



# Makasiiniranta quality and concept competition

Instructions for further planning 2022

Helsinki



# INSTRUCTIONS AND GUIDELINES FOR FURTHER PLANNING

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## Introduction

These instructions and guidelines are prepared for developing the Makasiiniranta competition winning proposal "Saaret". During further development and detailed planning, the winning team must also follow the Makasiiniranta planning principles, even if certain topics are not repeated in these instructions.

The competition proposal is the starting point for the partnership planning in co-operation with the City of Helsinki. The winning entry is the competitor's promise of quality that must be achieved at all stages. The winning team's members may not be changed without the consent of the City.

## Summary of the instructions

**The Jury emphasises the importance of the following guidelines in further planning.**

- The quality of architecture, landscape architecture, and urban design must be of the same quality as in the winning proposal. High quality urban design framework should be consolidated in order to allow a proper elaboration of different components.
- The framework should comprise a clear set of urban and architecture design guidelines.
- Articulation of architectural detailing and facades should be improved and elaborated more in detail as an element of urban design guidelines.
- In order to achieve a proper balance between coherence and variation, this may imply the organisation of architecture competitions.
- Roof landscape is the fifth facade of the project and highly visible: detailing is of great importance.
- The railway shaft connection should be the main pedestrian connection to Kaivopuisto Park, and the Olympia terminal building is a natural place for locating the future terminal.
- Views from Tähtitorninvuori towards the Market Square and the water mirror of the South Harbour bay and views from Laivasillankatu street towards the landmarks (Uspenski Cathedral and the national landscape of the South Harbour) need to be maintained.
- Phasing and implementation strategies should be carefully reviewed.

## Instructions and guidelines for further planning

### Architecture and overall design

Architectural guidelines must be presented to ensure the coherence of the area and leave enough freedom for architectural interpretation.

In the entry, the buildings are presented in a somewhat uniform manner and there is a need for balance between coherence and variation. It is highly important that the architecture of individual buildings will be developed when the project is taken further. The jury emphasises the possibility of organising architectural competitions of individual buildings in the various phases of the project, though the exact need for this, will be decided later in the process.

The quality of the facades must meet the requirements of the valuable environment: facade detailing requires sophisticated treatment and high quality in further development.

The roofscape of the buildings might be articulated in a more dynamic way in order to diversify the buildings, keeping in mind the sensitivity towards the environment.

The roofs are also highly visible seen from Tähtitorninvuosi as well as from the upper floors of the buildings along Eteläranta street. The roofs must be planned as the fifth facade of the buildings. The roofs cannot be a stage for technical installations.

The connection from the old railway shaft to the waterfront should be open for pedestrians, and an open view from the shaft to the sea is desirable. The space under the deck and bridge should be developed as a public space (indoor or outdoor).

There is a need for a smooth pedestrian connection from in front of the Port House to the seaside trail. The elevation of any extension of the deck in front of the Port House must be integrated or landscaped into the surrounding elevations. The square in front of the old terminal buildings is the nodal point of the views and entrance to Kaivopuisto Park, so its significance must be recognised.

### Landscape architecture

#### Seaside promenade - levelling and equipment

The shore promenade should be developed so that the pedestrian stream flows smoothly, and the promenade is wide enough and available all year round. Enough free spaces and activities in the area must be ensured.

The levelling and equipment of the seaside promenade must be planned as an entity to ensure that structural solutions, flood protection and equipment can be co-ordinated between different projects. Particular attention must be paid to phased implementation to guarantee that the solutions will also work in the various phases of implementation.

The pedestrian environment must be accessible and a part of the overall city planning solution. Routes which meet the requirements of the disabled must be made accessible between the shoreline and the streets. Height differences should be resolved so that the public outdoor space is still of high quality and comfortable. The pedestrian flow to the Market Square needs attention.

In connection with further planning, the division of responsibilities between the project and the city must be established as based on the negotiations.

#### Trees and other vegetation

Green areas should add substance to the whole proposal and their feasibility must be considered carefully. The team is encouraged to honestly find the right spots for trees and other plantings. Overall, the landscaping plan is interesting in a contextual way, but greenery in the facades and balconies need to be studied in a more realistic manner. The greenery of Tähtitorninvuori should be visible to the Market Square cityscape and continue to the northern "nodal point". This was a successful element in the competition entry and should be considered in further development.

Technical solutions for planting trees on the site must be examined, keeping in mind decks, load-bearing structural capacity, and underground structures.



Large trees must be planted at least six (6) metres and smaller trees four (4) metres away from the buildings. In deck areas, trees must be provided with adequate structures and sufficient space for the soil, due to the weight and life cycle. On a dock area or very close to the sea, it is challenging to have enough soil for the trees. Also, the soil might freeze in the wintertime.

### Laivasillankatu street

The milieu must be pleasant for pedestrians. The street-level commercial spaces should include services, shops or similar premises that are public in nature.

The feasibility of the streetscape presented for Laivasillankatu street must be examined during further planning. In particular, the distance requirements for the existing municipal infrastructure as well as the line of trees presented along the street and required space allocations must be considered.

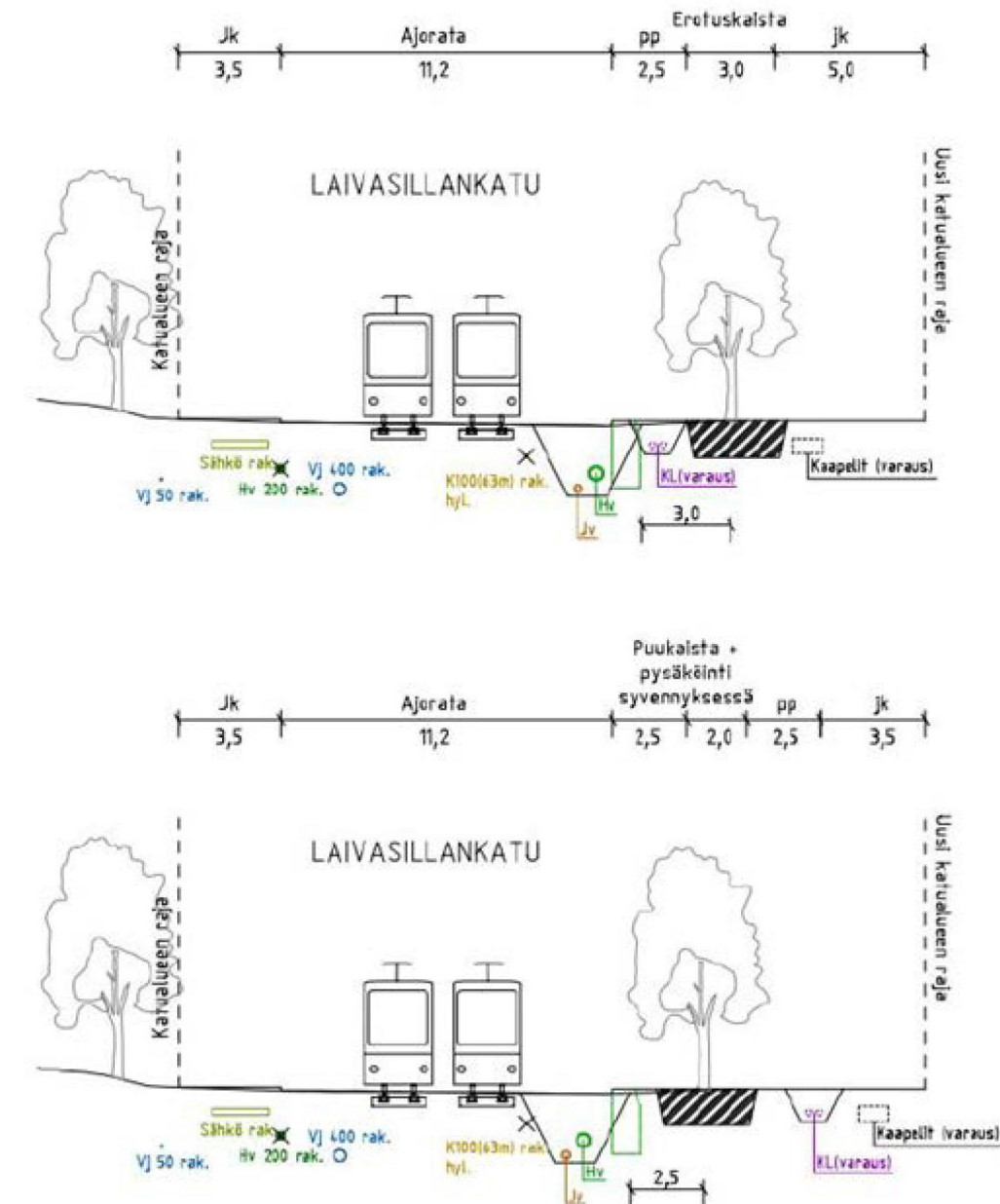
Below are the Laivasillankatu street sections showing the possible location for trees (Tähtitorninvuori on the left and Makasiiniranta on right).

### Concept and functional content

Many good commercial and functional qualities were shown in the proposal, but they still need further development. It would be advisable to take a step back and focus on the conceptual level of the new, vibrant district of the city centre. A strong and distinctive concept will have a connection to the architecture and built environment and it will draw people to leisure, work and activities. Could a more cohesive theme be found for the area?

More specifically, the winner should focus on content and the southern part of the site. The southern area should have destination-like attractions and functions which provide people flow for the whole area in the future.

The concept should be attractive and inviting for various groups of users. More attention needs to be paid to functions intended for children, teenagers and young adults. It also needs to be kept in mind that the area is meant for tourists and other visitors, but also for the citizens of Helsinki and residents of nearby areas.



Street section of Laivasillankatu street



## Technical feasibility

More specific planning and phased implementation of the underground maintenance connection traversing Tähtitorninvuori, as well as the planning and coordination of the maintenance connection of the museum that is to be implemented earlier must be continued.

Also, other maintenance connections should be reviewed on costs and functionality in every implementation phase. When examining other solutions, they should also be reviewed in terms of emissions, keeping the City's objectives in mind concerning the quality of the pedestrian environment.

During further planning, attention must be paid to the division of implementation responsibilities for the areas' construction and maintenance. The phasing, construction and size of the implementation sections should be considered in further planning.

In terms of architectural solutions, the matters of preparing buildings for Finland's weather conditions would need to be considered and resolved, including the channelling of water from the roof, the snow barriers of tilted surfaces, and the covering of access routes, for example. Co-ordinating the architectural look and technical equipment of the buildings planned for the area is an important and noteworthy matter, and a high-quality solution can be designed for this as long as the design process starts well in advance. The maritime climate is structurally demanding for facades, which should be considered in the planning. Noise and air quality impacts also need to be taken into account in the planning.

The changes brought by the functions proposed below the deck must definitely be assessed further during further planning. Using the space below the deck for purposes other than the existing ones will likely lead to various requirements related to structures, heat insulation, building services engineering, and fire and rescue services. These requirements may result in the planned purpose becoming unfeasible. Turning the cold facilities into heated ones would introduce special challenges. The planning and feasibility assessment of these matters, in particular, must be focused on during further planning.

In addition to the solutions for the final situation, particular attention must be paid to the situation and co-ordination during construction. The proposal was minimally concerned with foundation engineering, so in the future we will have to be particularly careful about this and make all decisions in co-operation with the city. The City's geotechnical expert is the Geotechnical Division.

## Flood heights:

- A safe building height is the height below which structures should not be built that are not allowed to get wet. Below the safe building height, structures must be made watertight, including building excavations.
- Any parts of the courtyard area below the same building heights should be built to withstand floodwaters.
- Access to the buildings must be preserved in the event of flooding.
- With regards to the facade and materials above the flood height, it should be taken into account that the materials must be able to withstand any splashes of seawater that may reach above the safe building height. In the future, more detailed elevation and structural planning must be carried out for the recreational shore area. Assessing the technical implementation and financial feasibility of the gradual elevation of the shore area, however subtle, will require further examination that will only be possible as the planning progresses. At this stage, it can be assessed that shore structures elevated below +1.5 should not be proposed, due to the challenges involved in their construction.

The shore structures are planned to be rebuilt to the elevation of 3,4 m. If the plan deviates from this, needed alterations should be presented. The aim is to plan the area for the next 100 years, and the estimated rise of sea level need to be considered.

Flood protection for the entire area must be planned together with the city to ensure that it is a functional entity both in the final state and during phasing.

## Ground conditions:

- The area is characterised by thick, very loose old fills of varying quality. The soil may contain wood and metal, which can make bored piling difficult.
- The groundwater level varies with the sea level
- The corrosion design of substructures should take into account the potential aggressiveness of the subsoil and fill, and the proximity of the sea
- Regional stability must be ensured, and the stability requirement is an overall stability of  $F > 2.0$



## Reconciliation:

- The design of underground structures must take into account that it must be possible to excavate and repair them afterwards. In other words, the design phase should also consider and allow for open-cut solutions. In the first instance, it must be possible to excavate the structures in a sloped trench, and in the second instance, it must be possible to dig a supported trench using conventional methods.
- The final solutions must be carefully co-ordinated with the surrounding structures (e.g. the quay structure, the part of the quay that will remain under the control of the port authority and the height difference to it, the interface with the museum structures, and the interfaces between the street and the project)

## Traffic plans need to be worked on and presented in more detail

The city's general instructions should be followed in all traffic planning. No big changes should be presented for Laivasillankatu street. Also, the guidelines for parking and bicycle parking must be taken into consideration in the planning. Accessibility must be emphasised.

The competition area is part of the pedestrian centre. Creating a comfortable walking environment is the main priority. Cycling provides an easy way to be mobile in the city, and Laivasillankatu street is part of the comprehensive bike path network. Other forms of transportation and especially private motor traffic are secondary compared to the previous. Intersections of maintenance/service and pedestrian traffic should be avoided and, if necessary, their safety should be ensured.

Pedestrian routes should connect the area with the surroundings to enable pedestrian flow. The seaside trail must be active and functioning. A seaside promenade about five (5) meter wide is recommended to allow year-round mechanical maintenance. The connection from the railway shaft to the waterfront should be open for pedestrians.

Traffic connections to the harbour security area needs to be resolved and presented properly, as well as bus parking. Also, the service traffic for Old Market Hall must be presented.

The traffic limits set by the maximum vehicle height permitted for the southern maintenance access must be examined, and the problem with elevation must be resolved if necessary. The current maximum permitted height at the entrance of the accessway is 3.5 m, which limits the vehicles that can be used. In addition, the current elevation of the connection is only 2.1 m, and flood protection must be ensured. Protecting the surroundings of the protected buildings with a flood wall will have to be resolved during further planning, as this structure also affects the urban space.

## Underground service connection

Two scenarios for the service tunnel should be studied in the future. Also, feasibility of the tunnel and implementation should be studied in the future planning.

The planning of the underground service connection must be co-ordinated in terms of space allocation, structure and schedule with the Port of Helsinki, the Architecture and Design Museum project and the city. Based on specific functional and structural reviews, further planning must include a solution for the rock tunnel connection travelling between the southern Ehrenströmintie road and Tähtitorninvuori. The planning work done in connection with the detailed planning must include more planning and phasing conducted in co-operation between the various contractors and operators in the area and the city. Particular attention must be paid on the planning of phasing.

## Old Market Hall and harbour buildings

The market hall and functionality round it must be integrated into overall design. The preserved buildings should be able to thrive and operate in an attractive environment. The character of the public space surrounding the historical buildings should be in balance with the buildings itself.

Keeping the Olympia Terminal as a cruise terminal is quite logical. This solution will maintain the conservation values of the building and its interior. The terminal should remain in its current use.



### **Functions under the deck**

When planning the functions presented in the entry under the existing deck structure in front of the Port House and the Olympia Terminal, particular attention must be paid to the possibilities of insulating the currently uninsulated structure and, also on the general feasibility of the structural solutions. Based on the feasibility assessment, a decision must be made to designate new warm spaces underneath the deck structure. In addition to the feasibility of thermal insulation, the planning must assess the preconditions set by fire protection and rescue requirements.

In connection with further planning, the division of responsibilities between the project and the city must be established as based on negotiations.

### **Port of Helsinki and harbour security area**

The harbour security area must be presented as instructed in the competition programme.

There cannot be any structures next to the ISPS area that might help climbing over the security fence. Also, trees and playing fields are problematic. Ideas to improve the fenced area are welcomed.

The new shuttle terminal must be integrable to the harbour security area.

### **Architecture & design museum**

There will be a separate architecture competition about the museum building and maximum freedom for the architecture of the museum must be provided.

The museum will be implemented as an independent development project. There cannot be any connection from Makasiiniranta construction to the new museum except the underground service tunnel. The museum must be able to function on its own.

The plot for the museum must be of adequate size, at least 5000 m<sup>2</sup>. The museum's targets concerning public areas must be considered.

### **Climate-smart construction**

Proposals must aim to improve sustainability and energy efficiency goals. Carbon-neutral solutions must be presented in detail and on the implementation level, with room for development further on. Solutions must be binding and up to date at the time of implementation as well.

### **Phasing**

The phasing of the implementation should be presented clearly and functional quality in the various implementation phases needs to be taken into account. A clear plan that indicates plot development responsibilities (i.e. which plot will be developed by which developer) will be requested. The winning entry is the competitor's proposition of quality that must be achieved at all stages.

The implementation should start with the new architecture and design museum. The museum should also be able to operate during the other implementation phases.

The phasing of the new buildings must be considered carefully with the ongoing harbour traffic. The Port of Helsinki will operate in harbour buildings until 2030.





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