

COMPETITION BRIEF
2022.08

THE TRAIN FACTORY MIXED USE PROJECT INVITED DESIGN COMPETITION



THE TRAIN FACTORY
FULL STEAM AHEAD SINCE 1903

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1 INTRODUCTION

The Train Factory Oy in cooperation with the City of Helsinki is organising an invited competition on the urban design and concept for a mixed-use development in the historic Konepaja area in Helsinki.

The Train Factory Oy is the owner of the 3-building complex that is focal centre of the historic Konepaja Train Factory in Helsinki (the Assembly Hall, the Paint Shop and the Electric Train Building), having purchased the project in 2018. It is currently in the process of redeveloping the complex to become a thriving new commercial and cultural hub for the Pasila and Vallila Areas and to form a meaningful contribution to the Teollisuuskatu axis linking Pasila and Kalastama.

Facing onto Teollisuuskatu between Bruno Granholm Alley and Traverssikuja is the Electric Train Building built in the 1970's – which building represents limited commercial value. The context around it has changed, the original use has moved elsewhere and most of all - its urban quality is not in accordance with the surrounding city. Therefore, the building is proposed for demolition and the site is subsequently planned for redevelopment. To facilitate this, a change in the detailed zoning plan is required, which will enable for a new building volume to be constructed on the site with hotel, office and retail functions. Several studies have been carried out on the site to test the feasibility of this commercial concept urbanistically – but to help develop a design solution that fits in and complements the high-profile site and rapidly developing area, it was decided to hold a design competition for the urbanistic volumetric and functional design solution, that will form the basis of further design development. The aim of this process is to achieve the change to the detailed zoning plan, to procure the building permit for the project and to subsequently construct it.

Train Factory has invited practices that can demonstrate a high degree of creativity merged with commercial awareness - selected on the basis of a review of pre-qualification submissions received in response to an open invitation and subsequent interviews – to participate in this competition.

The competition is being organized) in cooperation with the City of Helsinki and the Finnish Association of Architects (SAFA).

2 AIM OF THE COMPETITION

The aim for the competition is to find a design solution suitable for the project site (the 3-building complex that is focal centre of the historic Konepaja Train Factory) as defined within the appendix to this brief and the site's context, with a new more efficient land use solution that becomes a natural part of the city structure and a nationally significant built cultural environment. At the same time, the new building complex should support the future development of the Teollisuuskatu axis as Helsinki's central workplace and downtown area and improve the quality and connections of the area's pedestrian realm.

From the City of Helsinki's broader land use perspective urban infill construction in the area is encouraged to increase the supply of business premises in the developing Teollisuuskatu axis area and to improve urban productivity in areas well supported by public transport. The project will contribute to the realization of the city's strategic goals by developing the urban structure in a sustainable way, primarily by renovating and supplementing the existing built environment, and considering the specific characteristics of the different areas. At the same time, the project contributes to the strategy's goal of providing opportunities for business to establish various commercial ventures that meet both market-based demand and company needs.

The aim of the competition is to:

- Identify an architectural design solution for a rapidly developing high-profile site in the centre of Helsinki that implements the requirements of high-quality urban space and environment. The solution should fit well with its surroundings in terms of future visions, cultural heritage and functionality and be capable of serving as the basis for the development of a new detailed plan for the site;
- Identify the optimal concept solution for the project both in terms of architectural merit and functionality including a 4-star conference hotel, a headquarters quality office building, retail and leisure components designed in such a manner that allow for the future conversion of the project to other functions;
- Determine a contextually appropriate vehicular and pedestrian circulation strategy inside the competition area, complying with the given traffic guidelines, and propose connectivity appropriate to a development of this scale;
- Identify a high-quality architectural design solution both in terms of urban and building design along with a specific architectural language for the development (materials and façade proposals);
- Identify high-quality solutions for the public realm, with the given diversity of functional content, from office jobs and shops to leisure services and meeting places as defined further in this document;
- Identify a design solution that is technically and economically feasible in accordance with the project brief, generating minimal area loss-factors.

The envisaged project is one of mixed use with an estimated Gross Floor Area above ground of around 45,000 sqm.

3 SUBJECT OF THE COMPETITION

3.1 The Competition Site

The project is to be located on the site currently occupied by the Konepaja Train Factory - Electric Train Building (ETB) - facing onto Teollisuuskatu between Bruno Granholmin kuja and Traverssikuja.

The competition site is marked with the yellow dashed line and includes the façade walls and indoor connections to the historical buildings (the Paint Shop and the Assembly Hall). The ETB building will be fully demolished – in two phases to match the development schedule.

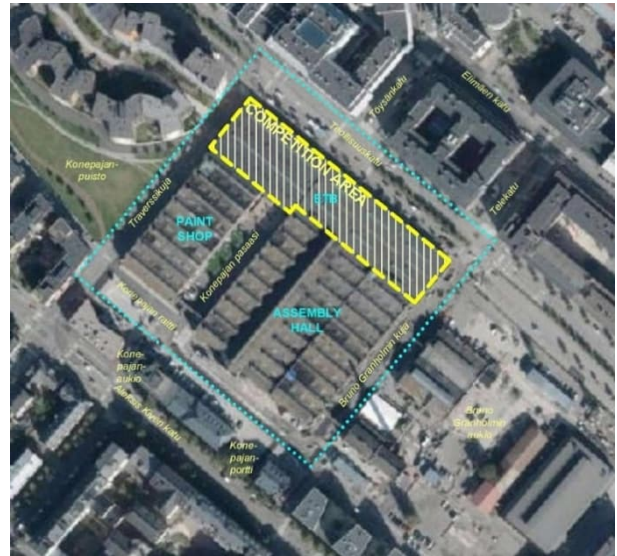


Image: The competition site

3.2 Delimitation of the competition area

The closer focus is to be on the competition site, but consideration needs to be given to the wider area that includes the adjacent historic buildings— marked with the cyan dotted line. These historical buildings that form part of the Train Factory complex are currently under redevelopment and therefore do not form part of the competition project itself.

The submissions should also study the site's role in its wider urban and historic context as part of the historically valuable Pasila Machine Shop Area, which is listed as a nationally significant built cultural environment (the Finnish Heritage Agency: RKY 2009, Pasila Locomotive Stables, Machine Shop and SOK's Industrial Blocks / [link to FHA web page](#)).

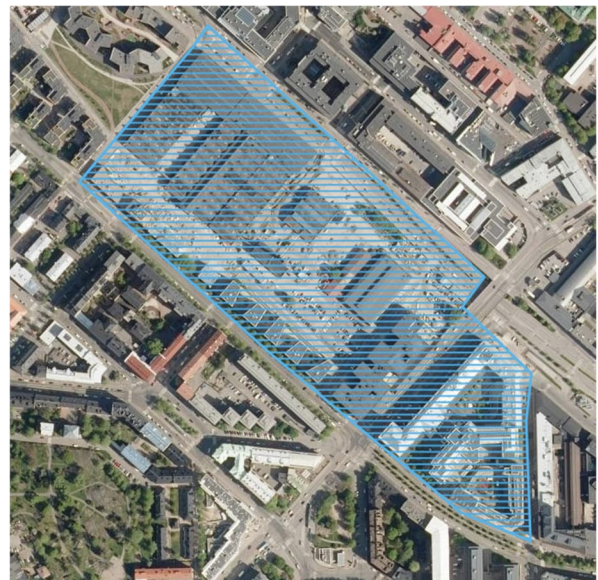


Image: Delimitation of the nationally significant built cultural environment

3.3 The area's integration into the wider urban fabric

The new development will form part of both the historically valuable Pasila Machine Shop Area and the developing Teollisuuskatu axis. The Pasila Machine Shop Area urban plan was laid out between 2003-2015 after VR (State Railway company) moved its' machine shops away from the area. The key idea of the southern half of the urban plan is to create an outer ring of office and apartment buildings arranged on the perimeter, surrounding and highlighting the historical machine shop buildings and Bruno Granholm square - situated in the inner part of a car-free block area. The industrial history and unique character of the historically valuable area are conveyed in the architecture of the new perimeter buildings.

The massing of the perimeter buildings of the detail plan area rise up to westernmost tip of the area where a 13-floor hotel will soon be built. This tip forms the urban landmark and accent of the Pasila machine shop urban design entity.

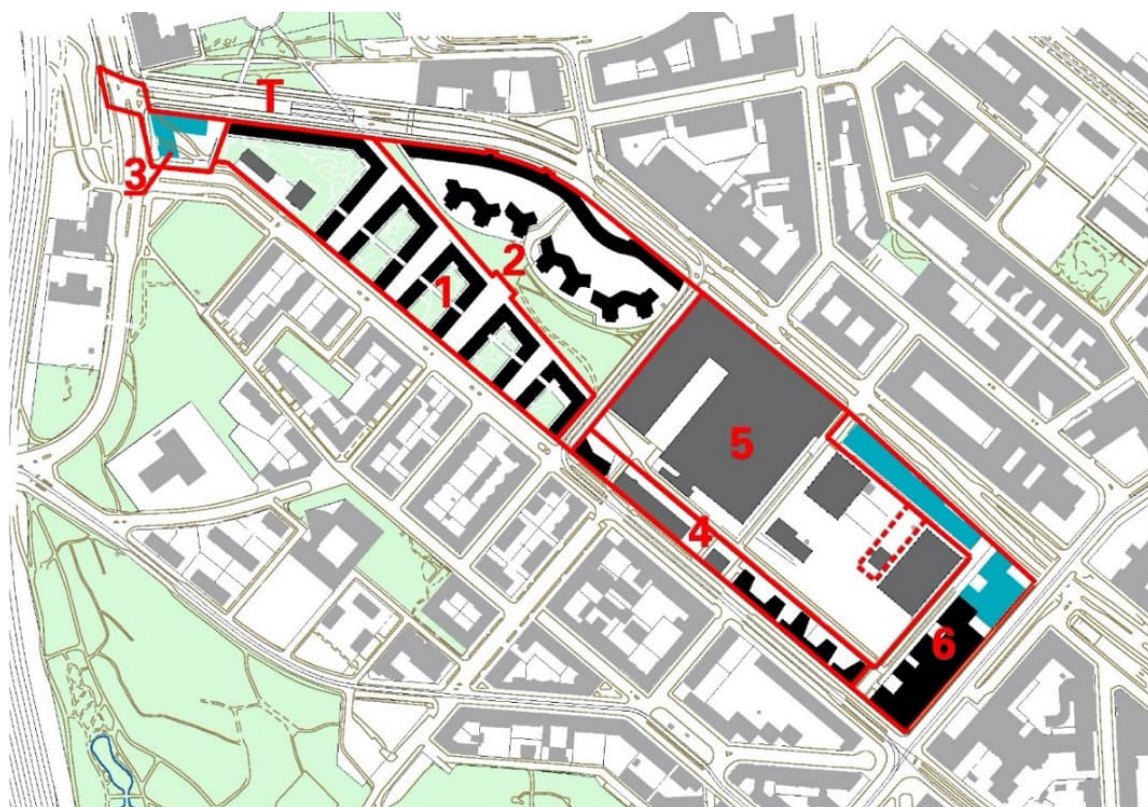


Image: Diagram of the sub-areas of the Pasila Machine Shop Town Plan.

The Pasila Machine Shop Area (Pasilan Konepaja) is being developed as a housing and work place district and as an area for culture, events and urban life. The Bruno Granholm square in the center of the southern part is half built, and when finished it will be used as a venue for events. The Fredriksberg office complex lining Sturenkatu will soon be completed, and the Finnish commercial television station MTV3 will move it's headquarters there from Pasila. The historical buildings surrounding the Bruno Granholm square are being developed for leisure and other activities, and the Detailed Plan Amendment for converting the "Glass Palace" (Konepajan lasipalatsi) into a restaurant and offices through an infill building was approved in spring 2022. The privately owned courtyard between the Workshop (Paja) and the Power station (Voimala) is supposed to be the lush green heart of the southern part of the machine shop area but is at the moment occupied by temporary functions.

Later a playground for the day-care centre and kindergarten situated in the Frediksberg building has been built on part of the Bruno Granholm square.

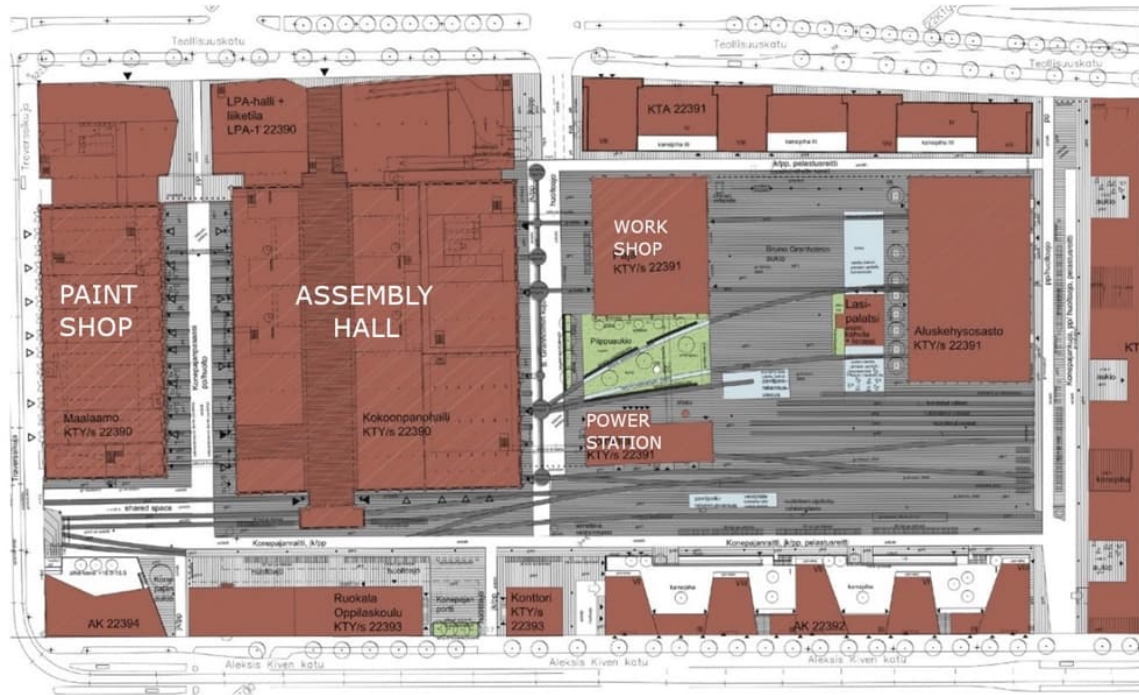


Image: General plan for the public spaces within the Pasila Machine Shop Area - subdivisions 5 and 6, (Pasilan Konepaja, rakennustapaohje, osa-alue 5 ja 6, 2014).



Image: Pasila Machine Shop Area – Detail plan illustration, NCC/SARC.

3.4 History of the area

The Pasila Machine Shop Area is a former factory area where railway cars were manufactured and repaired. The workshop buildings form a red-brick entity with a unified style, and together with their surroundings they form a nationally significant, unique, large and intact milieu. The Assembly Hall and Paint Shop were built between 1899 and 1910, and they are the self-evident principal buildings of Konepaja area. Most of the State Railway Company's railway car production was done in the different departments of these large workshops. In the original plans prepared by the architect Bruno Granholm, the Assembly Hall and Paint Shop buildings were part of one large workshop building. However, the section connecting them was not built. The complex was not completed until the 1970s, when the Electric Train Building was built in two phases: the first in 1971 and the second in 1979.



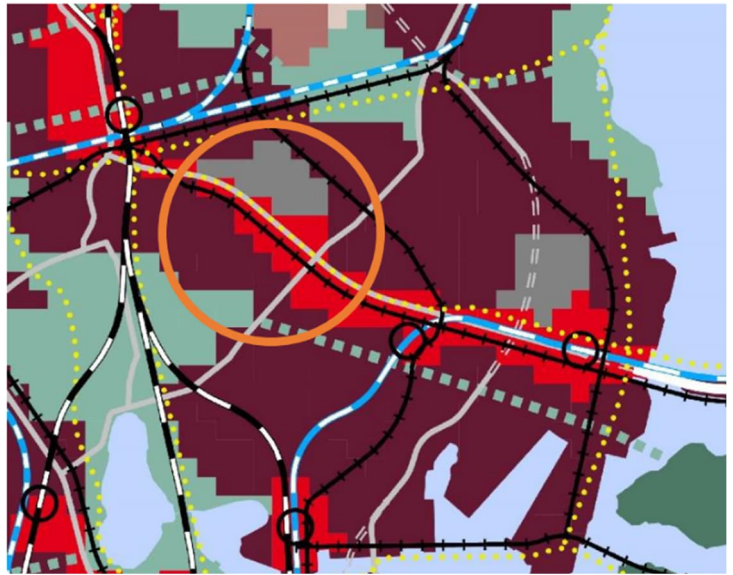
Image: Helsingin kaupunginmuseo / Taik, 1976

The State Railways Train Factory in Pasila, operated in Vallila for about a hundred years. The workshop operations ceased completely in 2003, and the preparation of the new Detailed Plan for this area was initiated at that time. Complementary construction in the area began with the new residential complexes in north, that have recently been completed. The south side with its valuable industrial buildings has been in temporary use for other functions including activities related to the film, media and restaurant sectors, as well as free-form urban culture. Most of the new business and residential blocks on the south side have been built, and the public outdoor spaces are currently under construction.

3.5 Current Planning

MASTER PLAN

In the Helsinki City Plan 2016 the area is marked as Business and Service Centre C1: *A business, retail and service centre developed as a functionally mixed area of commercial and public services, offices, administration, housing, parks, recreational and outdoor services and urban culture. Ground floor premises and premises that open into the street should be primarily designated as retail space. The area is pedestrian-dominated. The area stands out from its*



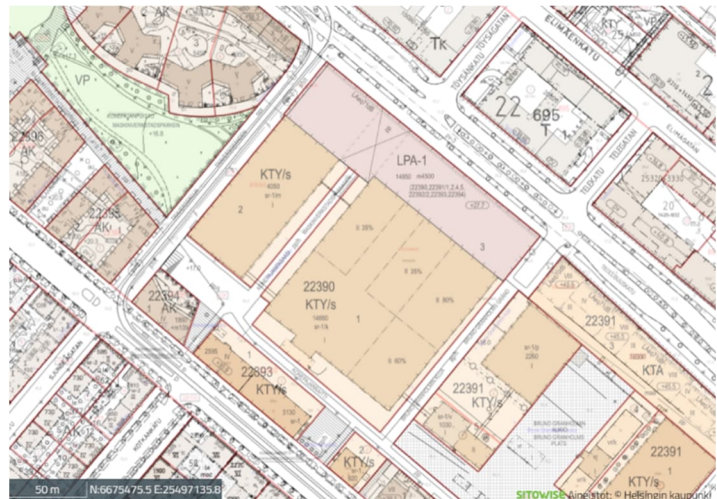
environment as more dense and functionally diverse. The total amount of retail and office space should not, as a rule, be reduced. Changes to the uses of buildings or their parts must ensure that they preserve the functionally diverse and mixed structure that is characteristic of the centre. Changes to intended uses must include an area assessment.

According to the Helsinki Underground Master Plan No. 12704 (put into effect on 19 August 2021), the area is part of the rocky area of the city center.

DETAILED PLANS

Detailed Plan No. 12211 is valid for the site of the Electric Train Building (approved on 28 March 2014) - to be amended after the competition.

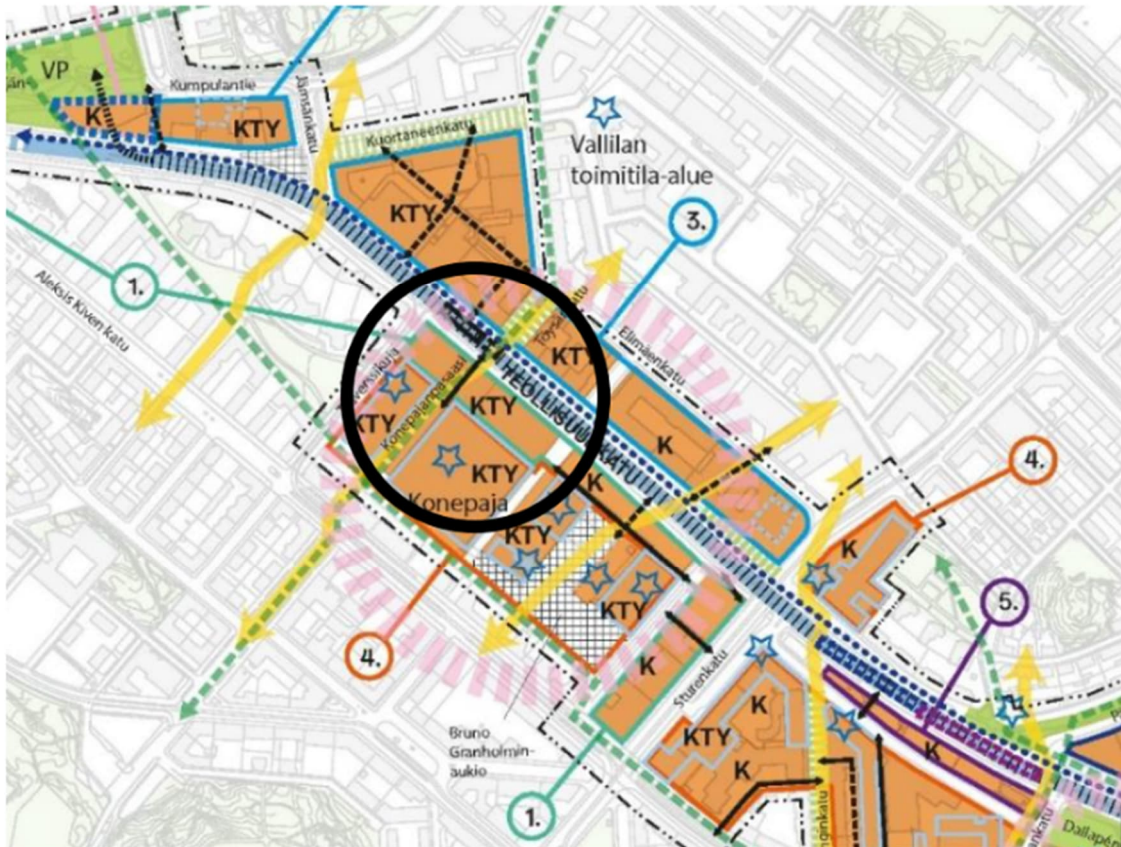
- In the Detailed Plan, the area is marked as a block of parking spaces (LPA-1).
- The plot has been allocated a floor area of 14,850 sqm, of which at least 4,500 sqm must be retail space at street level.
- A passage reserved for public walking and cycling must be left in the building between Traverssikuja and Teollisuuskatu.
- The highest point of the building's water roof must not exceed +27,7 m from sea level.



Detailed Plan No. 11630 is valid for Traversssikuja (approved on 4 April 2008)

- The middle part of Traversssikuja is marked as a street reserved for the public transport. Maintenance and driving to the plot are allowed at the northern and southern ends of the street.

OUTLINE PLAN



In spring 2021 the Urban Environment Committee approved an Outline Plan for the urban axis connecting the strongly developing nodes of Pasila and Kalasatama. The area is developed as a work place and cultural district, and as an extension of the city center.

In the Teollisuuskatu Axis Outline Plan (Teollisuuskadun akselin kaavarunko) approved on 25 May 2021, the competition area is marked as an area for business premises (KTY). The Assembly Hall and Paint Shop are marked as a significant element in the cityscape (blue star), whose role in the cityscape must be taken into account in the design solutions and urban structure of the area. The Pasila Machine Shop Area (Pasilan Konepaja) is marked as a culture and event cluster, which marking reaches also to the Vallila work place area on the north side of Teollisuuskatu.

One of the main transverse pedestrian routes of the axis (yellow line) and a regional recreational connection (green dashed line) pass through the competition site connecting Alppipuisto and the Linnanmäki amusement park towards the Vallilanlaakso park areas via Konepajanpasaasi and Töysänkatu. The black arrow in the map marks the pedestrian connection through the block required by the Detailed Plan currently in force. Töysänkatu is marked as a "green street": *Part of the street where amount of trees and/or vegetation should be increased in relation to the existing situation and where the conditions for walking and city living should be improved.*

A proposed stop for a light rail connection is marked next to the competition area. Teollisuuskatu is marked as an East-West main street connection for car traffic. A high-quality bicycle lane is marked out on Teollisuuskatu and the middle of the street is reserved for a light rail connection or other high-speed public transport.

In the Outline Plan guidelines for the cityscape, the competition area forms part of area 1: *"New construction in the Pasila Machine Shop Area. An area of cultural historical, industrial historical and architectural value. The volume and scale of the building volumes and the treatment and materials of the facades should form part of the historically valuable industrial milieu of the Pasila Machine Shop Area. The main façade material is red brick. On the Sturenkatu side, the maximum height is marked as +40. On the Teollisuuskatu side, the block areas may be supplemented with new building components. The blocks must, complementing the town plan concept of the Konepaja area, consist of a podium level and separate building components rising above it. The bordering block of Pasila Ratapihantie forms the western landmark of the machine shop area. The Outline Plan states that the building volumes in the near vicinity of the proposed light rail stop between Konepajanpasaasi and Töysänkatu can to some extent stand out as more intensive than the surrounding areas."*

The Assembly Hall and Paint Shop form part of area 4: *"The industrial blocks of Konepaja, Sturenkatu and Aleksis Kiven katu. An area of cultural historical, industrial historical and architectural value where the values of the environment must be preserved. The areas to the east of Sturenkatu may be supplemented with new building components that may rise above the current structure. On the side of Sturenkatu and Aleksis Kiven katu, the current eaves lines must be maintained. The values and status of the protected buildings in the cityscape must be cherished."*

The blocks on the north side of Teollisuuskatu are part of area 3: *"Elimäenkatu blocks. The block areas may be supplemented with new building components that may rise higher than the current structure. Additional construction must be adapted to the surrounding urban structure. The current eaves line of approx. +40 in the block area should be visible in the cityscape."*

The approved Teollisuuskatu Axis Outline Plan and it's appendixes can be found here: <https://dev.hel.fi/maatokset/asia/hel-2018-010269/>

BUILDING PRESERVATION

The plan area is included in the nationally significant built cultural environment (the Finnish Heritage Agency: RKY 2009, Pasila Locomotive Stables, Machine Shop and SOK's Industrial Blocks). The Electric Train Building has no preservation status according to the Detailed Plans, but its development status is limited through its physical connection to the Assembly Hall and Paint Shop buildings that have preservation status by the sr-1 designation: buildings that have considerable industrial, architectural, historical and cityscape values. The area of the current Detail Plan is marked as an industrial historical preservation entity, in which the elements and structures related to the operation of the workshop "telling" about the industrial history in the street, market and block areas must be preserved outdoors and below ground level. The opinion of the museum authority must be sought on the measures taken in relation to the preserved elements and structures.

Description from the Finnish Heritage Agency website:

Pasila Locomotive Stables, (VR's former) Machine Shop and SOK's representative functionalist production facilities in Vallila form an extensive 20th-century industrial environment. The area of VR's machine shop, which has been one of the largest industrial plants in Helsinki, is one of the earliest production plants in a large industrial area built along the Sörnäinen harbor line. The entity reflects the importance of transport connections and especially the railway for the industrialization of the capital.

Pasila Locomotive Stables, Machine Shop and SOK's Industrial Blocks form a large industrial area. The three locomotive stables and their office building right next to the main line form a significant building complex in the so-called Central Pasila area. The series of brick buildings continues on the west side of the track, where there is the longest residential building on the railways, the three-story Toralinna, which is surrounded by wooden residential buildings for railway workers.

The Machine Shop area to the east of the main line has seven large brick halls, a power plant with chimneys, and office and warehouse buildings. The large halls are in the middle of the area, and the office and warehouse buildings are part of the enclosure that closes the rest of the city's urban structure. The production of the railway cars has been stopped and the area has been put into new use. In the western part of the area, the workshop buildings have been demolished and new residential blocks have been built in their place and in the former yard area.

SOK's Industrial Blocks are located in the immediate vicinity of Machine Shops in the block between Sturenkatu, Aleksis Kivi Street and Teollisuuskatu, which has been an industrial area since the end of the 19th century. In contrast to the red-brick workshop buildings, architects Erkki Huttunen and Valde Aulanko designed the white, uniform production and warehouse building complex in the 1930s. Functionalistic buildings contain e.g. coffee roastery, leotard factory and central warehouse. New construction has taken place in the block and production and storage facilities have been converted into offices, but its overall appearance is still uniform.

3.6 Stage of planning and process

The Detailed Plan Amendment process has commenced in 2021 on account of the landowner's application.

The launch of the Detailed Plan Amendment and placing on review of the Participation and Assessment Plan (Osallistumis- ja arviointisuunnitelma, OAS) and preliminary plans was announced in a letter to the stakeholders, on the city's web pages www.hel.fi/kaupunkiymparisto/fi and in an announcement in Kallio-lehti, the local free paper.

The Participation and Assessment Plan and preliminary plans were on review from 18 February to 18 March 2022 on the city's web pages www.hel.fi/suunnitelmat.

The base principles of the project were presented in an online event on 7 March at 17:00-19:30.

The feedback to the Participation and Assessment Plan and preliminary plans focused mainly on traffic, the scale, height and shadowing of the new buildings and its impact on the historically valuable realm as well as the buildings impact on the safety of birds.

Regarding traffic, the main concern was the increase of (service) traffic on Traverssikuja and its impact on the fluency of the tram traffic and plot access on the north part of Traverssikuja.

Regarding the new building, the neighbours were concerned that the possible higher building masses would overshadow the apartments and yards on the west side of Traverssikuja. It was also seen that the proposed volume of the new building is too massive and that it would thus have a negative impact on the heritage buildings and the nationally significant built cultural environment.

Another concern mentioned in the feedback was the risk of bird collision.

3.7 Land ownership

Privately owned.

3.8 Existing buildings

Currently, the Electric Train Building (ETB), contains parking, padel courts and a golf simulator facility. The 175-meter-long street facade of the building is closed, and the current building does not allow for the public pedestrian connection from Konepajanpasaasi to Teollisuuskatu which is required in the current Detailed Plan. At its other long edge, the hall is attached to the historically valuable Assembly Hall and Paint Shop buildings, which have been repaired and developed in recent years, e.g. for cultural, event and restaurant use.

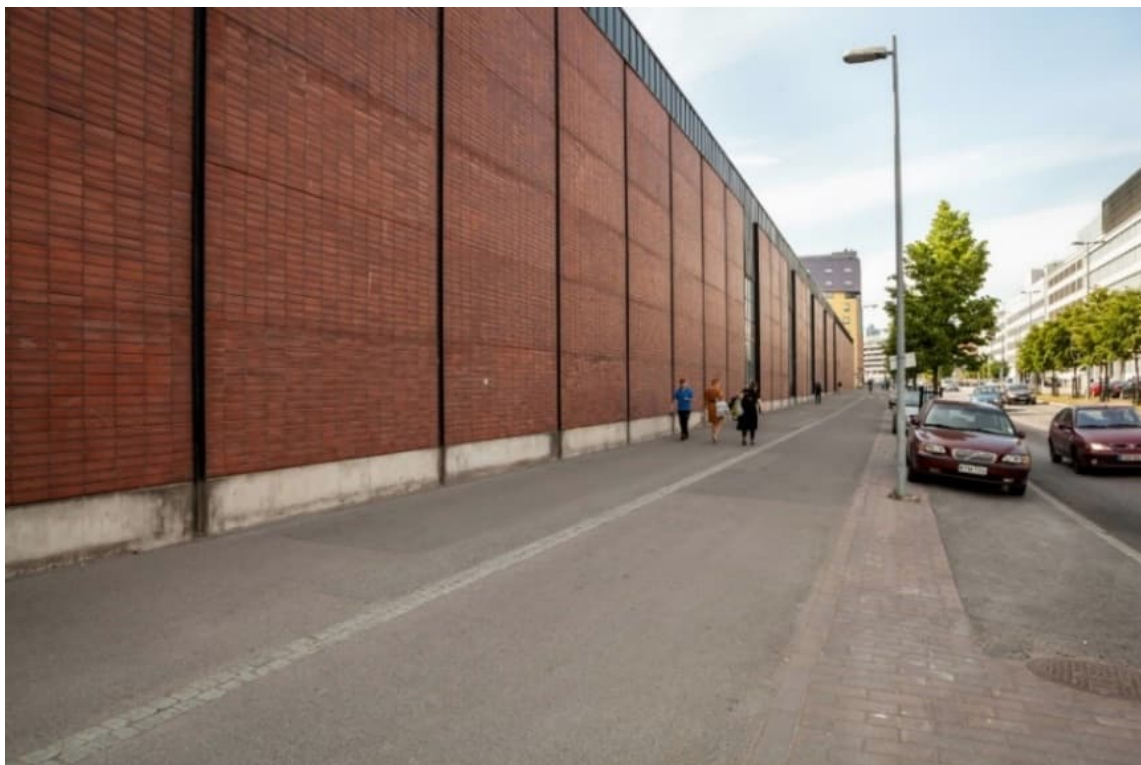


Image: View from Teollisuuskatu.



Image: View from Konepajanpasaasi: on the right the Assembly Hall, on the left the Paint Shop buildings . In the middle the Electric Train Building (ETB)

3.9 Vegetation

The competition area is entirely built over and has no vegetation. The amount of vegetation in the study area is also low due to the history of the area.

3.10 Soil and establishment conditions

The level of the ground in the area varies from about +16.3 to +17.0. The topography in the competition area is flat.

The top layer of the ground is composed of landfill. The thickness of the landfill varies between about 3 and 5 meters. There is no exact information about the quality of the landfill below the current building. The lower half of the filled layer is a clay layer, the lower bond of which is the friction soil layers before the bedrock surface.

The thickness of the ground cover over the rock in the area varies between about 8 and 19 meters. The height of the bedrock surface in the area varies between about -2.0 and +7.0.

Groundwater level is in the between of +13.50 - +15.20. The elevation level of the perched groundwater surface varies between about +12.10 and +15.20.

Part of Teollisuuskatu north of the competition area has been established on a pile slab.

On the northern and eastern edge of the competition area, near the plot boundary, there is a pontoon wall that prevents the flow of perched groundwater and must not be endangered.

Buildings and structures in the immediate vicinity of the area are built on wooden piles. There is a need for groundwater monitoring and management in the area to maintain the condition of these wooden foundations.

In principle, ditches and structures extending below the groundwater level must be made watertight.

Due to the soil and groundwater situation in the area, the placement of more than one underground basement levels requires special technical solutions. Preliminary geotechnical analyses conclude that 3-4 basement levels are feasible on that condition that all underground floors need to be built inside watertight walls, extended and sealed to bedrock to keep the water level outside at its current height.

The area is already located in a densely built environment and provides boundary conditions for excavations and foundations in new buildings. Some of the buildings and structures will be demolished. There may be common foundations in the buildings that provide boundary conditions for the foundations of new buildings. The structures remaining in the ground of the buildings to be demolished will provide boundary conditions for the foundations of the new building.

CONTAMINATED SOIL

There have been activities in the area that have polluted the soil and groundwater. The area has a long history of research and remediation. Regional soil and groundwater properties and quality are significant risks that need to be taken into account in the future design.

3.11 Traffic and parking

The competition area is bordered by Teollisuuskatu (classified as main street), Bruno Granholmin kuja (a local street) and Traverssikuja (a street reserved for public transport). Konepajaraitti to the south of the competition area is an important local cycle and pedestrian path between the Pasila and Vallila districts. Vehicular access and deliveries via Traverssikuja are allowed only in the southern and northern end of the street whilst passage through the middle of Traverssikuja is allowed for public transport, taxis, cyclists and pedestrians only. Service traffic is allowed on Konepajaraitti and partly on Bruno Granholmin kuja. Driving onto the competition site is only possible from Bruno Granholmin kuja and the northern end of Traverssikuja.

Teollisuuskatu transmits traffic between city districts and is very sensitive to distractions because of the high traffic volumes (about 21 000 vehicles per day). The public transport and cycle path network in the planning area is comprehensive. The nearest bus and tram stops are located at a distance of 100 – 150 meters. The Pasila train station and the Sörnäinen metro station are only 1 km away. The tramline No. 9 and high-service bus lines 500 and 510 service the competition area from Aleksis Kiven katu. Charged parking spaces in the public street areas are located along Teollisuuskatu. Residents can also park in these places with resident parking permits. There are also private parking facilities around 300 meters away, offering a variety of parking services to the public.

In 2012, the Urban Environment Committee approved the target bicycle network for the inner city. The plan identifies the streets, where and how the cycling infrastructure needs to be developed (see below).



3.12 Municipal infrastructure

There is plenty of municipal infrastructure pipes and lines in the surrounding area – see Municipal Infrastructure Pipe and Lines (Appendix 4). The waterpipe line through ETB plot will be removed and need not to be taken in further consideration. All excavation outside the competition area should be avoided.

3.13 Other factors relevant to the competition task

Construction must not endanger the fire safety of existing buildings.

4 DESIGN GUIDELINES

The organisers seek to use the competition to identify a design that will be a unique and appropriate urban solution for the site - that will ensure a meaningful contribution to the urban context - yet be viable and economically and technically sound and commercially feasible for the implementation.

4.1 Scope of the project

The project comprises maximum of 45,000 sqm GFA (Gross Floor Area) above ground.

The project includes a four star hotel of approximately 350 room modules, a headquarters quality office building, retail and leisure components and basements for parking and servicing.

The summary of the architectural program is the following:

Phase 1: A hotel of approximately 350 room modules:	23,000 sqm;
Phase 2: A headquarter quality office building:	22,000 sqm;
The programs of both phases include retail, leisure and possible other services.	
Three basement levels for parking and servicing (most of the -1 level will be taken up by back of house BOH and servicing)	
Total GFA (above ground)	<u>45,000 sqm;</u>

4.2 Cityscape and historical context

The new development will form part of both the historically valuable Pasila Machine Shop Area and the developing Teollisuuskatu Axis.

The competition proposal should form a part and complement the Pasila Machine Shop Area urban design entity with high architectural quality, while also having its own distinct sense of identity. The proposal should be especially sensitive to the adjacent Assembly Hall and Paint Shop buildings that form part of the first phases of the redevelopment, forming the heart and symbol of the nationally significant industrial heritage area.

The proposals should also take into consideration the new vision for the Teollisuuskatu Axis, which is being developed as a work place and cultural district, and as an extension of the city center.

The proposals' impact on the cityscape should be thoroughly considered, not only from the point of view of the historically valuable and listed Pasila Machine Shop Area, but also from other directions, including Teollisuuskatu and the Sturenkatu bridge. Special consideration should be given to the design, massing and functions of the street in order to improve the quality of the area's pedestrian realm. The overshadowing of Teollisuuskatu is also to be considered in the design proposals – ensuring a positive impact on the streetscape of this primary route.

The proposals must meet the following essential requirements in terms of cityscape and historical context:

- The proposal should be sensitive to the cultural and historical values and inner views of the Pasila Machine Shop Area;
- The proposal should take into special consideration the architecture of the adjacent Assembly Hall and Paint Shop buildings, in a way that the new and old buildings form a coherent and recognizable entity;
- A podium level or other contextual reference to the current volumetric form of the existing ETB building should be considered in the design (can be implied not necessarily literally);
- The new building should convey the area's industrial history and the main façade material of at least the podium / first three floors should be red brick;
- An open public route has to be allowed for through the block, leading from Konepajanpasaasi towards Töysänkatu (taking into consideration the possible light rail stop and future changes of Teollisuuskatu);
- The new building should act as a connecting element between the street and the block. An internal route should be indicated through the block connecting Teollisuuskatu with the central internal hallway of the Assembly Hall ("Cathedral Space").

4.3 Phasing

The development is going to be phased. In first phase the hotel will be developed and in second the headquarter quality office building. Submissions should easily divide into phases.

4.4 Phase 1 / Hotel

The aim in the first phase of the development is to build a four star hotel that will comply with international hotel operator standards and will meet their expectations in order to attract them to participate in the project. The competitors are required to maximize guestroom repetition and back to back guestroom arrangements, minimize guestroom circulation and column intrusion and aim for column free conference spaces. Provision for front of house (FOH) and retail space at ground level is to be ensured.

In the submissions the parking entry, exit and drop-off areas need to be carefully considered. Hotel service delivery is assumed to be at level -1. Hotel parking needs to be considered in the wider parking strategy for the wider development of the Konepaja Train Factory complex.

Whilst the podium of phase one should be predominantly hotel functions (with services and retail on the ground floor), competitors can make proposals for the alternative uses (retail, shops etc. commercial) that can be located in the deeper parts of the podium levels.

The proposals must meet the following essential requirements regarding the hotel:

- Ensure approximately 23,000 sqm above ground GFA - including retail, leisure and possible other services;
- Ensure approximately 350 room modules based on an area of approximately 24 sqm per module;
- 20 keys or more per hotel guestroom level;
- The hotel is to be located at the Traverssikuja end of the competition area;

- Ensure the hotel drop-off and delivery will function within the constraints as detailed in the traffic study report (see *4.6 Traffic*).

4.5 Phase 2 / Office

The second phase of the development will comprise of a headquarters quality office building, street level retail and the primary delivery zone for the complex (including delivery to Assembly Hall building).

The office is likely to be one corporate HQ – but to ensure flexibility the design is to consider how the floor levels might be divided for a multi-tenant function. Competitors are to consider office floor levels depth and natural daylight penetration – to optimize the quality of the space. The number of vertical circulation cores and office entrance lobbies should be minimized.

The primary delivery zone for the complex (Assembly Hall delivery) situated in the podium of this phase at ground level needs to be allowed for within the competition submission.

The proposals must meet the following essential requirements regarding the office building:

- Ensure approximately 22,000 sqm above ground GFA - including street level retail;
- The target net floor plate area should be a minimum of 1,000 sqm – in a configuration that is easily divisible into 4 tenant areas with minimal loss to rentable area;
- The proposals should also provide a number of larger floor levels with the target net floor plate area of 1,500 sqm;
- Ensure overall loss factor target of not more than 15% (for above ground areas);
- The parking entry, exit and drop-off based strategies need to be resolved within the limited site access possibilities (see *4.6 Traffic*);

4.6 Traffic

Traffic in the premises has been carefully studied (Appendix 11: Traffic study report) – and design submissions should follow this report's guidelines. Teollisuukatu is the main street connecting Pasila to the eastern part of Helsinki. Bruno Granholmin kuja will serve as the development's primary entry to the parking and delivery zones. The hotel maintenance will be located to the western side - off Traverssikuja. A public pedestrian access from Konepajanpasaasi to Teollisuuskatu (minimum width 5 m) should pass through the competition area as specified in the current Detailed and Outline Plans. Motor vehicles can not cross this pedestrian access on ground level.

The key Outline and Detailed Plan requirements for the pedestrian routes need to be resolved in the design - especially as regards the connection from Teollisuuskatu to the Konepajanpasaasi.

The proposals must meet the following essential requirements in terms of traffic:

- The primary delivery strategy as detailed in the traffic report (prepared by Ramboll) need to be taken in account in the design;
- An allowance for an Assembly Hall delivery area at the eastern end of the ETB plot;
- Limited vehicular access to the site from Bruno Granholmin kuja for general, parking and delivery traffic and from Traverssikuja for the hotel drop off and the delivery traffic for the Paint Shop building;

- The two lowest basement floors should be reserved primarily for parking – with -1 being primarily used for servicing and back of house (BOH) functions. Maximum 450 parking spaces are to be indicated in the competition area.

4.7 Sustainable development and technical solutions

Sustainability is a significant aspect of this project and should be considered throughout the design - including the technical solutions proposed. In addition to the general consideration of sustainability, the competitors should investigate how to potentially add vegetation to the site of the Electric Train Building.

The proposals must meet the following essential requirements in terms of sustainability and technical solutions:

- The design proposals are to follow the current project brief – but they are to be designed in such a manner that allows for future conversion to other functions without substantial demolition or significant 'overdesign' at the outset;
- The design proposals should show how sustainability is considered and prepared with the knowledge that the projects will aim to achieve BREEAM and Well certification.

4.8 Cost and space efficiency

In the design proposals competitors are expected to be cost-conscious and to develop space efficient planning solutions – avoid unnecessarily costly proposals. The participants need to keep in mind that the design proposals have to meet headquarters quality office building standards for the office and international hotel operator standards for the hotel – and additionally the retail and leisure components have to meet tenant expectation relevant to the Helsinki market. Additionally specific attention is to be given to minimising the loss factor (net to gross) and the application of economic construction technologies. The proposals should ensure a high degree of construction repetition and allow for possible prefabrication.

5 CRITERIA FOR ASSESSMENT

The following criteria will be used to evaluate the submissions:

- Overall architecture approach and strength of idea;
- Input to the area's image and cityscape in relation to the historic Pasila Machine Shop Area;
- Input to the area's image and cityscape in relation to the Teollisuuskatu Axis and the overall cityscape
- The quality of urban spaces, connectivity and the pedestrian realm;
- Traffic functionality and safety, taking into account how the traffic-related premises and principles described in the competition brief have been incorporated;
- Technical feasibility;
- Planning efficiency, commercial and economic efficiency of the proposed solutions;
- Sustainability of the proposed ideas.

The overall solution and potential for further development, rather than details, will be emphasised in the assessment.

6 TECHNICAL DETAILS AND SUBMISSION OF ENTRIES

6.1 Competition-documents

The competition documents include the present competition brief and its annexes:

- Appendix 1: Competition Area (DWG)
- Appendix 2: Konepaja area Detail Plan with Regulations.zip (PDF/DWG)
- Appendix 3: Konepaja Area Base Map (DWG)
- Appendix 4: Municipal Infrastructure Pipes and Lines (DWG)
- Appendix 5: Current Buildings - Floors (DWG)
- Appendix 6: Adjacent Buildings - Facades (DWG)
- Appendix 7: Old Drawings of Current Buildings (TIFF)
- Appendix 8: 3d Models of the Area (DWG SKP OBJ 3DS)
- Appendix 9: Instructions for Model (PDF/DWG)
- Appendix 10: Geotechnical Report
- Appendix 11: Traffic Study Report
- Appendix 12: Site Photos. (viewpoints marked on a map)
- Appendix 13: Aerial View of the Pasila Machine Shop Area
- Appendix 14: Street Plan (katusuunnitelma) of Bruno Granholm Square
- Appendix 15: Illustration of the Pasila Machine Workshop Area, NCC/SARC (JPG)
- Appendix 16: RHS – Report of the Area and Building History (pdf in Finnish)

PDF FILES

The submissions are to be presented on 4 x A1 boards and 1 x A-4 report. The submissions are to be submitted in digital format only (in PDF) submitted to the Competition Secretary by e-mail or uploaded by webtransfer (form to be announced later) – and are to include:

- Site plan (true North) showing relevant context at ground level at a scale of 1:1000 , with traffic arrangements shown (and shadows at 45 degrees from the South-West);
- Typical floor plans (ground level showing connections to existing buildings + basement, podium and characteristic upper levels) at a scale of 1:500
- Sections required to explain the concept at a scale of 1:500
- Elevations from key directions (including context) at a scale of 1:500
- Eye level views from Bruno Granholm square, Konepajanpasaasi and Teollisuuskatu. For the first two the competitors can use the photos provided (High resolution photos, Appendix 12) or a similar view resembling the given photographs. For the Teollisuuskatu side the view can be freely chosen as long as it is from eye level.
- An aerial view illustration of the Pasila Machine Shop Area (Appendix 13) provided with the brief updated with the competition proposal;
- Logistics / circulation diagrams;
- Façade studies that explain the façade strategy at a scale of 1:50
- An explanation of the concept including outline area calculations (per level & function – gross / net)

All sheet and file names are to be identified with the participant's selected 6 number code. Maximum number of boards is 4 x A1.

JPG FILES

- With the PDF files competitors are asked to send separate jpg files of the site plan and perspective views to be used in City portals.

SCALE MODEL

- Participants must make a physical scale model of the proposal to be placed in Helsinki City model at scale 1:1000 (Further instructions on Appendix 9).

There will be a possibility to test fit the scale model – details of this to be advised during the competition.

6.2 Competition secrecy

Competitors enter the competition anonymously. All the submitted documents and files as well as scale models for the competition proposal must be labelled with a 6 number code chosen by the competitor – that is to be located in the top right hand corner of each board and in the bottom of the scale model. No other identifying details must be displayed on them.

Competitors must attach to their entry a locked pdf named with the 6 number code, which contains:

- the names of the authors of the proposal, assistants, the name of the architects' offices, and the contact information of the contact person (postal address, telephone number, email address);
- the names of the copyright holders.

The competitor must ensure that the author's name is not saved to the meta-data of the pdf-files nor the images or other objects inside the pdf. (Adobe Acrobat File > Properties). The competition secretary ensures competition anonymity when receiving the proposals, such that any markings on the delivery package (the name of the sender, postage stamps, etc.) will not come to the attention of the competition jury.

The organizers will take the necessary steps to ensure that the participants remain anonymous when the submissions are received.

6.3 Submission of competition proposals

The competition proposals documents and sheets must be submitted in one single pdf together with separate jpg files of the site plan and perspective views at the latest by the competition deadline, at 15.00 on Wednesday 28 September 2022 to the Competition Secretary Petteri Nikki at following address: petteri@trainfactory.com

Any model will need to be submitted either in person or be left delivered by post or well-known courier services provider, such as DHL, TNT, UPS or FedEx, to the below address no later than 5 October 2022.

Post address: Virastomestarit
Työpajankatu 8
00580 Helsinki
Finland

All items delivered by post or courier must display the time they were received by the service provider. Also please send tracking information to the competition secretary by email.

The submissions must be marked with: "THE TRAIN FACTORY MIXED USE PROJECT INVITED URBAN DESIGN COMPETITION SUBMISSION" and the 6 number code in the subject line.

Enough time should be reserved for the submission process via internet and post. Proposals sent late shall be disqualified. The jury can also disqualify proposals which are incomplete or don't meet other instructions presented in this competition brief.

7 COMPETITION SPECIFICATIONS

7.1 Organizer of the competition

The competition is organized by the Train Factory Oy in cooperation with the City of Helsinki and the Finnish Association of Architects (SAFA).

7.2 Form of competition

The competition is a one stage invited design competition under the competition rules of the Finnish Association of Architects (SAFA).

7.3 Language of the competition

The competition language is English.

7.4 Eligibility

The competition is open to participants selected following a pre-qualification process where the experience and qualifications of the design team and their proposed design methodology is judged to make up the short list of participants.

7.5 Rewards

Competing offices will receive an equal fee of 20,000 euros (VAT 0%) when they submit a proposal in line with the terms and conditions of the competition. The fees will be paid through the Finnish Association of Architects (SAFA), which will retain 7% of the fees to cover its expenses, in accordance to its competition rules.

7.6 Jury

The competition jury comprises the following members:

Representing The Train Factory:

1. Cameron Sawyer, Managing Director at The Train Factory Group
2. Martin Hyams, Group Design Director at AD-Studio
3. David Cook, Partner haascookzemmrich STUDIO2050
4. Manu Humpi, CEO at Arkkitehtuuritoimisto Vihanto & Co Oy

Representing the City of Helsinki:

1. Rikhard Manninen, Land use Director, Head of urban planning (head of the jury)
2. Janne Prokkola, Unit Manager, Detailed Planning, Southern Unit
3. Tiia Ettala, Senior Architect, Detailed Planning Coordination Unit, Urban Renewal Team

Nominated by SAFA

- Esko Rautiola (architect)

The competition secretary is Petteri Nikki from Laitila architects, who will also act as liaison for the competition organizers.

The jury is also entitled to consult any other experts it deems necessary. Experts and the secretary shall not take part in the decision-making and shall not be entitled to take part in the competition.

7.7 Competition rules and approval of the competition program

The competition is run in accordance with Finnish Association of Architects (SAFA) competition rules.

The competition organizer, competition jury as well as the SAFA competition expert have approved this competition brief and its appendixes.

7.8 Competition material and its distribution

The competition conditions and a link to the other competition material will be sent to the competitors when the competition starts. The materials are listed in point "5.1 Competition documents".

All competition material is confidential. The competitors have the right to use the competition material only for preparing their competition proposals. Even partial use of the competition material for other purposes is strictly prohibited.

7.9 Schedule

The competition begins on 22.6.2022 and ends on 28.09.2022.

7.10 Competition questions

Competitors have the right to put forward questions concerning the competition brief and to ask for additional clarifications during the competition period. Submitted questions should be marked with a pseudonym and sent by email to the competition secretary Petteri Nikki. The email subject line should read: "THE TRAIN FACTORY MIXED USE PROJECT INVITED URBAN DESIGN COMPETITION QUESTION".

~~Questions should arrive at the latest by 12.00 noon on 26.8.2022~~

The questions and the jury's responses to them will be sent to all competitors by e-mail as soon as possible.

7.11 Competition seminar

A competition seminar will be held online (via Teams). Details to be advised during the competition.

7.12 Closing the competition, announcing the result and displaying it

The entries will be exhibited online in the Kerro kantasi portal and physically in the Konepaja Assembly Hall building from the date of submission for the entries and the Minutes once issued by the committee until 2 weeks after the announcement of the results.

The competition results will be published on the SAFA website and other news channels of SAFA. The evaluation report compiled by the jury will be published on the SAFA website.

7.13 Follow - up to the competition

The Competition Jury will provide a recommendation to the project developer regarding further actions based on the results of the competition.

Decisions on design assignments will be made by the project developer on the proposal of the jury – the winner will be invited to team up with the developer's in-house design team to complete the concept stage of the project and to jointly develop the design stages of the project.

7.14 Copyright and access rights to competition entries

The Train Factory retains the right of ownership of all the entries, while the intellectual property rights (copyright) remains with the author(s) of the proposal. Furthermore, The Train Factory retains the right to publish all proposals. The Train Factory retains the right to use and publish material from the purchased entries without compensation (the names of the authors shall be mentioned). Also SAFA retains the right to publish the entries.

7.15 Return of competition proposals to the author

The competition entries shall not be returned. The entrant is required to retain a copy of his entry.

7.16 Number of competition entries

According to the Competition rules of SAFA, Each competitor may submit only one competition entry.