

SILMU

Invited architectural design competition programme

12 February 2020



Our vision

Reflecting the ecological diversity, resilience and most importantly the beautiful sensitivity of the Nordic forest, *Silmu* (Bud) is intended as a bold statement in support of a more sustainable future. *Silmu* sets out the versatile relationship between the Nordic people and their forests, accomplishing this in a uniquely insightful way through a harmonious synthesis of the forest and surrounding urban environments*). The look and feel of the development will be defined by a commitment to biophilic design.

Summary

Mutual pension insurance company Varma has secured planning permission for a site in the South Harbour area of Helsinki. The goal of the project is to build a new headquarters for Stora Enso Corporation as well as a high-end hotel here. The gross area is approximately 22,000 sqm. The title of the project is *Silmu*, a Finnish word for bud or blossom and a metaphor for growth and renewal. The project emerges from something that already exists and at the same time it is the beginning of something new and as yet unknown.

The South Harbour area is directly connected to the city's historical centre and downtown Helsinki. The harbour is where the origins and the roots of the city lie. What began as a modest village grew initially into a small town and later expanded further to become a thriving, international city. The relationship between the city and the harbour has evolved over time. The City of Helsinki has set itself a strategic goal of further reinvigorating the harbour district and the neighbouring historical centre. As part of this larger programme, *Silmu* is about delivering organic growth in the city, harmonising the cityscape, establishing better links between the harbour and the city more and regenerating the neighbourhood through the provision of new and attractive services.

Stora Enso is one of the oldest companies in the world. For its success, it relies not only on the richness of its heritage but on strong values and a commitment to ongoing innovation. Today, Stora Enso leads the way in renewable materials. Stora Enso products provide low-carbon alternatives across many industries, including construction. Stora Enso's current headquarters, designed by Alvar Aalto, is located adjacent to the competition site. Although the building has continued to serve the company extremely well for almost 50 years, it is no longer best placed to support Stora Enso's growth as it seeks new and more dynamic ways of working. It is time to build a new home.

Varma is one of the largest real estate investors in Finland. Varma values successful long-term investments and seeks to build symbiotic relationships with both tenants and wider society. With this approach, the company has succeeded in generating considerable financial as well as social value. As an example of the company's commitment, Varma is currently developing a historic complex in the heart of the city that was originally built a century ago as a print house and later converted into Varma headquarters. It is now set to begin a new life as a hotel. The project seeks a building with a life cycle of at least one hundred years that will provide both adaptability and a clear sense of identity.

Climate change is the greatest global challenge of our time. This threat also extends to the competition site. Computer modelling shows that significant storms will result in flooding at the site. All the parties are united in their shared concern about climate change. Their response is to take a proactive approach to tackle the issue. They are seeking a project with a carbon neutral footprint for the building, starting with the construction phase and extending throughout the lifespan of the building. The design should be material efficient and use locally sourced renewable recyclable and fossil-free materials. The building should be energy efficient to run, and its environmental performance will be measured using established certification schemes. As part of the design competition brief, the participants will be asked to explore the opportunities presented by the wooden office building concept by Stora Enso.

The organisers agreed that an architectural design competition would be the best way to secure the functionality, sustainability and aesthetic sought. To this end, Varma has invited a group of highly distinguished architectural practices to address the challenge set out in the design brief. Each of them brings their own unique set of strengths and experience to the competition. While we do not yet know what the outcome will be, we are confident that the proposals will be exciting and of an impeccably high standard. We look forward to receiving your submissions.

*) For further inspiration please see resources provided by the Finnish Forest Association <https://smy.fi/en/> and <https://forest.fi/>.

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1 INVITATION TO PARTICIPATE

1 1 Organisers, nature and purpose of the competition

Varma Mutual Pension Insurance Company and Stora Enso Corporation are joining forces with the City of Helsinki to organise an invited design competition with view to securing a high-end commercial building and hotel for Katajanokka in the Finnish capital.

1 2 Participants

The following architectural practices will be invited to participate in the competition:

- Arkkitehtitoimisto ALA, Finland
- Anttinen Oiva Arkkitehdit Oy, Finland
- PES-Arkkitehdit Oy, Finland
- White Arkitekter, Sweden
- Snøhetta, Norway
- Shigeru Ban Architects, Japan

1 3 Prizes

An honorarium of EUR 35,000 (+24% VAT) will be paid to each participating practice that submits a proposal in line with the terms and conditions of the competition. Each practice may submit only one proposal.

Payment will be made when a proposal that meets the competition terms and conditions has been delivered to the organisers. The prize will be deducted from the design fee paid to the practice commissioned to complete the project. The prize will be paid by the Finnish Association of Architects (SAFA). A deduction of 10% will be made in respect of fees and other expenses payable to the competitor representative chosen by SAFA.

All competitors based outside of Finland will be able to claim travel and accommodation expenses in respect of the seminar and competition launch event up to a maximum of EUR 10,000 (incl. VAT). The reimbursement will be made in conjunction with the honorarium payment.

1 4 The jury

The design proposals will be evaluated by a jury comprising:

- Ilkka Tomperi, Investment Director, Varma, Chair
- Sari Raunio, Property Development Director, Varma
- Ville Hietalahti, johtaja, Senior Vice President, Enterprise Risk Management and Real Estate Finland, Stora Enso
- Antto Kauhanen, Business Development Manager, Wood Products, Stora Enso

- Anni Sinnemäki, Deputy Mayor, City of Helsinki
- Marja Piimies, Head of Detailed Planning, Urban Environment Division, City of Helsinki
- Marjaana Yläjääski, Senior Architect, Urban Environment Division, City of Helsinki
- Samuli Miettinen, architect, member of the jury selected by SAFA on behalf of the design competition participants

The secretariat will be provided by architect Ilkka Niukkanen, Haahtela Yhtiöt, who will also act as liaison for the competition organisers.

Specialist support to the jury will be provided by the following professionals and/or organisations:

- wood in construction specialist, Ramboll Finland Oy
- fire safety specialist, KK-Palokonsultti Oy
- environmental consultant, Green Building Partners Oy
- acoustics consultant, Akukon Oy
- construction cost specialist, Haahtela Yhtiöt
- Expert support will be provided by City of Helsinki staff on the following specialisms: building technology and cost design, urban and landscape design, land, transport

Competition entrants are prohibited from using the above specialists as expert consultants for competition purposes.

Where relevant, the jury may choose to consult further specialists during the competition. The subject experts and secretary will not take part in the decision making process.

1 5 Competition timeline

The competition will launch on 12 February 2020 and conclude on 5 May 2020

1 6 Objectives of the competition

The objective of the competition is to:

- Identify a design solution for a high-profile site in the Finnish capital that is architecturally accomplished in terms its impact on the urban space and landscape, offers a close fit with the surrounding location in terms of function and is capable of serving as the basis for the development of a new local detailed plan. Furthermore, the design must complement Helsinki's historic seafront and iconic skyline, fully address the specific requirements this places on it and sensitively reflect the cultural significance of the site.
- Secure a feasible design option for the new Stora Enso headquarters and hotel that is characterised by its high standard both in terms of architectural merit and functionality and gives an interpretation of the unique relationship Nordic people have with the forests that surround them
- Identify a flexible structural solution capable of accommodating a range of different uses during the building's lifespan.
- Identify a design that offers an optimal and balanced approach to life cycle management. The solution must be carbon neutral and energy efficient.
- Identify a design solution that is technically and economically feasible.

- Achieve a largely timber-built structure using the Stora Enso massive wood products and office building concept.
- Lead to the appointment of a designer

1.7 Evaluation criteria

The submissions will be evaluated on the basis of their ability to present a design that offers a balanced solution with regard to the urban structure and the relevant functional, aesthetic, technical and economic considerations. The evaluation process will focus on the design as a whole and the potential it offers for further development. These aspects matter more than the presentation of flawless partial solutions or detailing.

The following criteria will be used to evaluate the submissions:

- A. Quality of the design concept with regard to the wider urban landscape
 1. The quality of cityscape: the impact on Helsinki's silhouette both in terms of its architecture and landscape and the city facade of Katajanokka
 2. Relation of the building to the existing built environment of the South Harbor area, in particular its height relative to the Nationally Valuable Urban Landscape ("kansallismaisema" in Finnish) and the harmonious relation to Genius Loci
 3. Solutions that strengthen the area's existing identity and allow it evolve further
 4. The design's ability to establish a dynamic and attractive urban space and to create an open walking environment accessible to all members of the public alongside both indoor and outdoor social gathering places
- B. Architectural merit
 1. Quality of the external architecture and external milieu
 2. Creating an identity for the head office and hotel
 3. Architectural design solution and massing in line with intended function
 4. The character of the street space and street level provision
- C. Functional aspects
 1. Functional aspects of the office space
 2. Functional aspects of the hotel
 3. Functional aspects of the shared spaces
 4. Functional merit of the outdoor spaces: direct and effortless pedestrian routes, ensuring active use is made of street level areas, incorporating the pedestrian perspective and successfully integrating car and HGV (Heavy Goods Vehicle, "rekki" in Finnish) traffic arrangements as part of a high-quality pedestrian area
- D. Technical and financial criteria
 1. Feasibility, efficiency and overall value for money
 2. Carbon neutrality, energy efficiency and sustainability throughout entire life cycle
 3. Innovative use of timber building concept

1 8 Competition organisers and building end users

Varma Mutual Pension Insurance Company

Varma Mutual Pension Insurance Company is one of Finland's largest private investors and service providers of its kind. The majority of Varma's real estate investment is focused on the Finnish market and in 6/2019 the portfolio was valued at EUR 4.1 billion.

Sustainability is at the core of Varma's investment activities. The company is fully committed to climate change mitigation and reducing its carbon footprint across its entire operations and full investment portfolio.

Varma seeks to meet its energy efficiency objectives through careful management of lighting, heating, cooling and ventilation and by ensuring that state-of-the-art equipment is used at all times. Low-carbon design is employed across all Varma property development projects, with a focus on renewables and high performance technical systems.

As a pension fund manager, Varma plays an important role in society and is required to operate in an ethical and transparent manner at all times. To this end, Varma exclusively works with suppliers who can demonstrate an impeccable track record with regard to meeting their legal and other obligations and monitors its partners' performance throughout to ensure that they operate responsibly at all times (for further information, please visit <https://www.varma.fi/globalassets/muut-sivut/yhtiotietoa/vastuullisuus/varma-code-of-conduct-eng.pdf>). Varma's key corporate priorities are legal and regulatory compliance, corporate social responsibility and the environment.

Stora Enso Corporation

Stora Enso is the renewable materials company. Stora Enso develops and produces solutions based on wood and biomass for a range of industries and applications worldwide, leading in the bioeconomy and supporting our customers in meeting demand for renewable eco-friendly products.

Building on its heritage and know-how in forestry and trees, Stora Enso is committed to the development of products and technologies based on renewable materials. The company's products provide a low-carbon alternative to products made from fossil-based or other non-renewable materials. The Stora Enso vision is that there is the potential to produce anything that's made with fossil-based materials from a tree.

The group employs some 26,000 staff in more than 30 countries. It is publicly listed on the Helsinki and Stockholm Stock Exchange. In 2018, Stora Enso's sales were EUR 10.5 billion with an operational EBIT of EUR 1.3 billion.

In line with its corporate strategy, Stora Enso is committed to responsible practices across all its operations, promoting sustainable forest management and continually improving health and safety and seeking further efficiencies with regard to energy, raw material and water consumption. The company strives to offer tangible benefits to the communities in which it operates.

It believes that renewables, resource and energy efficient operations and sustainable forestry practices all have a critical role to play in terms of climate change mitigation. Stora Enso has set itself ambitious and scientifically rigorous targets for reducing greenhouse gas emissions throughout its entire value chain.

By using renewables, Stora Enso can promote the development of a truly low-carbon society. Sustainably managed forests remove carbon dioxide from the atmosphere and together with wood products act as so-called carbon sinks. Excellent examples of this include Stora Enso's wood construction concepts that deliver lower carbon emissions offering an attractive alternative to other solutions that continue to be reliant on fossil fuels and other non-renewable resources.

The hotel

Helsinki is a beautiful and vibrant city of architecture, events, ecotourism and fairs and conferences that draws visitors from Finland and around the world. The metropolitan area attracts more than five million overnight stays each year, and their number is continuing to grow steadily. With daily direct flights to Asia, fast rail links to St Petersburg and a choice of ferry services to both Tallinn and Stockholm, Helsinki is well connected, both locally and globally. The city's stunning sea views, range of high-quality services and amenities and excellent transport links create the perfect setting for a new hotel development in Katajanokka. What is envisaged for this landmark site is a high-end luxury hotel, created in line with the *Silmu* philosophy. The hotel will offer a premium experience for customers that is as sustainable as it is aesthetically sophisticated. As *Silmu* will also comprise offices, the development offers genuine potential for incorporating a comprehensive range of services to revive and reinvigorate this seafront boulevard.

2 THE COMPETITION BRIEF – AN INTRODUCTION

2 1 Background

The City of Helsinki has granted Varma an option to develop a council-owned site in Katajanokka to build a head office standard commercial building and other premises, including a hotel and other commercial space.

It is expected that the development will deliver an environmentally and socially sustainable building with an extended lifespan, both in terms of its structure and function.

2 2 Competition site

The competition site is located in the Katajanokka district in central Helsinki, adjacent to the South Harbour quay:



Image 1 The competition site

The site address is Katajanokanlaituri 4. The site currently houses a warehouse building dating back to 1960. There is currently no site identifier or local identifier assigned to the site. The land and warehouse are owned by the City of Helsinki, while the quayside structures are owned by the Port of Helsinki. In the image below, the site is indicated in blue. It covers a total area of approximately 9700 sqm. The site of the new permanent building is outlined in red:

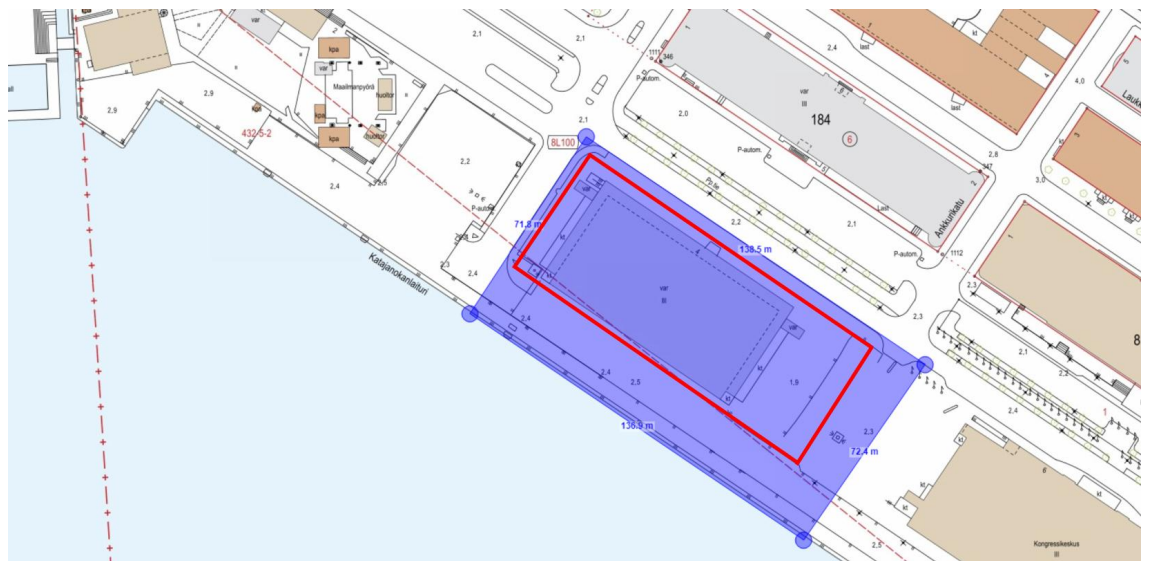


Image 2 Competition site outline

The rear of the site currently acts as a thoroughfare for HGV traffic, while the front serves as a cruise ship port. The waterfront is a restricted ISPS area and protected with a fence.

2 3 History of the site

Since the 17th century, the land in South Harbour has served as a port and quayside and acted as a boundary for the city. Helsinki's main port has traditionally been the North Harbour. Work to create an urban port and trading site at South Harbour first began in earnest following the end of Swedish rule in Finland in 1809 and after Helsinki was established as the capital in 1812.

In the intervening centuries, urban growth and the evolution of the city fabric, the local market place and shipping and boat traffic have continued to shape the harbour, waterfront and public space in this location.

Up to the end of the 19th century, Katajanokka's building stock consisted of poor quality housing for the poor. Uspenski Cathedral, designed by Aleksey Gornostayev in 1868, casts an imposing shadow over the area. The Russian Byzantine building is one of the largest Russian Orthodox cathedrals in western Europe that remains in active use for public worship.

In the early years of the 20th century, a densely-built residential area in the Jugendstil / Art Nouveau style, was built in Katajanokka. Even by international standards, these multi-storey blocks of flats form an exceptionally cohesive residential development. The urban structure is based on a plan that pre-dates these buildings.

As the city went through a period of industrialisation and expansion in the 1890s, more land at the waterfront was appropriated for the port and for manufacturing purposes. At the time, a large port, complete with railway access was built in Katajanokka. It was the most advanced port in Finland at the time. Over the years, the shoreline has undergone significant changes. The most extensive project to create more land here ran in the 1890s, while the latest work was undertaken in the 1970s.

Work on the port railway line began in the 1870s. It took many years before the design phase was successfully brought to a conclusion. Finally, a delegation led by Alfred Normén put forward a proposal that was accepted and the railway line was completed in 1895. It ran from Katajanokka via the Market Square over to the west and the port beyond. The Normén building (Théodor Höijer, 1896), visible in front of the Uspenski Cathedral was demolished in 1960 and replaced with Enso Gutzeit's (now Stora Enso) headquarters (Alvar Aalto 1962).



Image 3 The competition site's historical layers

2 4 Current situation

Buildings and structures

A warehouse dating back to 1960 currently stands on the site. It is accessed by a number of different users, including port transport managers who use it for repair and maintenance purposes. Given the intended future use of this site, the building is no longer fit for purpose, and it has no special architectural or aesthetic value. The building will be demolished and the building materials recycled as far as possible. Under the plans, current users will be provided with alternative premises.

To the northwest of the site stand the Allas Sea Pool and ferris wheel, both of which are fixed-term structures.

The harbour

Katajanokka Harbour forms part of the wider Port of Helsinki Oy. It is a key hub of the Trans-European Transport Network (TEN-T) and offers regular, year-round vehicle and passenger ferry services between Finland, Estonia and Sweden as well as serving international cruise liners that visit on a more seasonal basis.

The vehicle and passenger ferry concept comprises passengers and private cars as well as goods transport. Katajanokka Harbour also acts as a specialised transport route.

The harbour site is consistent with the Helsinki Master Plan. The City of Helsinki has leased the land to the Port of Helsinki. The lease is due to end in 2074.

The Port of Helsinki owns all buildings, structures and machinery and equipment in the port area. The port has a restricted access ISPS area and a public area.

Secure areas are required in all ports providing international shipping. In Finland, these areas are overseen by the Finnish Transport and Communications Agency (Traficom). Access is restricted to permit-holders, as set out in international maritime legislation. The port is demarcated on the seaward side by the dock, which is integral to the operations of the port and is covered by the terms of the lease agreement.

The current transport arrangements and routes have been designed in consultation with the City of Helsinki. HGV traffic has its own dedicated access route along the quayside that avoids the residential streets and other areas in Katajanokka. However, traffic occasionally spills over onto public streets to provide operational flexibility for the port.

Private car traffic travels along Katajanokanranta and Kanavakatu. Cars dropping off passengers and parking at the public car park within the port area also travel along Katajanokanranta and Kanavakatu. The number 5 tram service stops in the immediate vicinity of the port. The port is also served by the number 4 tram.

Further information about the port, ISPS restrictions and local traffic arrangements are provided in Appendix 2.

2 5 Planning status and urban context

Planning status

The area is designated a Central C2 area and port in the Helsinki City Plan. It also forms part of a seaside trail covering the city as a whole. According to the C2 city centre designation under the City Plan, the area will be developed as a mixed-use area with residential, commercial and retail property, public services, local administrative offices, parks, sports and recreation services and urban culture. Ground floor properties and properties that open up onto the street level will be developed primarily as commercial space. All development will centre sustainable forms of transport, with a particular focus on walking and cycling. Under the City Plan, greater density will be encouraged across all central areas, and all central areas will be developed with view to creating an urban city structure. All development in Helsinki's central urban areas will need to foreground the pedestrian experience and ensure that high-quality provision is put in place for walking, cycling, parking, deliveries and other business-related access as well as public transport. Parking should be made available in purpose-built car parks and on-street.

The majority of the area falls under Detailed Plan 28A from 1895. Under the Detailed Plan, railway tracks and a warehouse are allocated for this area. The location of the current seawall deviates from the provisions in the Detailed Plan, having been moved further as the dock was filled in. The new land that was created has not been zoned. The Detailed Plan covering this area is now out of date. Construction is currently prohibited across the zoned areas.

An underground master plan is currently being prepared for the area. It makes provision for a tunnel that would run underneath the competition site. The current detailed plan makes provision for an underground car park to the north of the site.

Helsinki's urban landscape – the background

The competition site forms part of Helsinki's waterfront and is of significant cultural and historic importance. The skyline in the city's historical centre is low and cohesive, punctuated by taller landmarks, such as church spires. The Uspenski Cathedral is Katajanokka's defining landmark. Any new buildings must be capable of blending into this existing skyline and surrounding building stock with regard to their height, architectural quality and materials used.

Typically streets in central Helsinki are oriented to provide views towards the sea.

Under the Helsinki Maritime Strategy Project and Master Plan, development of Helsinki's seafront areas must prioritise pedestrian and cycling provision. All seafront areas must provide seaside trails at the seafront or in its immediate vicinity that are as continuous as possible.

The South Harbour area is an important and high-profile part of the city centre, both in terms of functionality and aesthetics of the cityscape. The land stretching from the Old Market Hall to the Olympic Terminal is designated a Nationally Valuable Urban Landscape by the Ministry of the Environment and The National Board of Antiquities's inventory from 2009. It was further named as one of Finland's 27 "National Landscapes" by the Ministry of the Environment in 1993. As things currently stand, the Katajanokka seafront is largely dedicated for terminal operations and parking. It is envisaged that this area will become integrated into the existing Helsinki city centre, both in structural and functional terms, and develop into an attractive pedestrian urban public space capable of connecting Kauppatori Market with the seafront trails here while providing direct access to the seafront itself.

3 Design brief

3 1 Scope of the project

The project comprises approximately 16,000 sqm permitted GFA (Gross Floor Area) above ground (“kerrosala” in Finnish). The total floor area will be determined in the local detailed plan. In addition, a maximum of 60 parking spaces will be permitted in the competition area. The projected total gross floor area is approximately 22,100 sqm (GFA)

Further details of the envisaged uses and a complete Architectural programme are provided in Appendix 9.

A summary of the Architectural programme is set out below (Net Floor Area, NFA)

	NFA m ²		NFA m ²
STORA ENSO, offices 330-340 workstations	5460	-	6000
FLEX ZONE, offices 130-140 workstations	1900	-	900
HOTEL, 150 - 160 rooms, restaurant	8200	-	8660
GROSS LEASEBLE AREA (GLA)	15660	-	15660
LOGISTICS, parking, loading bay	1970	-	1970
COMMON FUNCTIONS, facility services, circulatin	1730	-	1840

3 2 Office space

Approximately 450 staff are based at Stora Enso’s current headquarters, which was designed by Alvar Aalto and completed in 1962. The building’s layout does not allow the space to be adapted to better reflect present day requirements.

Stora Enso now has its sights set on a new head office building for approximately 500 staff to allow for projected future growth of the business. Typically, around two-thirds of the staff would be at the office at any one time and there will be demand for around 330 work stations. The new headquarters must be capable of accommodating a wide range of office functions and the technologies underpinning them. Specifically, the premises must lend themselves flexibly to project-based working where the exact spatial and other requirements may evolve at short notice. In the future, it is expected that Stora Enso’s partners will increasingly be directly working at or otherwise closely associated with the processes based at the headquarters. Shared workstations and multifunctional spaces are a requirement to allow the new headquarters to be developed at a competitive total cost.

The new headquarters must be reflect the Stora Enso corporate identity (see Appendix 1: Stora Enso identity in brief). The building must be accessible to staff and visitors. The ability to deliver close proximity to Stora Enso’s partners and key services will be seen as an asset. Aesthetically, the new headquarters should be attractive and inspiring to staff, but also support the employees’ wellbeing and their ability to maintain a work-life balance. In terms of function, the strategy is to share the facilities with a hotel and other users to extend the service provision. The building’s look and the feel will be defined by a commitment to biophilic design. Opting for sustainable and socially responsible solutions across all building and interior materials is an excellent way to ensure the wellbeing of the building’s end users.

Participants are requested to provide approximately 5,500 floor sqm (+/- 10%) of office space. The remaining floor area will be let out (Flex-zone). The headquarters should be located to the northwest of the site.

Stora Enso's activity-based Flex offices include internal and external areas.

Internal areas:

- Variety of work "zones" (focus zone, collaboration zone, conference call zone, quiet zone)
- Modular and adaptive working spaces, designed to support flexible working
- The modern design also includes also a wellness corner and meditation or quiet room
- Ideation room

External areas:

- Stora Enso's own showroom and innovation centre located in the lobby
- Meeting rooms and places for informal discussions
- Access to multi-purpose space for 500 people (provided by the hotel)

All spaces should be flexible and capable of being converted into smaller units. Provision should also be made for the retrofitting of internal staircases to connect the floors.

The spaces should be flexible and capable of being converted into open plan or closed-space offices, multi-functional spaces or meeting rooms. The design must be compatible with Finnish accessibility legislation.

Please also ensure that the design is capable of being converted into hotel use during the building's life cycle without excessive changes being required to the shell and core. The proposed ceiling heights should be suitable for both office and hotel purposes without being extravagantly high.

3.3 Hotel and shared areas

The hotel at *Silmu* will be designed for the highest luxury segment or just below (smart luxury segment). In both cases a unique customer experience is expected, although alternative segmentations will impact on the average size and the distribution of room types. The design will need to be based on the higher room count as per the smart luxury hotel, but participants should demonstrate a strategy for how the larger rooms featured in the luxury concept could be fitted within the proposal's shell and core:

Smart luxury/luxury hotel 150–160 rooms:

- Average 28.5 m² (GLA)
- Standard/superior rooms 90%, 25–30 m²
- Deluxe/accessible rooms 5%, 35 m²
- Suites/junior suites 5% 50–100m²

High end luxury hotel 110–120 rooms:

- Average 39 m² (GLA)
- Deluxe rooms 90%, 35- m²

- Junior suites/accessible rooms 5%, 50- m2
- Suites 5% 70–100m2

Please also ensure that the design is capable of being converted into offices during the building's life cycle without excessive changes being required to the shell and core.

Meeting and restaurant facilities

In functional terms, the client is seeking synergies through combining office and hotel functions in order to improve the building's efficiency and reduce its carbon footprint. A conference centre that will enhance the synergies between the restaurant and offices will be located on the hotel premises and allow access for office users.

The conference centre should be placed in a flexible multifunctional space capable of hosting a wide variety of events, parties and lectures. It should offer capacity for a maximum of 500 guests. Additional features should include smaller meeting rooms and necessary ancillary facilities. The links to the restaurant, and the restaurant kitchen in particular, should be carefully designed to allow for shared usage.

The restaurant should comprise a 130-140-seater breakfasting room that can be used as a lunch space for meetings. It should also be capable of converting to a flexible event venue. There should additionally be a 60-seater café and bar and a dedicated kitchen to serve these. Furthermore, the brief specifies a 30-seater á la carte restaurant. The kitchens all share the same storeroom facilities.

Wellness

A gym and other wellness facilities should be provided for hotel guests and office users. Staff should also have access to changing rooms and shower rooms that will encourage car-free commuting. All parking facilities should include provision for cycles.

Reception areas

Reception areas are planned for the hotel and offices. Offices at the hotel should be capable of forming part of other office provision. The hotel's shop and concierge services could also be available for office users.

Warehouse and maintenance

The hotel will require loading areas as well as warehouse and other similar spaces. Stora Enso will require warehouse space for their showroom and innovation centre. Waste will be minimised and the storage areas should allow for waste management and recycling.

3 4 Helsinki's cityscape and planning considerations

General

At Katajanokka, the South Harbour's urban fabric will be complemented with a new waterfront-facing block of development that will house a series of sea-related functions as well as retail and other commercial premises. There is potential for the existing building stock to be replaced in its entirety. The new development will form part of a new waterfront facade between the Market Square and Katajanokka ferry terminal. Laivasillankatu will become a new urban axis alongside Bulevardi and Esplanadi. The seafront will become an attractive urban walking environment complete with services and amenities that are relevant for the location.

“Silmu” will form part of this new development and be the first building in the area. It must be designed to a high architectural specification and have its own distinct sense of identity that draws on the potential offered by this unique location and the views it provides towards the sea and central Helsinki and, correspondingly, from the sea and central Helsinki towards itself. In terms of height, the building should complement the new seafront façade, offering a visual pedestal for Katajanokka’s existing historic roofscape.

With regard to the street level and waterfront areas, the design should be appealing to pedestrians. This can be achieved by allocating street level premises for retail or equivalent purposes which are capable of generating footfall and activity in this area. The design of the building exteriors and paths should facilitate the creation of an attractive pedestrian-only zone in the South Harbour. The aim is to eliminate all HGV traffic from the area between the new building and the seafront. Pedestrian public access should be provided between the new development and the waterfront. The space previously allocated to HGV traffic could be used to develop an outdoor terrace that connects directly with the building.

The building’s first and second floors above ground are key to the pedestrian experience. In terms of visual impact, uninterrupted views of the building as a whole can be enjoyed on the water and on the opposite side of the harbour on Laivasillankatu.

The design must make full use of the ambitious specification provided with regard to sustainability and the potential offered by the wood construction concept selected for the site.

To protect the urban aesthetic, the uninterrupted seaviews at Satamakatu and Ankkurikatu must be retained.

Land use and planning requirements

The proposals must meet the following essential requirements in terms of land use and the detailed local plan:

- Seaviews at the end of Satamakatu and Ankkurikatu must be retained.
- Eaves height must be in keeping with the values of the area’s Nationally Valuable Urban Landscape designation and existing building stock. The maximum permitted height of the building, structures and equipment is +22.
- The ground floor level must feature commercial premises or other similar offer capable of bringing a sense of vitality to the area.
- Public pedestrian access must be provided between the new development and the existing port area. This will be fully accessible.
- Make provision for port HGV traffic on Ankkurikatu.
- The building and surrounding areas will form part of the Katajanokka flood barrier. On the seaward side, the building must be flood proof up to an elevation of +3.4 (minimum recommended height). Katajanokanlaituri will ideally be retained at the current level and indoor premises on this side must be easily accessible to users. The lowest recommended height on this side is +2.6. Any structures below the recommended height should be water pressure proof.
- It must be possible to repair, refurbish and rebuild the seawall to a new height after the building has been completed. The foundations will need to be designed and implemented in a way that allows the quayside structures to be exposed and refurbished without damage to the building structures. The seawall anchors must be capable of reaching underneath the building.
- Car parking spaces are limited to a maximum of 1/350 (hotel) and 1/250 (office) car parking spaces per sqm (permitted GFA above ground), depending on the intended use. Entrance to the parking facility must be facilitated within the building’s shell.

- All building maintenance activities must take place within the building frame.
- Cycle parking facilities for the office building are subject to a minimum of 1 cycle parking spaces per 50 sqm. For the hotel, the minimum is set at 1 cycle parking spaces per 500 sqm. Please note that a minimum of 1 cycle spaces per 50 sqm are required for the office premises.
- The cycle parking facilities must be contained within the frame of the building.
- Surface runoff must be managed on site

The proposals must meet the following requirements in terms of land use and the detailed local plan:

- The building currently located on the site will be demolished completely.
- A hotel can be placed on the site, however the development must not be limited to a hotel only.
- Every façade of the building is considered to constitute a main frontage in its own right. The street level premises should house functions that are open to the public and the design, openings and connections should support the creation of a high-quality pedestrian-only zone in the South Harbour.
- The building must offer shop, cafe etc spaces open to the public.
- The proposals may incorporate terraces. However, pedestrian provision around the building must constitute a high-specification public area and/or square.
- Underground premises like parking, maintenance, storage and technical spaces will not be included as part of the permitted building volume (permitted GFA).
- Both in terms of its architecture and impact on the urban aesthetic, the building will need to be built to a standard of construction that is in keeping with its city centre setting. Any design solutions put forward will also need to reflect the area's formal designation as a Nationally Valuable Urban Landscape.
- The design should allow for pick up/drop off traffic and to deliver this in a way that does not impede traffic flows on the streets or squares.
- The high-quality streetscape design surrounding the building itself should include a plan for managing HGV traffic as it is re-directed from the harbour area to the Ankkurikatu extension.
- All rooftop structures and ventilation equipment must be concealed from view behind the building frontage.

3 5 Exterior design

Outdoor and yard areas

The ground level in the quayside and surrounding streets varies between + 2.0 and +2.5. The lowest recommended construction height at the seaward side is +3.4 and +2.6 at Katajanokanlaituri, which will determine the ground level for the new build. The competition seeks to identify a solution that will offer seamless links between the building and the quayside and surrounding streets through the use of ramps, terraces and similar structures and have the potential to inject new life and energy to the area. It should be based on the current ground level which may be revised upwards at a later date. The design should accommodate both eventualities.

Every effort should be made to utilise roof spaces for social purposes, as green installations and for runoff management.

Currently, the land at the seafront is being used by the Port of Helsinki as a discharge area and vehicle access point for HGV traffic. The aim is to eliminate all HGV traffic from the area between the new building and the seafront.

The port's restricted access ISPS area, including fencing, between the new building and the quayside will remain at the same location.

Traffic and parking

Cyclists and pedestrians currently access areas bordering the competition site via Katajanokanlaituri, a busy and popular thoroughfare. The nearest public transport stop is on Satamakatu at Tove Jansson Park. Traffic accessing the area for pick-up/drop-off, parking and deliveries and similar business purposes will be directed via Katajanokanlaituri.

The car parking spaces permitted as part of the development will be split between the offices and hotel. The property should offer opportunities for accessing an underground parking facility which may be built at a later stage.

Katajanokka Harbour is used for services to Sweden and Tallinn. The services to Tallinn tend to carry large numbers of vehicles. All private car traffic currently travels along Kanavakatu, while HGVs exiting the port travel along the seafront on Katajanokanlaituri and via Satamakatu to Kanavakatu. HGVs queue at the port for approximately 20–30 minutes, with ferries arriving twice a day.

In line with the City of Helsinki's strategic objective, all development taking place in central areas of the city will prioritise cyclists and pedestrians. To increase the area's potential for recreational use, action will be taken to reduce the levels of HGV traffic at the seafront. Under the plans, HGVs will be diverted to Katajanokanlaituri and away from the waterfront after they have passed the Marina Congress Centre and before they reach the new building. The intended future uses of the quayside and traffic arrangements will be set out in the detailed local plan and during future planning. The designs should accommodate the arrangements required for managing HGV traffic on Ankkurikatu and Katajanokanlaituri.

During the open water season from April until October, the area will also serve as a port for international cruise ships visiting Helsinki. Annually, approximately 50 cruise ships and other large vessels port here. These visits are associated with some waste management and catering activities and other vehicle traffic. The cruise ship passengers exit the area on foot or by coach. Coach parking is located between the competition site and ferris wheel.

Detailed guidance on competition site

A detailed design brief is provided in Appendix 2: Site report.

3 6 Sustainable development and technical solutions

The development will be built mainly as a timber structure based on the wood office concept set out in Appendix 6.

The indoor environment must be safe, healthy and attractive with regard to air quality. The exact arrangements and specifications will be determined at a later stage in consultation with the building occupants.

Sustainable development

Silmu will be a carbon neutral development. The design must be long lasting, energy efficient and allow for repair and maintenance throughout the building's entire lifespan. Competition proposals should support carbon neutrality through structural decisions, material selection and efficient façade design. Third party assessment of carbon footprint and carbon handprint will be made. Assessment will provide estimation of proposal carbon neutrality potential based on main above ground structures. More detail on the assessment criteria is provided in Appendix 7.

It is intended that a LEED Platinum certification will be sought for the building. The offices will need to be WELL compliant.

Some LEED requirements:

- The minimum of 55% occupied spaces should have access to daylight and quality views ($SDA_{300,50\%}$, minimum 300 lx, during over 50% of occupation period). In Helsinki this has been typically reached when ratio of window area to floor area is 1:6 on the south side, 1:4,5 on the west and east sides and 1:3 on the north side and eventual courtyards.
- On the other than north facades there should be a strategy for sun shading to provide glare-control and reduce cooling needs.
- At least 30% of building site should be open and suitable for recreation. Minimum 25% of open area should be planted. Terraces and planted roofs can be included/substitute required area when occupants have access to those.
- There should be a strategy to produce minimum 30MWh of energy from renewable sources on the site. Typically this can be achieved by constructing a south facing solar panel system of minimum approx. 200 m². Alternative ways to produce heating and cooling energy will be studied later during design phase.

Please refer to the Carbon neutral Helsinki 2035 policy when completing your proposal (Visit <http://www.hel.fi/static/liitteet/kaupunkiymparisto/julkaisut/julkaisut/HNH-2035-toimenpideohjelma.pdf>)

Foundations and soil conditions

The site is located on made ground. The majority of Katajanokka Harbour is built on reclaimed land. The largest land reclamation project here was undertaken in the 1890s when the new port was built in line with the city plan. Further work was carried out in 1910–1930. The most recent project was completed in the early 1970s. Geological surveys of land in eastern Katajanokka have identified construction waste and contamination at a depth of 2–6 metres. These must be remedied before construction can go ahead.

Historic quay structures and piling will present a challenge when constructing foundations. However, it is envisaged that the proposed structure can be supported on bored or driven piles. It is expected that there is potential for a basement to be constructed between the flood line and the lowest permitted excavation level.

The competition site is located in a flood risk area. It is recommended that construction takes place at a minimum height of +3.4 metres above sea level (as per the Finnish N2000 height system). Any entrances facing the sea should be located at this minimum height and waterproofed to prevent water ingress at lower levels. To the north of the site, the design should allow for access at the current level. The design must prevent water ingress to any below ground car park.

The foundations of the newbuild must be at least 19 metres from the outer edge of the current quay to allow for the quay to be replaced as required.

Fire safety

Large scale wooden construction requires attention to fire safety in general and especially in the context of local legislation. The general design should allow for the following requirements to be met:

Fire compartmentation:

- office area max. 5000 m2 (recommended 2400 m2)
- hotel accommodation area max. 800 m2 compartments and fire separation by floors
- retail if applicable max. 300 m2 and fire separation by floors
- other uses max. 2000 m2 (recommended 1200 m2)

At least two independent exits from every part of the building, max. distance to nearest exit max. 45m

Please see Appendix 7 for further guidance.

Acoustics

The site is subject to a considerable low frequency shipping noise. The hotel accommodation aspect of the development is particularly noise sensitive. A detailed survey report and recommendations can be found in Appendix 7. The proposal should allow the later development of acoustic performance. The main implications for the general design are:

- When planning noise sensitive zones on the harbour side the façade solution should have either considerable mass and/or a layered structure, in the context of the wooden construction and the objective of materials efficiency the layered approach is to be preferred instead of excessive increase in wood structure dimensions
- When placing meeting rooms and cellular rooms on harbour side the corners, should be avoided
- Within the building the hotel room zones directly above or to potentially noisy functions such as restaurant kitchens and event spaces should be avoided

Please see the Appendix 7 for further guidance.

Project timeline

The project will begin with the construction of the headquarters and hotel. Prior to this, the existing warehouse will be demolished and remediation works will be carried out to address soil contamination. The areas surrounding the building will also be developed in conjunction with the construction process. Temporary solutions can initially be put in place to facilitate a public footpath and recreational areas between the newbuild and the seafront. Due to its present state of repair and port operational considerations, the seawall will not be replaced before the development has been completed.

Detailed sustainability requirements and technical specifications

A detailed design brief is provided in Appendix 7: Sustainability and technical solutions.

3 7 Cost and space efficiency

The design should seek to deliver optimal cost efficiencies by offering a balanced solution that takes account of the architectural, functional and qualitative objectives, implementation life cycle costs are fully optimised and balanced.

The scope of the offices and hotel should be capable of offering high specification premises suitable for the specific requirements of the site and deliver sufficient volumes in line with the budgetary constraints.

The construction solutions should be simple and straightforward to implement, with a focus on repetition and design features that allow for minimal on-site activity and maximise the pre-fabrication potential.

4 TECHNICAL DETAILS OF THE COMPETITION

4 1 Competition documents

Competition programme (this document)

Appendices:

- 1 Stora Enso identity in brief (pdf)
- 2 Site report (pdf)
- 3 Base map (dwg)
- 4 Helsinki 3D model (3dm, jpg), see also <http://kartta.hel.fi/3d/#/> (go to Options and Select Language: English:
- 5 Drawings of the adjacent buildings (pdf)
- 6 Office building concept by Stora Enso (pdf)
- 7 Sustainable development and technical solutions (pdf)
- 8 Building volumes (xls)
- 9 Functional description and Architectural programme (pdf)
- 10 Photographs, surroundings (pdf)
- 11 Reference Architectural design (pdf)
- 12 Scale model guidance note (pdf)

In the event of discrepancies between the appendices and the competition programme, the competition programme takes precedence.

The documents will be available to download on the first day of the competition. Log-in details will be provided to the designated contact persons.

The organisers reserve the right to change and amend the documents until 28 February 2020. The participants will be notified of any changes by email and the updated version will be made available online.

In conjunction with acquiring the site for development, Varma Mutual Pension Insurance Company commissioned a reference Architectural design (Appendix 11). The competition organisers and participants are in no way bound by the contents of this design and it is made available to participants to help orient them to the task.

The competition programme and appendices are intended to support the design process. The resources cannot be used for any other purpose.

4 2 Competition seminar

A seminar will be organised to provide the invited participants with an opportunity to find out more about the competition and its aims. At the event, presentations will be provided by the organisers and relevant specialists. The presentations will be followed by a Q&A session and the participants will have the opportunity to visit the site.

The seminar will be held on Wednesday, 26 February 2020 at the Stora Enso headquarters, Kanavaranta 1, 00160 Helsinki, Finland. A formal invitation will be sent to the participants. It will also be possible to take part in the seminar online. Details for how to access the content remotely will be included in the formal invitation.

4 3 Questions and additional guidance

The participants will have the opportunity to put forward questions to the jury. These must be submitted no later than 28 February 2020 to:

- ilkka.niukkanen@haahtela.fi

Answers to the questions will be made available to all participants by email no later than 16 March 2020.

4 4 Announcement of the winning entry

The jury will make every endeavour to evaluate the entries within two months of submission.

The entries will be published on the competition website and made available to the media. Members of the public will have the opportunity to comment on the proposals and a summary of these comments will be made available to members of the jury.

The proposals will be evaluated in accordance with the criteria set out in Section 1.7. The winner will be announced at a formal event. All competition participants will be invited to attend the event. The proposals and the evaluation report will be made publicly available at the event.

It is expected that the winner will be announced at the City of Helsinki Urban Environment Division website at www.hel.fi, in the *Arkkitehtiuutiset* magazine published by SAFA and on the SAFA website at www.safa.fi.

Following the conclusion of the competition, the proposals and the evaluation report compiled by the jury will be placed in public display. The arrangements for this will be confirmed at a later date.

4 5 After the competition

The jury will provide the competition organisers with its recommendations on further action regarding the outcome of the competition. The aim is to commission the winning participant to continue the design process. The decision regarding further commissioning will be made by the developer. It is envisaged that the construction design process will begin immediately after the designer has been appointed.

Work to amend the detailed plan will commence in spring 2020. The amendments are expected to reflect the outcome of this competition. The project schedule will be designed to accommodate time needed to revise the detailed plan.

4 6 Intellectual property rights

The proposals will be retained by the competition organisers and they will not be returned to participants. All participants will retain intellectual property rights (copyright) in their designs.

Any designer commissioned to the project will be entitled to make use of the themes and ideas put forward in other submissions in line with IPR law. The organisers reserve the right to make use of and publish any content submitted as part of the competition. SAFA has the right to publish the proposals.

Competition entries will not be returned after the competition.

4 7 Approval of the competition programme and competition rules

The competition is subject to the content set out in this competition programme and the competition rules of the Finnish Association of Architects (SAFA) (www.safa.fi/wp-content/uploads/2019/04/SAFA_kilpailusaannot_2008.pdf).

The competition programme and appendices have been approved by the competition organisers, the jury and the competition specialist appointed by SAFA.

4 8 Competition language

The competition language will be English.

5 INSTRUCTIONS FOR PREPARING SUBMISSIONS

5 1 Documents required

The documents submitted must include a sketch of the proposed design.

Illustrations

Participants are asked to present their submissions in PDF-format on A1 panels (841x594 mm). These should be limited to no more than eight panels in landscape (horizontal) format. All drawings (excluding floor area spreadsheet table and the short narrative introducing the design) should be displayed on the panels. The competition organisers will arrange for the printing of panels submitted.

Illustrations:

- City context plan 1:2000
- Local context plan 1:500, design placed in specific urban context: Roof plan with shadow cast (in southern light). The illustration must specify the number of storeys, outdoor areas, access routes, landscape contours, intended street designs and vegetation/planting.
- Elevations 1:500, sea front elevation to the south and any other elevations should show the intended height, form and materials chosen and their relationship with the existing building stock and outdoor areas also in respect of adjacent blocks. Please provide a material and height key.

- Floor plans 1:400 of all floors with unique features. For all floor level illustrations, please show connections with outdoors and street and quayside areas. For outdoor spaces please include contour heights, access routes, functions and key structures. The floorplans should indicate the intended use of each space.
- Key elevations and sections, 1:400 The elevations should indicate the surface materials and colours used.
- Internal and external perspectives. These should include at least one perspective as seen from the sea (Silmu-141) and two as seen from the street at eye level. The second street-level perspective should present the design from a pedestrian vantage point as seen from the seaward side (Silmu 114).
- Structural axonometric drawing illustrating the proposed structure.
- Total floor area spreadsheet using the relevant form (Appendix 8) provided.
- A written report setting out the architectural solution chosen and key technical solutions.
- Brief narrative providing a concise overview of the design for the competition website. The narrative must not exceed 1,000 characters.

Scale model

- The scale model of the design at 1:500 scale should be executed in line with Appendix 12: Scale model guidance note.

5 2 Confidentiality

The competition will be conducted anonymously. All documents submitted as part of the competition entries must be marked with an ID chosen by the participant. No other identifying details must be displayed on them. All file names must begin with the chosen competition ID. Competitors must additionally ensure that their names are not displayed as part of the file metadata information (go to Adobe Acrobat File > Properties).

Participant details should be submitted on a separate PDF file with other e-material. Please include the following information:

- Proposal ID
- Names of designers and their practice
- Names of copyright holders
- Contact information (one email address and telephone number)

The organisers will take the necessary steps to ensure that the participants remain anonymous when the submissions are received. The identifying information will not be disclosed to members of the jury.

5 3 Submission

The participants should submit their materials to the competitor liaison using the competition website by 16:00 (GMT), 5 May 2020. Submissions will close after this time.

Any model will need to be submitted in person or delivered by post or well-known courier services provider, such as DHL, TNT, UPS or FedEx, to the below address by the deadline:

- Haahtela Yhtiöt, Bulevardi 16 B, 00120 Helsinki, FINLAND

Please mark the envelope/parcel with SILMU Design Competition. All items delivered by post or courier must display the time they were received by the service provider.

The physical model must be received no later than 18 May 2020. Please send tracking information to the competition secretary by email.