the City and the winning party cannot otherwise agree on the terms of the implementation agreement, the competition organiser has the right to withdraw from the development reservation and transfer of plots.

If no negotiating partner can be found among the participants in the application procedure, the City has the right to designate another party as the implementer of the area by its chosen method without penalty.



Helsinki Biennial Pavilion

Image: Pyry-Pekka Kantonen / Helsinki Biennial

9. Procedure after the competition

9.1 Development reservation

The planning area will be reserved for the winner of the competition for approximately two years for the development of the project and further investigation of the conditions for implementation. The plots to be handed over to the winner of the competition will be specified as the partnership planning progresses. The implementer will be responsible for the functional and techno-economic concept and solution of the future plots and buildings and for ensuring that the area forms a unified, functional whole. The decision on the development reservation to be granted to the winner of the competition will be made by the City Board.

Preliminary conditions regarding the development reservation are appended to the competition programme.

9.2 The winning entry as a starting point for planning

The starting point for the plans and detailed planning of the competition area will be the winning entry, and the detailed plan will be drawn up by the City of Helsinki in the form of so-called partnership planning in cooperation with the winning party who receives the development reservation.

However, the preparation, processing and approval of the detailed plan will follow the normal zoning and decision-making process of the City with its appeal possibilities, regulated by the Land Use and Building Act.

The winning entry will also serve as a basis for the future implementation, and the winning entry is the competitor's promise of quality that must be achieved at all stages. The winner will commit to implementing the plots planned in the area in accordance with at least the quality level and basic solutions indicated in the winning plan. The winning team's named people in charge may not be changed without the consent of the City.

9.2.1 Planning cooperation and approval of plans

The planning and implementation of the competition area will be monitored and coordinated in project meetings organised by the Helsinki City Executive Office. The recipient of the development reservation will nominate contact persons from its organisation who will participate in the meetings. The implementation plans for new buildings must be approved at the project meeting before construction can begin. The City has the right to refrain from handing over the plots if the plans do not meet the quality promise of the winning entry.

9.3 Main principles of the implementation agreement

During the development reservation granted to the winner of the competition, an implementation agreement for the implementation of the area and a preliminary agreement for the lease of the plots with call options will be negotiated. The preliminary agreement will also include the terms of the sale of the buildings to be preserved if the buildings have been included in the concept of the winning entry and if the City has judged the winning entry to be feasible and worthwhile to it in this respect. The City Board will decide on the approval of the preliminary agreement and implementation agreement. The Port of Helsinki will decide on the sale of its own buildings. The City's goal is for the agreements to be negotiated and brought to a decision during 2022.

The winner of the competition will be responsible for the functional, technical and economic concept and solution of the plots to be formed and the buildings located on them, as well as for the formation of a coherent, functional entity. The winner of the competition will act as the implementer of the area and commit itself to the development of the area and the implementation of the solution in the long term on an overall responsibility basis and will be responsible for all costs of planning, implementation and maintenance. The City will be responsible for the preconstruction of the area and the implementation and maintenance of public areas. The draft implementation agreement and the draft agreements on the transfer of plots are appended to the competition programme.

9.3.1 Principles of preconstruction

The City will be responsible for any measures to make the area ready for construction, such as the demolition of buildings and

relocation of lines and cables, as well as the costs of soil decontamination. The City will be responsible for all implementation costs of public areas and the renewal of waterfront structures.

New land use in the area will require significant restoration of the waterfront and base structures. The waterfront structures in the area will be restored and their structures will also ensure area stability. Due to the clay under the mixed filler material and the rising of the level of the area, it is necessary to take care of area stability. The planning of structural solutions will be elaborated on as the land use solution becomes more detailed.

Soil contamination

The City of Helsinki will carry out the necessary soil contamination assessments in the competition area. If there is a need for soil decontamination in the area, the contaminated soil in the competition area will be decontaminated during construction.

The City of Helsinki will be responsible for any planning, assessments and supervision related to soil decontamination, as well as applying for the necessary official decision. The winner of the competition will be responsible for the earthworks related to the decontamination, such as excavation and transportation, in accordance with the decision of the environmental authority and the instructions of the City. The City will reimburse the winner of the competition for any additional costs incurred due to the decontamination of the soil compared to normal earthworks costs. A slowdown of the work due to soil decontamination will not be considered an additional cost.

The lowest recommended construction elevation is +3.4 (N2000). In an area where new construction will be located, flood protection will primarily be implemented by raising the ground level to +3.4. The area to the north of the new construction area will be connected to the surroundings of Vironallas by phased elevating measures.

9.3.2 Plot conveyance

The plots in accordance with the final detailed plan drawn up on the basis of the winning competition entry will be leased to the winner of the competition or a party designated by the winner with a right of purchase. The winner of the competition will be responsible for the implementation arrangements in accordance with the competition entry and the necessary easement arrangements. The right of purchase will be valid for five years from the beginning of the lease period under the long-term plot lease agreement. The lessee will have the opportunity to exercise its right of purchase at the earliest after the building to be built on the plot has been approved for use by the building control authority. A further condition for exercising the right of purchase is that the lessee has complied with the terms of the plot lease agreement and that the construction project has been carried out in accordance with the quality level approved by the area's project team.

The decisions on the leasing terms of the plots leased to the winner of the competition will be made by Helsinki City Council. For the sake of clarity, it is noted that the plots will be leased largely in accordance with the City's usual plot lease conditions. Any additional conditions to be decided separately will aim to ensure that the project is implemented in accordance with the winning entry. The lease period is proposed to be set at approximately 60 years.

9.3.3 Plot pricing

The competitors are asked to submit their offers for the unit prices of the building rights in accordance with their entry at the end of the second phase of the competition. The City will commission two external experts to assess the fair value of the building rights to ensure that the prices offered by the competitors are in line with the fair value. If the prices offered are lower than the fair value, the competitor must revise its prices to correspond with the fair value.

The building right prices given in the offer will be increased in accordance with the change in the cost-of-living index (1951 = 100) for the period between the deadline for submitting the offer and the final lease of the plots.

The annual rent for the plots will be 5% of the calculated value of the plot, which is based on the unit price and amount of the building right. The plot lease will be tied to the cost-of-living index. When using the plot lease and the right of purchase, the purchase price will be charged at least according to the building right of the plot according to the detailed plan, or if it is exceeded in the final building permit, also for this excess. The areas required for transport connections and other similar facilities that may possibly be built under public areas will be leased out without a right of purchase. The rent for these facilities is €1/m², index 100. The rental period is the same as for the plots, unless otherwise agreed.

10. Appendices and initial data

The following files, among others, can be downloaded from the competition website

- Appendix 1: The planning area
- Appendix 2: Planning principles
- Appendix 3: A space allocation and guideline plan for the landscape features of the South Harbour bay (Loci maisema-arkkitehdit Oy, JKMM Architects, 2020)
- Appendix 4: A space allocation and guideline plan for Makasiiniranta and Olympiaranta (Loci maisema-arkkitehdit Oy, JKMM Architects, 2021)
- Appendix 5: A preliminary update to the guideline plan for the technical space allocation and implementation method at the South Harbour bay (Ramboll Finland Oy, 2021)
- Appendix 6: Draft implementation agreement (in finnish)

The following files, among others, can be downloaded from the document management system

- Map template (DWG)
- 3D model
- Aerial images and photographs of the area
- A building history survey of the Old Market Hall
- Condition assessments of the Old Market Hall and Olympia Terminal
- Plans of the surrounding streets

Helsinki