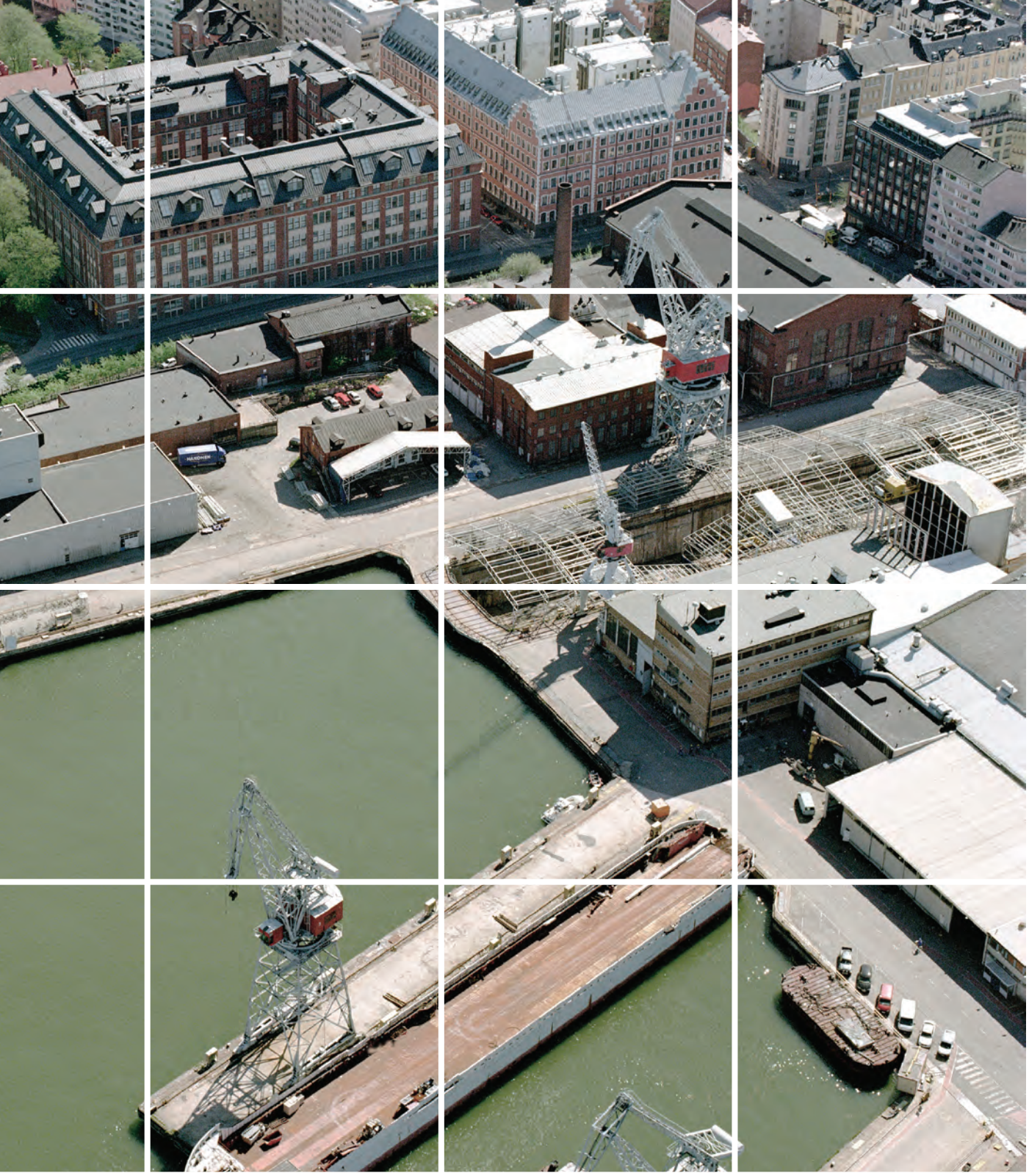
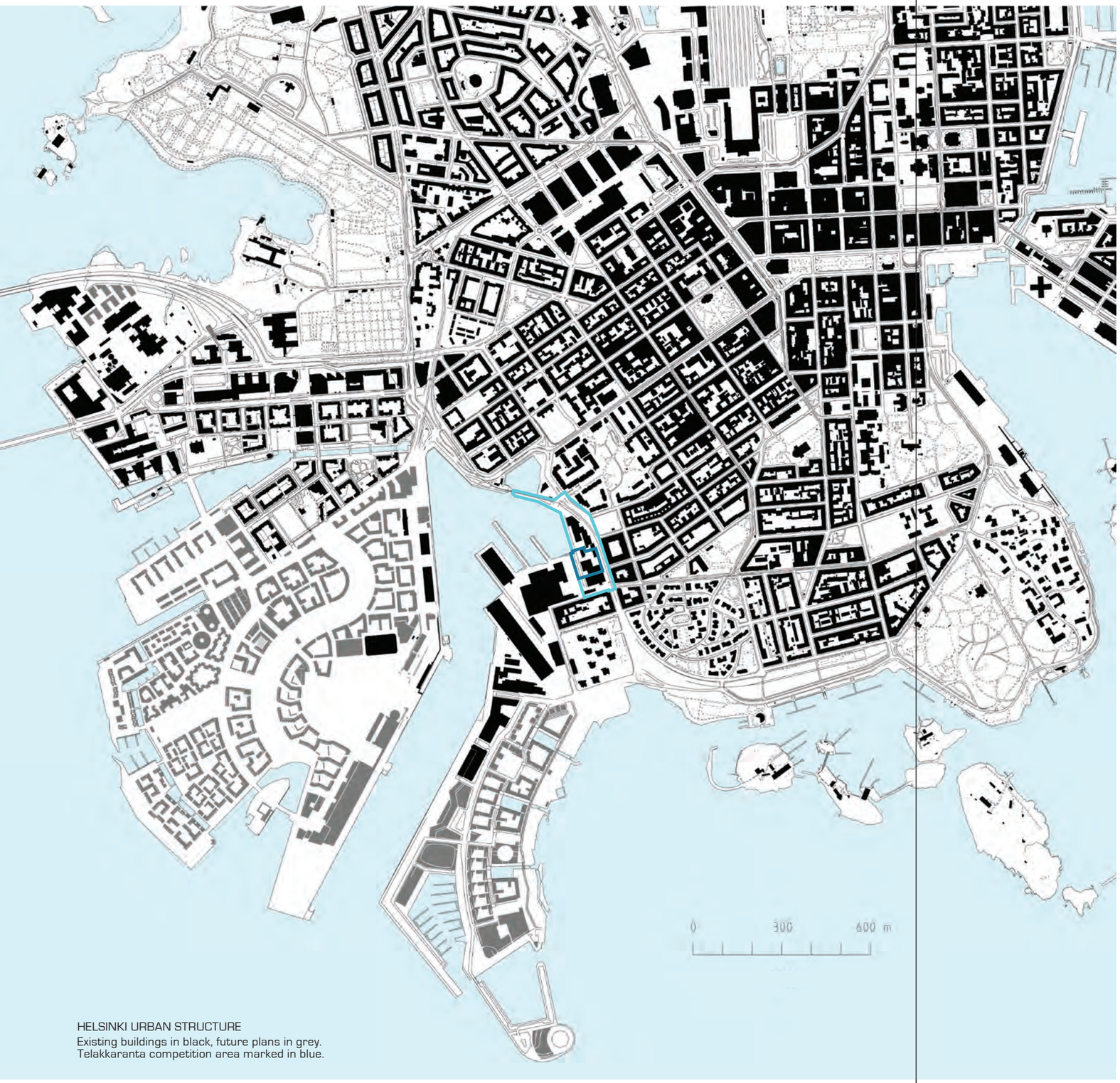


DESIGN TELAKKA

INVITED ARCHITECTURAL COMPETITION

SKANSKA

Helsingin kaupunki
Kaupunkisuunnitteluvirasto



HELSINKI URBAN STRUCTURE
Existing buildings in black, future plans in grey.
Telakkaranta competition area marked in blue.

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PROGRAMME City of Helsinki / City Planning Department & Skanska
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HISTORICAL PHOTOS City of Helsinki / City Museum
GRAPHIC DESIGN Milla Nummikoski
PRINT Edita Ltd, Helsinki

1 COMPETITION INVITATION

1.1 ORGANISER, OBJECTIVE AND CHARACTERIZATION OF THE COMPETITION

The competition is being organised jointly by Skanska (Skanska Talonrakennus Oy) and Helsinki City Planning Department. The competition is an invited architectural competition for the design of Design Telakka and the adjacent residential area in Telakkaranta in Hietalahti, Helsinki.

The area under consideration in the competition is divided into two areas: the "Competition Area" and the "Study Area". The former, comprising the Design Telakka area, is to be planned in more detail, while proposals for the "Study Area" are to be presented at a more general level.

The objective of the competition is to find an architectonically and functionally high-class solution for a new building connected to existing old industrial buildings of the former shipyard area, which will contain a hotel and design shops and which will complete and enrich the historical environment. Planning the reuse of the old industrial buildings is also an essential part of the competition objective. The remodelling of the existing so-called engineering workshop is not a part of the competition task.

Additionally, the objective is to find a solution for the "Study Area" at a general ideas level, incorporating a residential area in connection with Design Telakka and which enhances the character of the area. The aim is to combine the preserved graininess of the shipyard with innovative new architecture, as well as enhancing the maritime character of the area in order to find an interesting cohesive solution in relation to the existing urban structure. The objective of the competition is to find an overall solution that creates the prerequisites for the further development of the area. The competition entries are to be submitted under a pseudonym.

2.2 COMPETITION PARTICIPANTS

The following four architects' offices have been invited to participate in the competition:

- JKMM Architects, Finland
- Sigge/Viiva Architects, Finland
- Lundgaard & Trandberg Architects, Denmark
- Diener & Diener Architects, Germany/ Switzerland

1.3 FEES

Each participant will be paid a fee of 40 000 euros (+23% VAT) for only one proposal, regardless of how many proposals the participants submit and are approved. The fee will be paid after the competition results have been announced and the sum calculated as part of the overall fee of the office who is possibly commissioned to carry out further design work. The fee will be paid via The Finnish Association of Architects (SAFA) and 10% of the amount is deducted from the sum to cover the fee of the participants' representative in the jury and for other expenses.

1.4 COMPETITION JURY

The competition entries will be assessed by a jury that includes the following persons:

- (Chairman of the jury)
  Annukka Lindroos, deputy director,
  Helsinki City Planning Department/
  Town Planning Division
- Markus Heino, director,
  Skanska (Skanska Kodit)
- Jukka Hörkkö, director,
  Skanska (Skanska Kodit)
- Tapio Parviainen, project director,
  Skanska (Skanska Oy)
- Riku Patokoski, Head of product development, Skanska (Skanska Kodit)
- Matti Kaijansinkko, project manager,
  Helsinki City Planning Department/
  Länsisatama (Westharbour) Project
- Kirsi Rantama, architect,
  Helsinki City Planning Department/
  Länsisatama (Westharbour) Project
- Juhani Tuuttila, head of division,
  Helsinki City Real Estate Department/
  Land Division
- xx, architect (nominated by the competitors)

The jury experts are:

- Timo Laitinen, project director,
  City of Helsinki Economic and Planning Centre
- Kaisa Lahti, engineer, traffic planning,
  Helsinki City Planning Department
- Riitta Salastie, architect,
  building conservation,
  Helsinki City Planning Department
- Kati Immonen, engineer,
  Helsinki City Planning Department
- Juha-Pekka Turunen, interaction designer,
  Helsinki City Planning Department
- Sari Saresto, researcher,
  Helsinki City Museum
- Pirkka Hellman, architect,
  Helsinki City Building Control Department

The secretary of the competition jury is architect Pia Kilpinen from the Helsinki City Planning Department. Additionally, the jury may ask advice from the experts, if necessary. The experts and the jury secretary do not take part in the decision-making process.

Before announcing the results of the competition, the competition entries will be placed on public display in the Helsinki City Planning Department exhibition space (called Laituri), as well on its web pages for a period of two weeks. The jury will also invite experts it deems necessary to assess the competition results. A summary will be compiled of the expert opinions expressed, for the use of the jury, and the material may be utilised in the further planning process.

1.5 APPROVAL OF THE COMPETITION PROGRAMME

The competition organiser, the jury and the SAFA competition secretary have approved of this competition programme.

1.6 COMPETITION TIMETABLE

The competition begins 16.08.2010 and ends 15.11.2010.

- Preliminary seminar 20.8.2010
- Submission of participants' questions 3.9.2010
- Competition ends 15.11.2010
- The estimated publishing date for the competition results is January 2011

1.7 COMPETITION LANGUAGE

The competition language is English.

1.8 SEMINAR AND FAMILIARISATION WITH THE COMPETITION AREA

A seminar will be held at the beginning of the competition where the participants may ask questions about the competition documentation and competition area. The seminar will be held on Friday 20.8.2010 from 13.00 onwards in the premises of Elmu (Finnish Live Music Association), in the Nosturi building (Restaurant Alakerta, Telakkakatu 8). The seminar will begin with a tour of the competition area.

2 COMPETITION TECHNICAL DETAILS

2.1 PROGRAMME DOCUMENTATION

1. Competition programme (this document)
2. Site plan, 1:1000 (including demarcation of the “Competition Area”, “Study Area” and scale model area)
3. Urban structure map, 1:4000; 1:20 000 (present situation) and 1:20 000 (proposals)
4. Länsisatama (Westharbour) project area: town plans and master plan, 1: 3000
5. Traffic plan proposal for Telakkakatu [“Shipyard street”], 1:1000, and cross section, 1:200
6. Aerial views
7. Photographs of the area and the buildings
8. Floor plans, sections and facades of the present situation, 1:400
9. Geotechnical map
10. Illustration for the design of the Länsisatama [Westharbour] project, 1:10 000
11. Reference plan for the transformation of the engineering workshop for concert use; Jan Tromp/Yatta 05/2010
12. Longitudinal sections of Telakkakatu and Munkkisaarenkatu, 1:1000
13. Silhouette of the Helsinki cape, 1:4000
14. Information on the Länsisatama [Westharbour] project

A CD containing the documents is sent to the competitors.

2.2 QUESTIONS CONCERNING THE COMPETITION

Questions regarding the competition should arrive by e-mail before 3.9.2010, sent to the following e-mail address: pia.kilpinen@hel.fi. The message title should read “Question / Design Telakka”. All the questions and jury replies will be sent to the participants as soon as possible.

2.3 COMPETITION RESOLUTION, PUBLICATION AND DISPLAY OF THE RESULTS

The aim is to announce and publish the results of the competition in January 2011. The competition entries will be put on display in Laituri, the exhibition space of the Helsinki City Planning Department. Additionally, the competition entries may possibly be exhibited during the year 2012, when Helsinki is the World Design Capital.

2.4 FURTHER MEASURES BASED ON THE COMPETITION

The competition jury will give recommendations for further measures based on the results of the competition.

2.5 COPYRIGHT OF COMPETITION ENTRIES

The competition organiser has right of ownership to the competition entries, whereas copyright remains with the authors of the schemes. The competition organiser reserves the right to utilise the ideas from the entries in further planning within the framework of Finnish copyright law.

2.6 RETURNING THE COMPETITION ENTRIES

The competition entries will not be returned.

2.7 INSURING COMPETITION ENTRIES

The competition entries will not be insured.

2.8 COMPETITION RULES

The competition operates in accordance with SAFA competition rules (www.safa.fi) and the recommendations of the Architects Council of Europe (ACE) concerning architectural competitions (www.ace-cae.org).

3 COMPETITION PROJECT

3.1 PROJECT DESCRIPTION

The over 100 years of shipyard activities of the Hietalahti old historical shipyard area, the so-called Telakkaranta, have now come to an end. The shipyard activities have moved west of the area to the newer and more appropriate facilities in Hernesaari. As the city district of Länsisatama is being developed as a residential and workplace area, the focus of the inner city is moving westwards. The Hietalahti shoreline areas will take on a new role in the daily routes of the residents and public transport. Skanska (Skanska Talonrakennus Oy) has made a reservation on the plots of the area and is thus participating together with the City of Helsinki Planning Department in the development of Telakkaranta to create an area with its own strong identity, the contributing factors to which are the presence of the sea, history and high-class architecture. The plan for Telakkaranta will comprise a concentration of high-class design stores and design offices, called Design Telakka, as well as a hotel linked to it. Attractive new residential buildings will be placed in the immediate vicinity of Design Telakka. Functions that enhance the marine presence will be placed along the shoreline areas. The seafront will be developed into a vibrant public space, with restaurants, shoreline cafés, exhibition spaces and historical ships.

Telakkaranta will become part of the city districts of Länsisatama and Punavuori in terms of both urban structure and function. The key factor influencing the image of Punavuori is the numerous enterprises in the area working in the various creative fields. The so-called Design District Helsinki, a cluster of entrepreneurs in the creative fields, is located in the southern districts of the city.

An important existing cultural operator in the area is ELMU [Finnish Live Music Association]. ELMU has operated since 1998 in the so-called Nosturi ["crane"] building (a former warehouse), which was the first building to be vacated from shipyard use. ELMU organises live music events for youths and young adults as well as manages rehearsal spaces for musicians. It is planned that the operations of ELMU will move to the Engineering Workshop, situated in the competition's Study Area.

LÄNSISATAMA (WESTHARBOUR) PROJECT AREA

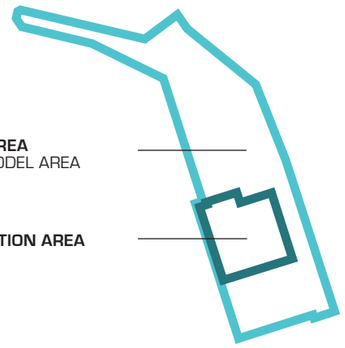
3.2 COMPETITION AREA

Telakkaranta is situated on the shore of Hietalahti in the city district of Länsisatama. Länsisatama is an area currently in the process of changing from a harbour area to a residential and workplace area. In 2008 the goods harbour moved from Jätkäsaari in Länsisatama, to Vuosaari. Jätkäsaari is being transformed into a new maritime extension of the Helsinki inner city area. There are plans to build housing for 16,000 inhabitants and to create 6000 new workplaces. The present passenger harbour in Jätkäsaari will remain; and over 3 million passengers pass through the Jätkäsaari West Terminal each year. Hernesaari, at the southernmost tip of Länsisatama, which has been in the use of the shipyard, is being planned as a residential area for 4500 inhabitants and with approximately 2000 workplaces. Also planned for Hernesaari are extra harbour places for cruise ships as well as functions linked with water sports and an extensive shoreline park.

Hietalahti forms the end point of the Bulevardi ["boulevard"], one of the two main axes in the Helsinki inner city which end at a seafront. The cityscape of Hietalahti is marked by the old industrial history of Helsinki, from which there are several buildings of historical importance still remaining. The maritime character of Hietalahti is emphasised by the small boat marina, the ships of the Jätkäsaari passenger harbour as well as the large ocean cruise ships docked at Hernesaari.

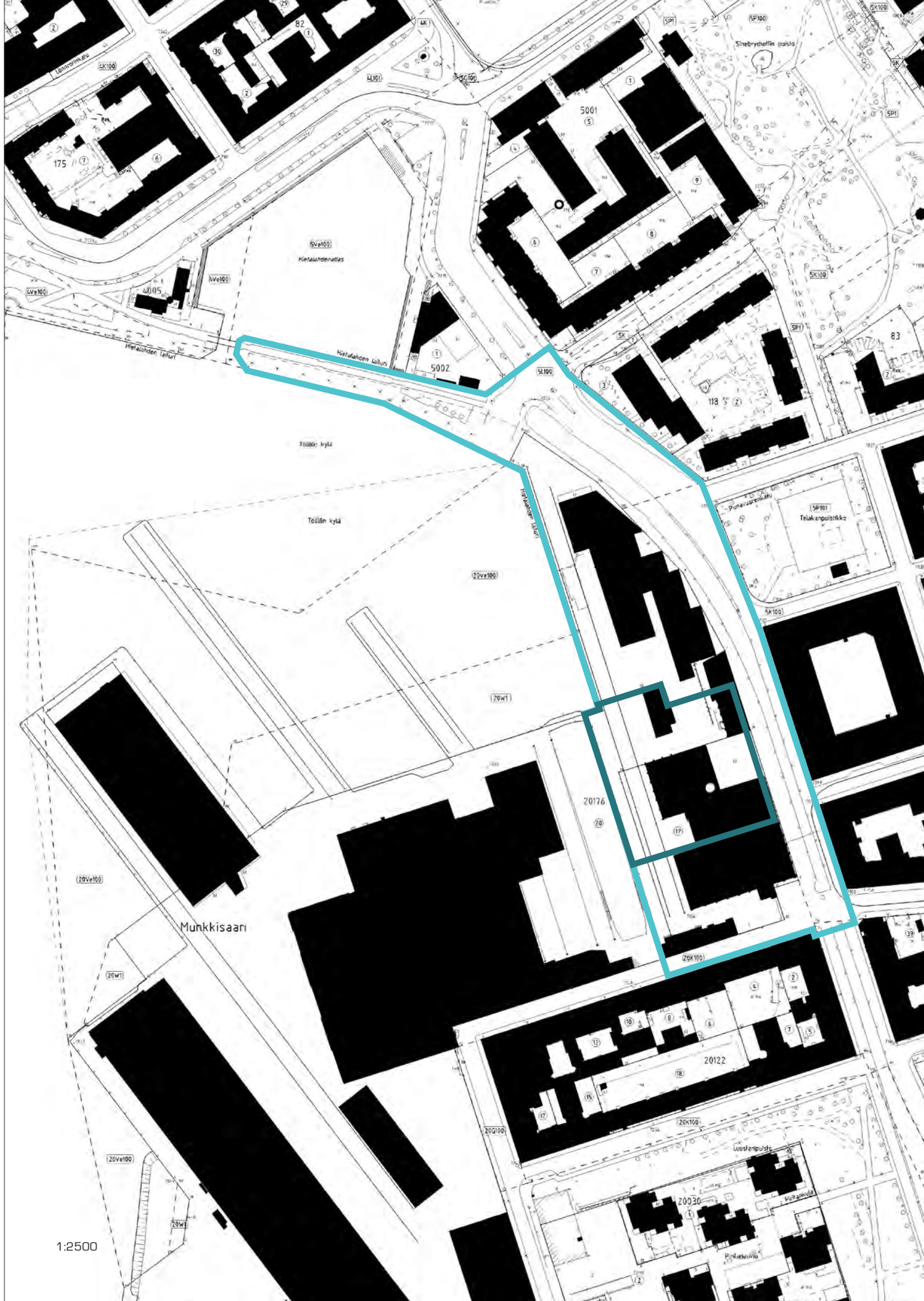
The Competition Area is bordered by Telakkakatu ["Shipyard street"] to the east and the water area of Hietalahti and the STX Europe shipyard basin to the west. Telakkaranta comprises the oldest area of Helsinki's traditional shipyard operations along Telakkakatu. On the east side of Telakkakatu the area joins the historical city grid layout of the centre of Helsinki. The Competition Area comprises buildings that are to be protected as well as buildings that will be demolished. Telakkaranta is situated along the regional recreational route that goes along the seafront area of the inner city. At the present moment the route goes along the east side of the area because the shipyard area is closed off to the general public.

The competition area is divided into two parts, the actual "Competition Area" and the "Study Area". The Competition Area comprises the immediate surroundings of the old engineering workshop and the buildings that are to be preserved. The Study Area comprises the northern part of Telakkaranta, where there are no buildings to be preserved, as well as the south and west yards of the engineering workshop. Additionally, the Study Area comprises the traffic areas surrounding Telakkaranta. The Competition Area and the Study Area, not including the traffic area, are situated on plots 20176/17 and 20.



STUDY AREA
SCALE MODEL AREA

COMPETITION AREA



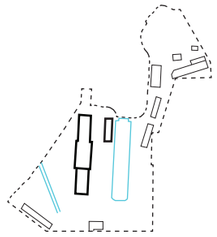
THE HISTORY OF THE AREA

There has been industry along the shorelines of the cape of Helsinki, in the vicinity of the harbours, already since the early 19th century. In the 1870s the areas of large-scale industry formed around the city a loose circle that followed the shoreline and the edges of that part of the city that had been built in accordance with a town plan. A period of transformation also began along the Hietalahti shoreline. The areas in the town plan marked for residential blocks slowly filled with low-rise wooden houses, which in turn were replaced by taller stone buildings. By means of numerous landfills in the sea, the islets and islands that had once been areas for recreation and summer villas were joined to the main land and the land was reserved for industry and harbour operations. In 1865 a drydock was built in Hietalahti as well as an engineering workshop and foundry. The Hietalahti shipyard quickly evolved to become one of Helsinki's largest production facilities. Steamships were both built and repaired in the shipyard, and the engineering workshop produced steam engines, steam boilers and train carriages.

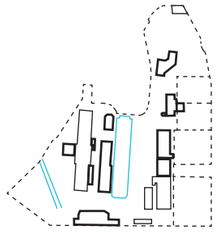
The Hietalahti shipyard represents one of the last preserved "environmental totalities" shaped by early industry in the core of the Helsinki city centre. The drydock basin on the west side of the competition area represents the oldest stage of the area. The basin was built in the 1860s. The oldest preserved red-brick industrial buildings date from the expansion period of the 1890s.

The building stock consists of an old red-brick core around which have been grouped later buildings, creating an interesting weave of buildings with temporal layering and gradual changes. The most important building in the area in terms of the cityscape is the engineering workshop, from 1915, with its distinct red-brick facades, designed by architect Sune Maconi.

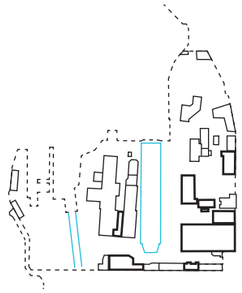
1855



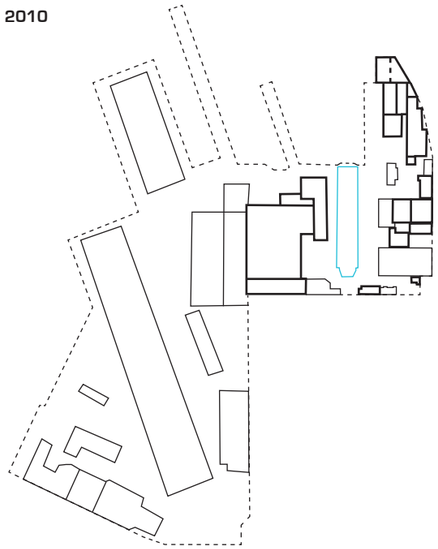
1899

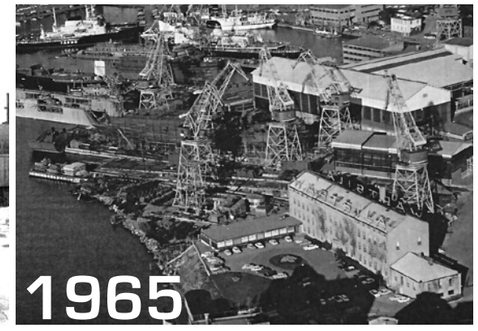


1933



2010





THE IMMEDIATE SURROUNDINGS

1. The shipyard basin
The old shipyard basin bordering the west side of the competition area will be used mainly for the interim docking needs of smallish ships under construction.

2. Telakkakatu 5-9
On the east side of Telakkakatu, the industrial properties that are handsome and significant in terms of architecture and the cityscape are Merikortteli (the former Cable Factory) and Mestaritalo (the former Fazer sweet factory), which are connected to the city district of Punavuori dominated by residential buildings and small-scale industrial premises. Merikortteli was the first so-called "industrial house" in Helsinki, that is, a building designed specifically as a production building for several companies. Nowadays both buildings are trendy office buildings, housing several companies in the creative fields, mainly offices in advertising, architecture and media. There are, however, also companies working in the industrial field of metal still operating in the Merikortteli building.

3. Telakanpuistikko park
Along Telakkakatu, between the streets Punavuorenkatu and Merimiehenkatu, is a small public park, Telakanpuistikko, dating from the early 20th century and which is typical for its time. It includes a children's play park. The park has an important role in the cityscape, and is also important as a neighbourhood park in the city district.

4. Railway cutting
Running along Telakkakatu is a railway cutting, a remnant of the former harbour railway track, though the tracks have been removed. The railway cutting will be changed temporarily into a bicycle path.

5. Hietalahdenranta 3
There has been a change in the town plan in regard to the building rights for the plot at Hietalahdenranta 3, to allow the construction of a 6-storey residential building (maximum height + 24.5m). The building rights for the plot are 4010 m2 (gross floor area). The building presently on the plot, the former offices of the A-vakuutus insurance company, has been standing empty already for some time, and it will be demolished to make way for the residential building. The old office building is part of the residential block built during the 1970s.

6. The Sinebrychoff city block and park
A compact residential block was built on the plot of the former Sinebrychoff brewery in the 1990s. At its largest, the Sinebrychoff factory area formed a unique totality comprising a production and warehouse building, the main building, a garden and park. Until the end of the 19th century, Hietalahdenranta and Punavuorenkatu were dominated by a working class area comprised of wooden houses divided up into small flats, where there lived, among others, seamen, dockyard workers, washer women and their families.

Sinebrychoff Park is nowadays a popular outdoor and recreational location among the residents of Helsinki.

Punavuori
Punavuori grew in the 19th century as a working class residential area outside the area built in accordance with the Helsinki city plan. Typical for the area are enterprises dominated by the fields of printing and handicrafts. The industrial premises are situated in the modernised annexes situated in the rear yards of commercial-residential buildings or in a property taken over from some other industrial operator.

At present Punavuori is a versatile area offering urban diversity and an excellent basis for creative enterprises, restaurants and small shops. Punavuori is an integral part of the inner

city and has become the centre for Helsinki nightlife as well as design. The social structure of the area does not at present differ from other districts in the inner city. The housing stock in the area is varied and the type of residents is very mixed. Part of the creative potential of the area comes from students and young enterprisers who actively utilise what the area has to offer and its potential.

The so-called Design District, a concentration of creative enterprises, which has emerged in the south Helsinki area, is an indication of the creative activity in Punavuori. The Design District covers an area of 25 streets, with 180 location on the map, the geographical centre of which is the immediate vicinity of Diananpuisto park. In the area there are design-oriented interior design, jewellery, and clothes stores, studios, design offices, museums, galleries, restaurants, and hotels. The borders of the area shift and develop as new enterprises join in.

Munkkisaari
The Munkkisaari area, of which Telakkaranta is a part, stands out in the Länsisatama city district. The only city block that continues the enclosed block structure of the inner city is lined by the streets of Munkkisaarenkatu, Telakkakatu, Hernesaarenkatu and Hylkeenpyytäjänkatu. The block has been built with a high density and is mainly in residential use. On the south side of the block are the exclusive high-rise apartment blocks of Eiranranta, which were built this century as a continuation of the old Art Nouveau (Jugend) villa area of Eira.

The shipyard operations are nowadays situated in the north-west corner of Munkkisaari, next to the Hietalahti seafront. The south tip of Munkkisaari, i.e. Hernesaari, will be planned as a residential and workplace area that also serves cruise ships. The east seafront of Hernesaari will be designed as a maritime park that continues the shoreline park zone of the southern cape of Helsinki.

PUNAVUORI 5
KAMPPI 4
EIRA 6
Munkkisaari
LÄNSISATAMA 20
Töölön kylä
5:2
Hietalahdenallas
Sinebrychoffin puisto
Telakanpuistikko
Hietalahdenranta
Hietalahden laituri
Sillilaituri
Jätkäsaarenlaituri
Tullaajankuja
Tyynenmerenkatu
Lönnrotinkatu
Bulevardi
Mallaskatu
Punavuorenkatu
Merimiehenkatu
Pursimiehenkatu
Telakkakatu
Perämiehenkatu
Tehtaankatu
Munkkisaarenkatu
Speranskintie
Kiventaittajankatu
Iso Roobertinkatu
Varusteluterminaali k 35
Huoltoasema
Ravintola
Pesuhalli
Paikoitus
P-autom.
20Ve100
20L101
4L101
4K100
5Ve100
4Ve100
5G101
5L100
5K100
5P1
5P101
20W1
20K100
20K
175
82
4005
5002
5001
118
83
91
119
5120
116
121
220
17
16
20176
20122

3.3 COMPETITION SOURCE DATA

PRESENT TOWN PLANNING AND LAND OWNERSHIP

In the Helsinki Master Plan 2002 the area is marked as workplace area reserved for industry and dockyard use. Additionally, the block has been marked as an area of cultural-historical, architectural and landscape-cultural importance.

In the current town plan from 1982 the area is marked as a city block area of industrial and warehouse buildings. In the town plan the significant old buildings have not been protected. Town planning principles have been drawn up for the area, which form the guidelines for the present competition programme. An alteration in the town plan will be made for the area when the results of the competition have been announced, and where the buildings of significance will be protected. Plot 17 is in private ownership. Plot 20 is owned by the City of Helsinki. Skanska (Skanska Talonrakennus Oy) has a reservation for the plots.

A local plan is being made for Hernesaari, which is in the vicinity of the competition area, changing it from a shipyard area to a residential and workplace area for 4500 new inhabitants.

THE EXISTING BUILDING STOCK IN THE COMPETITION AREA

The present building stock in the Telakkaranta area consists mainly of old red-brick industrial buildings as well as newer warehouses. The major part of the architecture-historically important buildings is located on plot 17. The most central part of the building stock consists of typical industrial buildings dating from the end of the 19th and beginning of 20th centuries. The oldest preserved buildings, the saw mill and wood workshop, were designed by architect Theodor Höijer. The oldest buildings form a cohesive and distinct totality in terms of the cityscape.

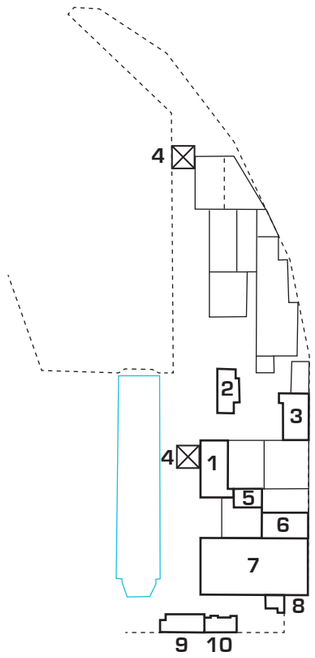
The most visible building in the area is the engineering workshop, from 1915, at the end of Tehtaankatu. The intention is to renovate the old engineering workshop for use as a concert hall for a total audience of 3000. The preliminary alteration plan for the engineering workshop is included as an appendix in the competition programme. There is both an emergency exit and an access connection from the building into the competition area. Neither the engineering workshop nor the interior spaces of the office buildings situated on its south side, along Munkinsaarenkatu, are part of the competition programme. The yellow-brick so-called Nosturi building, situated in the north part of the area, is nowadays used as a venue for live music and a space for other music activities.

THE MOST SIGNIFICANT BUILDINGS

1. Wood workshop, 1898
The originally 2-storey wood workshop was raised by an additional storey in 1933. The building abuts the adjacent timber storage building. The ground floor is a reinforced concrete slab laid directly on the ground. The bearing structure of the building is a reinforced concrete pillar-and-upstand-beam structure.

2. Sawmill 1899
The wood workshop and sawmill are unadorned brick buildings, the facade compositions of which have been determined by the supporting pillars and arched window openings. The two-storey sawmill has been preserved close to its original state.

3. Brass foundry, 1914
The brass foundry, a reinforced concrete building along Telakkakatu, represents the same building stage as the engineering workshop. Originally the foundry comprised two storeys, but at the end of the 1940s the tall upper floor was divided up into a further three stories with the addition of concrete intermediate floors, when the building was transformed for use as a canteen and social spaces. In the façade is a very fine two-storey arched window motif spanning the height of two storeys, and which resembles the façade of the engineering workshop.



4. The Cranes
The two cranes are also an essential part of the shipyard area, its cityscape and the history of its use. They have industrial-historical value and are landmarks in the cityscape. The functions of the harbour and shipyard are part of the physical history of maritime Helsinki and the cranes tell about that history in an impressive way.

5. Boiler room, 1930
Adjacent to the wood workshop is the brick boiler room and chimney, designed by architect Karl Lindahl. The roof and ceiling of the uninterrupted 6-metre high interior are carried by a steel grid typical for an industrial building. The building does not have its own exterior walls

6. Apprentice workshop, 1930
The workshop, designed by architect Karl Lindahl at the beginning of the 1930s, with a 6-metre high interior space, is connected to the engineering workshop.

STUDY AREA BUILDINGS

7. Engineering workshop, 1915

8. Transformer substation building, 1960

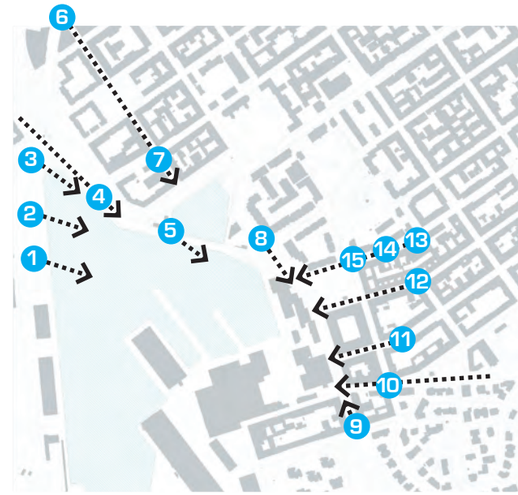
9. Dock office, 1933

CONNECTIONS TO THE SURROUNDINGS

The area is situated at the end point of the streets of Tehtaankatu, Pursimiehenkatu, Merimiehenkatu and Punavuorenkatu. There is a view from Punavuori towards the area, either framed by the street space or a wider one over the Telakkapuisto park. On the seafront side the area opens up westwards over the Hietalahti bay. It is indeed easiest to perceive the overall area from the Hietalahden laituri ["Hietalahden jetty"], Ruoholahdenranta or Jätkäsaari, which are on the opposite side of the bay. When approaching the area from the north, from Hietalahdenranta, the area forms the main view past a low building on the west side that comprises a petrol station and restaurant.

Until the present time, Telakkaranta has been a shipyard area strictly demarcated by buildings along Telakkakatu and closed off to outsiders. There is a connection to the Nosturi building at the north end of the area from Telakkakatu at the intersection with Mallaskatu.

The old industrial blocks situated east of Telakkakatu form a distinct façade facing westwards over the competition area, and which have an importance both historically as well as in regard to the cityscape.



TRAFFIC AND PARKING

The Competition Area and the Study Area presently comprises mainly a shipyard closed off to outsiders. There is presently a connection to the north end of the area from Telakkakatu at the intersection with Mallaskatu. There are 17 parking spaces in the vicinity of the Nosturi building (in use by ELMU).

On the western edge of Telakkakatu, next to the Competition Area and the Study Area is a parallel one-way street presently used as a pedestrian and bicycle route as well as for parking. The traffic organisation along the whole length of Telakkakatu will be redesigned so that this parallel street connection is removed.

The amount of traffic along Telakkakatu is presently 14 500 cars per week day. Along with the development of Hernesaari, the amount of traffic will increase by a few thousand vehicles.

GROUND, NATURAL ENVIRONMENT AND HEIGHT LEVELS

The ground in the area is mainly rock. On the north side of the area, from the line of Punavuorenkatu onwards, as well as on the seafront area, there is land fill on top of clay. The ground level is mainly a levelled and covered surface. The rock outcrops visible next to the foundations of the buildings are a reminder of the original rocky shoreline landscape. There are no preserved important natural environment sites in the area. The meagre vegetation in the area consists mainly of self-seeding grass and trees. None of the trees in the area will be preserved.

The height differences in the terrain of the area are due to the rocky ground. The lowest height level is approximately +1,7, at the seafront and the highest point is approximately +5,0, along Telakkakatu.

3.4 COMPETITION OBJECTIVE

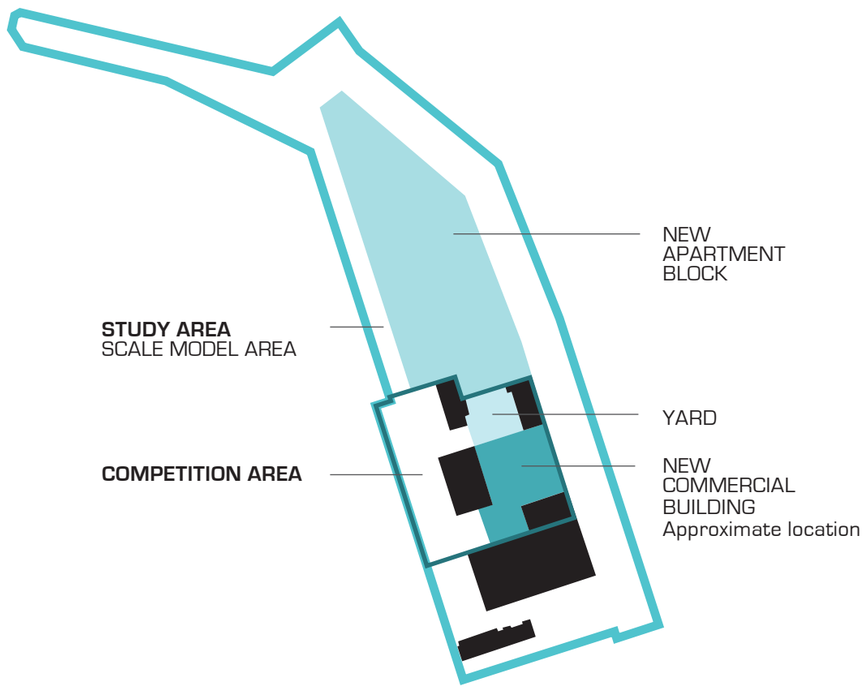
The objective of the competition is to produce, for the Competition Area, a comprehensive solution for a new building comprising a hotel as well as design shops and offices in connection with the existing old industrial buildings. The design solution must be of a high-standard in regard to architecture and the cityscape, should take into consideration the unique character of the area, and be economically feasible. The competition task essentially encompasses also the reuse of the old industrial buildings for hotel customer facilities, and the creation of business facilities, office and exhibition spaces for enterprises in the creative fields, as well as a setting for maritime Helsinki, where the tradition of ship building is presented through exhibitions and possible workshops.

The objective for the "Study Area" is to find a solution at a general level of ideas, to replace demolished buildings with a residential block that in terms of cityscape is interesting, enhances the spirit of the location, and functions well. The area must be planned as a shoreline zone that is open to everyone. The objective for Telakkaranta is to develop an area with a strong identity, the contributing factors of which are the sea, history, and high-standard architecture.

It must be possible to implement the Competition Area and Study Area in stages. Additionally, the competitors are encouraged to make a proposal for how the Competition Area would be gradually taken into use before and after the construction of the new building.

The Study Area must be made part of the overall cityscape. The external spaces of the engineering workshop are to be designed as part of the public urban space. Ideas for Hietalahden laituri ["Hietalahden jetty"] seafront should be proposed in order to develop the area as part of the recreational route that goes around the Helsinki seafront. Proposals should be made for well-functioning connections from Telakkakatu into the Competition Area.

The project contents will be developed on the basis of the competition results.



3.5 DESIGN GUIDELINES

THE CITYSCAPE AND THE CITY BLOCK STRUCTURE

The design task is to integrate the historical building heritage and industrial heritage as part of the design concept for the new identity of the area. Design Telakka should be designed so that the industrial traces and the maritime history in the immediate surroundings, as well as the industrial character of the interiors, are preserved.

The new building, which is to be designed in connection with the engineering workshop, must in terms of the cityscape form a natural part of the totality formed by the old industrial buildings. The new building should be linked as an interesting part of the west-facing façade of the area that can be seen from afar. The architecture of the new building should stand out due to its uniqueness and as a representative of its own time.

The new residential block should, with regard to the cityscape and function, be a natural part of the totality formed by the old industrial buildings and the new commercial building.

The new city block structure should improve the connections in the area as part of the inner city. The totality should visually and functionally be connected as part of the Telakkakatu street space and the Telakkapuistikko park, as well as enable natural connections and views from the surrounding city blocks to the seafront. Likewise, the area should be seamlessly linked as part of the regional recreational route along the seafront.

The starting point for the urban structure is the existing structure, which consists of a weave of buildings of varying sizes. The competitors are expected to produce a solution whereby the northern part of the area creates an impressive tip to the area. The cohesive totality must form an interesting urban façade towards both Telakkakatu and the seafront.

The views towards the sea as well as Telakkapuistikko park must be considered in the placement of the residential buildings. Likewise, the plan must allow views from the city towards the sea. The traffic noise from Telakkakatu must be taken into consideration in positioning the yard areas of the residential blocks.

The emblem of the area, the shipyard cranes, must be integrated into the overall plan. The traces of industrial operations on the actual seafront must be preserved and taken as the starting points in the development of the area.

The Hietalahden laituri seafront will be developed into a vibrant, high-class public outdoor space, with restaurants, seafront cafés and historical ships. The seafront must not be cut off by buildings or other structures.

The borders of the Competition Area are indicted in the appendix map and competition programme.

When justified reasons are presented, it is possible to diverge from the above guidelines, whilst nevertheless taking into consideration the previously mentioned cityscape objectives.

DESIGN GUIDELINES FOR INDIVIDUAL SPACES

The hotel as well as the commercial premises containing the design shops must be designed as a cohesive functional totality, consisting of a new building as well as the adjoining preserved buildings. The floor area of the new building is approximately 11 000 m2 (gross floor area). There is a floor area of 2800-3600 m2 (gross floor area) in the preserved old buildings.

The spatial programme for the Competition Area, in terms of the most important functions and size is as follows:

Hotel:
- projected number of hotel rooms approx. 250 bays
- conference spaces 1000 – 1500 m2
- restaurant spaces (in total) 350 – 400 m2

Shops, offices and exhibition spaces:
- commercial and office spaces for design industry enterprises approx. 3500 m2
- "Maritime Helsinki" exhibition spaces 500-600 m2

In addition to the above-mentioned spaces and the spaces that indicate the size of the hotel, the design proposal must also show the following features that support the overall concept and are in accordance with the classification defined as an international-standard hotel.

- Reception and foyers, information/concierge, luggage storage, clothes and small items storage as well as patron toilets.
- Business centre
- Saunas for men and women, as well as a sauna for general hire
- A gym
- Hotel offices and facilities required by the hotel's own surveillance/IT technology
- Staff social spaces
- Spaces required for technical installations

The business concept of the hotel is based on offering high-class meeting, exhibition and congress services in cooperation with other enterprises in the area.

The hotel theme of maritime and modern design establishes a clear contrast between history and the present. Hotel room floors shall be located in the new building mainly from the third storey upwards.

In regard to the dimensioning of the hotel, it is hoped that competitors will use a bay size[1] of approximately 3800 x 7900 mm. It is hoped that approximately 50-75 of the bays will be planned as so-called Junior Suites (1½ - 2 bays) with a sauna as well as a small terrace/balcony. Competitors should investigate the placement of the Junior Suites facing both towards the sea and above the roof tops towards the city, as well investigate both motifs that enrich the façade and the overlook from the rooms.

The drop-off direction for hotel traffic is Telakkakatu. The hotel should have a covered and well-lit main entrance that leads directly into the lobby. When arriving at the hotel, visitors should be able to see at once the reception area, lifts and restaurant area.

The starting point in the design of the kitchen and restaurant facilities is the principle of "one kitchen". Approximately 400–450 m^2 of kitchen and storage space are required.

The hotel spaces should be designed logistically, so that the spaces that serve one another are placed together as closely as possible and movement vertically is minimized.

The commercial spaces are to be planned as shops selling the products of the interior design industry and high-class design products. The main entrance to the new commercial premises should be from Telakkakatu. There should be at least one entrance from each of the other directions. The 1-2- storeys of commercial premises facing Telakkakatu should be as transparent as possible.

With regard to the commercial spaces placed on the first floor (i.e. the floor above the ground floor), they can when necessary be transformed into offices for design industry enterprises, for example, for a design office.

The restaurant services should be placed along the exterior façades and provided with their own entrances directly from the outside.
The new building should be integrated with the old wood workshop. The façade of the wood workshop forms a visible backdrop façade to the lowest commercial premises.

1. Wood workshop (1470 m2)
The parts to be preserved include, among others, the bearing concrete structures (e.g. the concrete cassette structure of the dividing floors as well as the basilica-shaped concrete structure) and the preserved spaces and windows of the ground, first and second floors. Also the later constructed surveillance and office cubicles (fro the 1950s) should be preserved, if possible. An architectonically important detail that must be preserved in its entirety is the staircase at the west end of the building. Hotel restaurants and meeting spaces as well as commercial and studio spaces for enterprises and enterprisers in the creative sector could be placed in the wood workshop.

2. Sawmill (600 m2)
Features in the building to be preserved include the bearing structure and brick facades. The later built office dividing walls as well as the extension at the rear of the building can be demolished. It is suggested that the building should be planned for use as spaces for a maritime Helsinki themed exhibition, which would also include a café/ restaurant on the street level. The competitors may propose locating the maritime Helsinki themed exhibition spaces elsewhere in the proposal.

3. Brass foundry (710 m2)
The features in the building that must be preserved are the bearing structures and the brick facades with their arched windows. The later built dividing floor can be dismantled if the new use requires a tall space.

5. Boiler room (160 m2)
Competition participants can investigate the possibility of preserving the boiler room as part of the new building. The boiler room has an interesting historical roof structure (a metal roof truss with triangular rivet joints and wooden beams). Other interesting details in the tall windowless space include a steel balcony and other remains of the building's original use. Due to the earlier use, there may be environmental toxins in the space which could cause restrictions for its preservation. For these reasons, it is not possible to say with certainty at this stage whether one can require the preservation of the building.
In the design showing the preservation of the boiler room, it must be noted that the space must not disrupt the commercial spaces on the first floor, which are intended to be as uniform as possible.

6. Apprentice workshop (680 m2)
The competitors may investigate utilising the building as an entrance and shopping gallery space that links together Pursimiehenkatu to the seafront. The competitors are not obliged, however, to consider the preservation of the façade as a binding starting point. The competitors can propose ideas for linking the apprentice workshop, as part of the new entrance, to the commercial, office and cultural spaces.

Other structures:
The competitors may investigate the possibility of utilising the chimney and wood shavings tower as part of the new building; e.g. as a stairwell, or for HVAC use. The competitors are not obliged, however, to consider the preservation of the chimney and wood shavings tower as a binding starting point.

Places below ground:
- Service spaces 300–400 m2 (gross floor area)
- Civil defence shelter, in accordance with directives (see: Civil defence shelter)
- Car-parking spaces (see: Traffic, parking and maintenance)

In the Appendix showing the street and car-parking plans, the services for commercial spaces have been proposed in underground spaces below the yard area between the brass foundry and sawmill, so that the yard level is approximately + 4,7. There should be an unhindered access to the yard level from Telakkakatu and the seafront level.

THE "STUDY AREA"

The "Competition Area" and the "Study Area" should be planned as a single cohesive entity with regard to the cityscape and its functions. Additionally, the parking solutions as well as traffic connections and other access should be looked at as a whole. There should be barrier-free access to the apartments and yard deck from Telakkakatu and the seafront level. The public and private yards must be differentiated in the residential block.

The area of residential space should be approximately 20 000 m^2 (gross floor area). The ground floor level of the residential buildings along the seafront should be reserved for commercial and exhibition spaces. On the Telakkakatu side, the commercial spaces should as far as possible be placed on the street level. Additionally, at least 600 m^2 (gross floor area) of commercial space should be placed at the north tip of the area.

The objective is to utilise views towards the seafront from as many apartments as possible. The city block solution must not create a wall that closes off the area. The solution, however, must take into consideration the traffic noise from Telakkakatu.

Competitors are asked to show the design of a typical floor plan in support of their residential block solution. The objective is to develop unique apartment and dwelling solutions in the area that take into consideration the unique character of the area. A variety of apartments in varying sizes should be designed for the area, so that the average floor area is approximately 85 m^2.

One residential tower block that is clearly taller than the rest can be placed at the northern tip of the area. The solution must be looked at as part of the silhouette of the cape of Helsinki.

The interiors of the engineering workshop as well as the office and transformer substation buildings along Munkkisaarenkatu (all of which will be preserved) are not part of the competition programme. The interiors of the buildings will be remodelled to serve as spaces for music. One of the main entrances into Telakkaranta will be on the south side of the engineering workshop. There is a 1200 cm wide emergency exit route into the Competition Area from the engineering workshop.

GENERAL GUIDELINES CONCERNING THE PLANNING OF THE COMPETITION AREA

The old buildings must be connected to the new building with as few differences in level as possible. The solutions should be carried out with barrier-free access.

The competitors may investigate the joining of the new building to the apprentice workshop on its south side, at the end point of Pursimiehenkatu, as well as the utilisation of the spaces of the building. In this case, there should be a connection through the building to the seafront from Pursimiehenkatu. A connection can also be provided from the apprentice workshop to the engineering workshop.

A courtyard area should be designed for the space between the brass foundry and the saw mill.

EVENTS AND EXHIBITIONS

Design Telakka should be adaptable in order to accommodate occasional events and exhibitions. It should be possible to arrange, for instance, markets, fashion shows, small-scale outdoor concerts as well as events linked with historical ships. One angle in the design of the buildings should indeed be the flexibility of the spaces. Use for public events also requires the provision of public toilets and the possibility to provide shelter over the exterior spaces.

ECOLOGICAL SUSTAINABILITY

The objective of the project is to build in accordance with healthy and sustainable development. The competitors are expected to provide a solution where the energy efficiency of both the built environment and the buildings has been taken into consideration. The design should pay particular attention to energy consumption, material efficiency as well as the adaptability of the buildings. Traditional energy production solutions (district heating, network electricity) will be used in the scheme, but the competitors can also show alternative heating and electricity production solutions that complement them and which are based on local renewable energy sources.

In the further planning of Design Telakka attention will additionally be paid to, among other things, the quality of the inside air, the healthiness of the building materials, as well as the ease of building maintenance and repairs. Environmental classification systems and assessment tools for eco-efficiency will be used to ensure the overall environmental positivity.

TRAFFIC, PARKING AND MAINTENANCE

The Telakkaranta area is linked to the city's street network via Telakkakatu. The Telakkakatu street line will be changed to better support the city block structure in the north part of the area. The present main route for pedestrians and bicyclists is east of the area along Telakkakatu. The general aim is to link the shorelines of the Helsinki inner city to the bicycle and pedestrian traffic network. The route will be linked in the north to the new residential area on Jätkäsaari, to Ruoholahti and further on to Töölönlahti along the railway cutting that will be transformed into a bicycle and pedestrian route. In the south the route links the area to the seafront park of Merisatama and Hernesaari.

The shoreline of the area should be designed so that the regional pedestrian network that follows the shorelines is taken into consideration throughout the planning. Another already existing pedestrian and bicycle route goes along the east side of the area, along Telakkakatu. Bicycle lanes are planned for the street. The former railway cutting situated in the middle of the street will be re-utilised as a tram line.

The car traffic access for the area occurs via Telakkakatu. Only maintenance traffic will be allowed within the area. Parking in the area is to be situated in sub-deck facilities. Competitors can propose two basement parking levels.The competitors can include 1-2 entrances to the sub-deck spaces by utilising the preliminary traffic plan outline (programme document 5). Goods deliveries to the commercial and hotel building can be placed in a sub-deck space north of the new building. Placing the refuse maintenance for the Competition Area and Study Area in sub-deck spaces should be investigated. The waste maintenance of the residential area should be centralised. The competitors must take into consideration the placement of non-disturbing entrance ramps. The access ramps should be placed inside buildings.

Parking spaces should be reserved as follows:
- Hotel: 1 car-parking space per 350 m^2 (gross floor area)
- Commercial premises: 1 car-parking space per 150 m^2 (gross floor area)
- Offices: 1 car-parking space per 350 m^2 (gross floor area)
- Housing: 1 car-parking space per 125 m^2 (gross floor area)

The preliminary traffic plan and street cross-sections are included as attachments in the competition programme.

ENVIRONMENTAL DISTURBANCES

The noise and emissions from the traffic along Telakkakatu must be taken into consideration when designing the residential area, particularly with regard to the external spaces in connection with the apartments. There should be no apartments in the proposal that overlook only Telakkakatu.

GROUND AND HEIGHT LEVELS

The objective in defining the height level of the area is to design the area so that the occasional rises in sea level or waves do not cause damage to the building structures. When designing the area, a flood water level of approximately +2.6 should be taken into consideration. By "flood water level" it is meant that water level height to which water can rise without causing disturbance or damage to the structures. The structures that are below the flood water level should be designed and built so they are water proof.

TECHNICAL MAINTENANCE

The area will be connected to existing technical maintenance networks. The distribution network of the district heating will either be linked at Munkkisaarenkatu and/or from the north of the area at Telakkakatu. The design should take into consideration that there is a sewage tunnel at the western edge of the Telakkakatu area, between Punavuorenkatu and Pursimiehenkatu, at a depth of approximately -0.5.

CIVIL DEFENCE SHELTER

One centralised S1 class civil defence shelter is to be placed in the area. The floor area of the shelter is at least 2% of the total floor area of the building in question. The civil defence shelter should also be dimensioned for the engineering workshop, transformer substation and office building (these building have a total gross area of 5000 m^2). Separate civil defence shelters can be designed for the residential city blocks.

3.6 SPATIAL PROGRAMME

The following floor areas (gross floor area) are approximations:

	NEW BUILDINGS		PRESERVED BUILDINGS
	office / commercial	residential	business
COMPETITION AREA	11 000		3 600
STUDY AREA	1 000	20 000	5 000
TOTAL	12 000	20 000	8 600

3.7 EVALUATION CRITERIA OF COMPETITION ENTRIES

In the evaluation of the competition entries, the following points will be taken into consideration:

- How the overall solution is connected to the centre and urban structure of Helsinki as well as the cityscape.
- The cityscape and architectural quality of the commercial and hotel building.
- The formation of the overall functionality and how it links to the surroundings.
- The successful integration of the historical architectural and industrial heritage in the solution as part of the design concept and new identity of the area.
- The unique character of the residential block and how it fits in the cityscape.
- How interesting the apartment and dwelling solution is, and how well it fits in its location.
- How feasible and economical the solution is.
- The ecological sustainability of the solution.
- The solution's capacity for development.

The cohesiveness of the competition proposal and the functionality of the solution are more important than the impeccability of the details. The economic aspects of the proposals are examined taking into consideration the costs of the whole lifespan of the building and its functions.

4 INSTRUCTIONS FOR THE PREPARATION OF ENTRIES

4.1 REQUIRED DOCUMENTATION

The competition documentation must show the following:

1. **How the city block is linked with its surroundings, 1:4000.** To be placed on the provided urban structure map (Appendix 3)

2. **Site plan, 1:1000.** The drawing must show how the buildings are linked to their immediate surroundings, as well as the maintenance and emergency rescue arrangements, pedestrian and bicycle routes, the treatment of the seafront area, the principles of the courtyard design, and ground level heights. The site plan must be drawn showing shadows (with the light angle at 45˚ from the south-west)

3. **Floor plans, 1:400.**
- Competition Area: the floor plans should show the use of the spaces, the heights and the floor areas. In the case of the hotel, at the minimum a typical floor and roof floor must be shown.
- Study Area: The competitors must show the approximate floor plan, at least on ground level and a typical standard residential floor plan. On the street and yard level floors the outside connections must be shown.

4. **Area façades and sections, 1:400.** The competitors must show the necessary number of sections and façades. The main façade materials must be evident in the facades. The sections must show heights and eaves and ridge/parapet heights.

5. **Perspective drawings.** The competitors must present at least one exterior perspective or rendering over the whole area. Additionally, there must be at least one interior perspective or rendering of a central space of the proposal for the new building in Design Telakka.

6. **How the area links to the Helsinki cape skyline** (to be fitted into the provided skyline image)

7. **Scale model, 1:1000** of the whole area (for cropping, see base map)

8. **A brief explanation of the competition proposal.** The competitors must present at least one A4 size paper with a text justifying the most central architectonic and functional ideas of the proposal. The text should also provide the spatial programme of the proposal. The text must be attached to one of the panels as well as submitted as a separate paper.

4.2 PRESENTATION OF DRAWINGS

The drawings must be attached to stiff presentation panels. The size of the panels is A1 (840 x 594 mm, oriented vertically). There can be a maximum of 6 panels per competition proposal. Additionally, a series of reduced A3 copies of the presentation drawings must be submitted. The drawings must be of a quality suitable for publication.

The proposals must include an attached CD on which there are A3-sized reductions of the presentation drawings as PDF files (resolution 300 dpi) and the explanatory text about the proposal as a separate file. Additionally perspective drawings must be separately saved as PDF files. All files must have any markings that would indicate the author's identity removed.

4.3 ANONYMITY OF THE COMPETITION ENTRIES

The competition entries must be submitted anonymously and each document must be provided with a pseudonym selected by the competitor. Attached to the competition documents must be a sealed, non-see-through envelope on the outside of which is written the pseudonym of the entry, and on the inside a piece of paper with the name of the author of the proposal, the names of the assistants and contact information, as well as indicating who owns the copyright to the proposal.

4.4 SUBMISSION OF COMPETITION ENTRIES

The competition entries must be submitted at the latest by 15.00 on 15.11.2010, to the following address:

Kaupunkisuunnitteluvirasto / kirjaamo
PL 2100
Kansakoulukatu 3
00099 Helsingin kaupunki

The postmark must be stamped no later than 15.11.2010, and the competitors must be able to prove this. Additionally, the competition proposals, which have been handed in to the post or a similar delivery service, must arrive no later than 29.11.2010. The package must be marked with "Design Telakka – Competition".

The scale model must be submitted at the latest by 29.11.2010 (as shown by the post mark) to the same address. Further, the model, delivered by either post or similar delivery service, must arrive no later than 13.12.2010.

Links:

The National Building code of Finland
http://www.environment.fi/default.asp?contentid=68171&lan=en

Land Use and Building Act
http://www.finlex.fi/en/laki/kaannokset/1999/en19990132.pdf

Land Use and Building Decree
http://www.finlex.fi/en/laki/kaannokset/1999/en19990895.pdf