

Helsinki

# Puotilanranta island competition

Competition programme 14 June 2023



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# Puotilanranta island competition

## The City of Helsinki invites partners

The City of Helsinki is looking for a partner for the development and implementation of an island in Puotilanranta. A new distinctive and green seaside neighbourhood is being planned for some 2,700 residents in the area of the current Puotila marina, located south of Puotila, near the services of Itäkeskus. One of the blocks in the area will be implemented as an island, the design and implementation of which is the subject of this competition. The competition will take place in the form of a competitive dialogue process.

The purpose of the competition is to find a solution for the island that is high quality in terms of the cityscape, architecture and landscape, as well as an implementer for the solution. The objective is to build an innovative, high-quality and attractive residential island that fits the cityscape of the developing Puotilanranta residential area and the verdant landscape of Vartiokylänlahti, in addition to taking into account the nature values of the area. In particular, the competition seeks innovative solutions for pre-construction and the foundation type, taking into account the carbon footprint and underwater nature. Potential solutions include building on pillars, a structural plot, and floating solutions, for example. The design solution proposed may also be a combination of different pre-construction methods. If the construction requires fillings, they must also be designed from the perspective of carbon emissions and other environmental impacts. The objective of this competition is to find out whether there are better alternatives than traditional shoreline construction that is completely based on fillings. The aim is for the block to have a permitted residential building volume of approximately 35,000 m<sup>2</sup> (gross floor area) and for business premises to account for at least 2% of the residential gross floor area. For a justifiable reason, the permitted residential building volume may also be less than stated above.

For the most part, the planning area currently consists of a water area with marina berths. The City of Helsinki will pre-construct the mainland side of Puotilanranta with fillings. The competitor will be responsible for the implementation of the island, starting from the pre-construction phase. The competitor may freely choose the pre-construction method of the island.

The City of Helsinki hopes that the competition will encourage developers to present proposals of exceptionally high quality to increase the attractiveness of East Helsinki. The starting points of the competition are unique: a residential project surrounded by the sea on all sides.



*Figure 1 Location of the competition area in an aerial image.*



# Phases of the competition and the right to participate

The purpose of the competition is to find a technically and economically feasible solution for the planning area in line with the objectives of the competition, as well as an implementer for the solution.

## Phases of the competition procedure

- *The competition will begin once the Urban Environment Committee approves this competition programme in June 2023.*
- *You can ask further questions about the competition programme. Questions for clarification must be sent by email by 4 September 2023 at 16.00. We will try to reply to any questions sent by the deadline by 15 September 2023 at the latest.*
- *The competition entries must be submitted for evaluation by 15 December 2023 at 12.00 noon at the latest. The competition entries will be made available for public viewing.*
- *The competition's evaluation team will evaluate the competition entries received according to the quality evaluation criteria presented below and rank them based on the overall scoring used for the competition programme.*
- *One or two participants who prepared the competition entry or entries that scored the highest will be invited for negotiations. The plan is to hold these negotiations around February–March 2024 in order to specify the boundary conditions for implementing the competition entry, among other things.*
- *A proposal will be submitted to the Urban Environment Committee approximately in spring 2024 regarding reserving the competition area for the party that drafted the best competition entry. Once the reservation decision is made, an implementation agreement and a preliminary agreement on the handover of the area to the implementer will be concluded through negotiations.*

## Right to participate and the eligibility of the participant

The competition is open to everyone, and tenders can also be submitted as a team. However, the participant presented as the winner of the competition must have sufficient technical skills, experience, financial resources and other building capabilities for implementing a block that is challenging in terms of structural engineering in a central location in the cityscape.

The competition team must have expertise in at least the following areas: principal design, architecture, landscape planning, foundation and structural engineering, carbon footprint calculation, civil engineering and cost accounting. The principal designer, building designer and foundation engineer appointed to the team must have the highest (exceptionally difficult) grade of FISE certification (new buildings). The team must also appoint a landscape architect with experience in exceptionally demanding sites. It is also good for the team to include expertise in marine nature, traffic planning and the development of commercial services, among other things.

The City may reject a competition entry on the grounds that it lacks general eligibility and/or based on certain types of negligence in combatting the shadow economy. In their activities, the competitors must fulfil the obligations laid down in the Limited Liability Companies Act and the Accounting Act, as well as the statutory social obligations concerning taxation, environmental protection, occupational safety and health, good working conditions and terms of employment, among other things.

If required by the City, the competitor must, without delay, submit all documentation required to establish general eligibility. Before the competition is concluded, the competitor presented as the winner must provide the City with a report on their credit information and a report on the fulfilment of the aforementioned social obligations.

# Competition assignment

The Puotilanranta island block is located in a unique location in the middle of the verdant seaside landscape of Vartiokylänlahti. The island is part of the new dense and distinctive Puotilanranta residential area, which will be created in the area of the current Puotila marina. The area is linked to the structure of Puotila, Marjaniemi and Vartiokylänlahti and makes use of the diverse services of Itäkeskus. The area is primarily intended to house blocks of flats, some of which can be implemented in the form of special housing, as well as a daycare centre, brick-and-mortar business premises, a grocery store, a new marina and opportunities for businesses related to the sea and boating.

The aim is to achieve an urban yet green environment that provides a comfortable living environment for its residents and a vibrant waterfront park and route, as well as recreational, boating and other services, for a wider range of users. The green shore of the area is the area's calling card, also attracting people from further away. The planned island block will be part of this living and attractive seaside area of Puotilanranta, which also takes into account the nature values of the area and is linked to the diverse shores of Vartiokylänlahti.

The location of the island in the cityscape of Vartiokylänlahti is central. Situated at the end of the new Puotilanranta waterfront park, the island will also be visible from different parts of Vartiokylänlahti. The facades of the island, along with the waterfront areas, must therefore be of exceptional quality.

The competition area comprises block 45591 in the draft detailed plan and water areas. Figure 2 shows the indicative boundaries of the competition area on a map. The size of the island's filling area, as shown in the draft detailed plan, can be considered to be the maximum size of the planned island. Various floating structures may extend further out to sea, but factors such as the landscape and boat routes must be taken into account. The island being planned will be a private block in its entirety, and the areas necessary for the public waterfront route, as well as other public connections and squares, will be defined in the detailed plan regulations. In this competition, 'island' refers to an area built either partially or entirely as a filling or as a structure built over the sea, or a platform floating directly on water. Innovative structural solutions are valued in the assessment of the competitive entries.



Figure 2 Boundaries of the competition area in an illustration included in the draft detailed plan for Puotilanranta.

## Draft detailed plan

The detailed planning of Puotilanranta produced a draft detailed plan that was completed in spring 2023 and approved by the Urban Environment Committee on 23 May 2023. The draft detailed plan and its description are included as Appendices 6 and 7, respectively. With regard to the island block, the planning will continue in the plan proposal phase as partnership planning with the winner of the competition.

The draft detailed plan presents a diagram-like planning solution in the island's location, which is intended to serve as a rough study of the volume and location of the construction. This plan presented in the draft detailed plan should not be interpreted as a guiding plan with regard to things such as the island's foundation method, design or the overall architectural idea; instead, the competitor has the freedom to completely redesign the island, taking into account the given planning area and the island's connection to the solution on the mainland side, as shown in the draft detailed plan. The exact location, width and design of the bridges are indicative, but the western bridge in particular must be designed to be a natural continuation of the Puotilanranta waterfront route and park.

The plan symbols presented in the draft detailed plan, such as those denoting building heights and construction areas, are not binding for the island block. The plan regulations that must be followed are the regulations laid down in the section '*Rakennusoikeus ja tilojen käyttö*' (Permitted building volume and use of facilities). Otherwise, the regulations are indicative.

## Cityscape principles

The shores of Vartiokylänlahti are primarily unbuilt, in their natural state or similar. In the competition, it is important to carefully consider how the new built environment will fit into the verdant seaside landscape of Vartiokylänlahti and continue the life of the shores from a functional perspective.

The cityscape and scale of the island should be carefully adapted to fit the surroundings. The island block must fit the Puotilanranta area in terms of the cityscape, but it may also form an entity clearly different from the rest of the area. The buildings near the area are 3–5 storeys high in Puotila and even lower in Marjaniemi, while the new buildings constructed in Puotilanranta are primarily 4–8 storeys high. The number of storeys has not been specified precisely for the



buildings in the island block; they must be designed with consideration to the area's landscape structure and wind conditions. In principle, however, the plan is not to build tall buildings in the area.

Public connections and squares on the island must be designed to be high-quality urban spaces, taking into account the verdancy of yard areas, as well as possible squares and street spaces, and the pedestrian scale.

## **Functional starting points**

The island connects to the mainland side of Puotilanranta with two bridges, the design of which is part of the competition assignment. Both bridges serve pedestrian, bicycle and service vehicle traffic. The northern bridge also serves as a vehicle connection and emergency access road to the island.

The starting point of planning is a public waterfront route travelling along the island's waterfront areas, along with waterfront functions related to the route. An attractive public access route must be planned for the island, linked to the waterfront areas of the new island. Together with the waterfront areas of Puotilanranta, this public access route will form a new, unique part of the waterfront route of the East Helsinki Cultural Park. The waterfront route must also be connected to a square-like public area or waterfront area that is visually and functionally linked to the waterfront areas of Puotilanranta. However, not all of the waterfront areas of the island need to be available for public use; instead, the buildings may also be immediately bounded by water, for example.

The island must be equipped with berths for residents as well as other functions and services supporting the maritime spirit, such as a public sauna, a neighbourhood sauna, a canoeing centre or a sea pool.

## **Landscape and ecological starting points**

In the greater landscape, the planning area is located in a sea valley on the shore of Vartiokylänlahti. The landscape of Vartiokylänlahti is typical of the coast of Helsinki and the coastal region of the Gulf of Finland, with a diverse and varied scenery. Vartiokylänlahti is located in a joint valley oriented northeast–southwest, bounded by steep moraine and rock forms. The narrow bay defines the landscape of the area.

The tree-covered ridges on the Meri-Rastila side form a clear edge to Vartiokylänlahti's open landscape to the east. In the direction of Marjaniemi, the stand of mostly broad-leaved trees forms the edge of the semi-open landscape. The shores and forests of Vartiokylänlahti are largely in their natural state, which makes the area's nature vibrant and attractive.

The landscape of Vartiokylänlahti has changed significantly in recent decades: from an open agricultural landscape interspersed with patches of forest to a semi-open built environment where open landscapes and views stretching far into the distance can now only be found right near the shore, across the open bay. In fact, it is particularly important to take into account the views stretching across the water in Vartiokylänlahti and the planning area, which is located on the border of different landscape types. In particular, a far-reaching view opens up from the marina and Vuosaari Bridge through the inner archipelago towards Vartiosaari Island, located a little over two kilometres to the southwest. In addition to the views that open up from the planning area, the plan must particularly take into account the location of the planning area in a central spot in the entire landscape of Vartiokylänlahti as well as where the new buildings will be located in relation to the key lines of sight, both from the sea and from the shore.

The planning area also includes nature values in accordance with the Helsinki Nature Information System, which must be taken into account in the planning. The area is part of the important bat area of Vartiokylänlahti (31/03, 2014). According to a 2014 survey, the area is home to the common noctule, the northern bat, Daubenton's bat, the whiskered bat and Nathusius' pipistrelle. The area is also part of the important bird area of Vartiokylänlahti, which is in value class II (131, 2018). The shore areas around the planning area are nesting areas for

at least the goosander, the great crested grebe and the Eurasian coot. The end of Vartiokylänlahti Bay is a locally and ecologically important underwater habitat, with the latest data being from 2016 (Pääkaupunkiseudun rannikkovesien ekologinen laatuluokitus – Työkalu rannikkovesien laatuluokituksen laskentaan sekä laatuluokituksen vaihtelu 1970-luvulta nykypäivään (Ecological quality classification of the coastal waters of the Helsinki Metropolitan Area – Tool for calculating the quality classification of coastal waters and variation in the quality classification from the 1970s to the present day). Publications of the City of Helsinki Environment Centre).

The planning must be based on the landscape and diverse nature of Vartiokylänlahti and how the new island will be part of the evolving bay area. The island and its green structures will allow for a new kind of urban ecology and new habitats to be formed. In the landscape planning solutions for the yards, roofs and urban space, the emphasis must be on biodiversity and nature-based solutions.



*Figure 3 Oblique aerial view of Vartiokylänlahti in 2020.*

The yard designs must take the maritime spirit of the area into consideration. The sea as a water element can be integrated into the overall solution for the yards, and yard functions can also be partly placed on the rooftops of buildings. However, the target level of the Helsinki green factor must be taken into account in the planning of the plots, and the competitor must seek solutions that increase green surfaces and vegetation and take into account the quality of the stormwater entering the surrounding sea areas.

## **Business and service premises**

The island must feature at least one attraction, such as a seaside restaurant, a sea pool or other business premises that offer a good view of the surrounding bay. In addition, the creation of several attractive business and service premises that strengthen the maritime spirit of the island is considered an advantage in the evaluation of the operational content of the project. Business and service premises must account for at least 2% of the residential gross floor area. Possible functions include a café, a restaurant, a canoeing centre and a public sauna, for instance. The business and service premises must mainly be located on the island's shore / at the edge of the structure or on the public square to be built in the area, and their placement must strengthen the creation of a public and living waterfront route.

## Types of occupancy and financing

The competitor may freely choose the occupancy type for housing production, but rental housing units must not exceed 50% of the housing production. Different types of commercial accommodation, such as hotel operations, are also possible at this location. The competitor is asked to indicate the placement of different occupancy types in their plan.

On plots allocated to unregulated owner-occupied housing production, 50% of the permitted residential building volume must be implemented as housing units with two or more bedrooms and a kitchen / cooking area. The average net floor area of these housing units must be at least 70 m<sup>2</sup>. The housing type distribution of non-family housing units must be diverse, and 75% of the studio flats must be implemented as housing units with a net floor area of at least 30 m<sup>2</sup>.

On plots allocated to rental housing production, at least 40% of the permitted residential building volume must be implemented as housing units with two or more bedrooms and a kitchen / cooking area. The average net floor area of these housing units must be at least 60 m<sup>2</sup>. The housing type distribution of non-family housing units must be diverse, and 75% of the studio flats must be implemented as housing units with a net floor area of at least 30 m<sup>2</sup>. These policies do not apply to special buildings, such as senior housing.



*Figure 4 The objective is to make the Puotilanranta waterfront area green, living and inviting. Voima Graphics oy*

## Carbon footprint of the island

One of the key objectives of the Helsinki City Strategy is carbon neutrality by 2030. For this reason, the objectives concerning the promotion of Helsinki's carbon neutrality (the lifecycle carbon footprint of construction and the carbon footprint of pre-construction) are strongly emphasised in this competition. The aim of the competition is to find and develop solutions related to the reduction of the lifecycle carbon footprint of construction and the carbon footprint of pre-construction, which contribute to the achievement of the Carbon-neutral Helsinki 2030 target.

## Technical general planning and parking

Appendix 8 presents the starting points of the competition concerning soil and constructability, soil contamination and the need for its remediation, civil engineering, structural engineering, environmental disturbances, fire and rescue safety and the economy, as well as the boundary

conditions and the materials to be prepared by the competitors in connection with their competition entry.

An option to place 150 parking spaces in a parking facility on the mainland side will be reserved for the island block. In addition to this, the competitors may place the number of car parking spaces they deem necessary on the island. The parking capacity specified in the draft detailed plan is not binding on the competitors. Parking on the island can be implemented as the competitor sees fit, mainly as structural parking (e.g. a parking facility, yard deck, automated parking system). Drop-off and service vehicle traffic and accessible parking spaces must be arranged in the island block.

# Guidelines for preparing competition entries

## Materials to be prepared

The draft plan must be submitted as a PDF file printable at size A4 or A3.

The proposal must explain the architectural idea and implementation method of the island block's development with the help of texts, diagrams, plan drawings and illustrations. The design and content of the plans must be sufficiently thorough and detailed so that the implementation of the functional and qualitative factors, technical feasibility and other factors indicated in the plans can be evaluated on the basis of the evaluation criteria. The main emphasis must be on illustrating the concept at the idea level and its feasibility and not on examining the floor plan details of individual housing units, for example.

The competitor must attach at least the documents/information listed below to their proposal. Additionally, the competitor may present other materials they consider to be necessary.

### Layout plan 1:1000

The layout plan presents the key elevations, access points from the streets to stairways and parking facilities, as well as the routes for service vehicle, pedestrian and bicycle traffic and the emergency access roads. The plan also shows the nature of the outdoor facilities, possible green roofs and roof terraces and the locations of functions. If necessary, the traffic arrangements may be presented in a separate diagram.

The buildings are shown shaded, ensuring that readability is maintained. The angle of incidence of light to the surface of the ground is 45 degrees from the southwest.

### Cross-sections

The necessary number of cross-sections (at least two). The cross-sections must extend across the entire island and to the foundation solutions connected to it. The cross-sections must also show the land area north and west of the island. The scale may be selected freely.

### Floor plans and facades

Floor plans must be provided at least for the ground floor and roof floor, in addition to the basic floor plan. Facades are presented with key material and elevation markings, as essential for illustrating the plan. The scale may be selected freely.

### Subarea plan 1:250

A subarea plan illustrating the key outdoor areas and the waterfront route must include the materials, access routes, vegetation and fixtures of the outdoor areas.

### Broader area

The competitor presents the broader connection of the area to the landscape and views of Vartiokylänlahti.

### Illustrations

Illustrations (at least three), with one being a view of the competition area from Vuosaari Bridge and another being a view of the competition area from the sea area south of the island.

### Description

A short description (up to 1,000 characters) that can be used as the introduction to the competition entry.

### Functional concept



The functionality of the proposal should be illustrated with free-form diagrams and illustrations.

#### Scope details

Rough estimates of the scope and the concept of the car parking solution, with justifications.

#### 3D model

A 3D model in accordance with the instructions in Appendix 5. The model will be imported to the city model to allow the solution to be viewed as part of the landscape structure, for example, and a scale model will be 3D printed of the 3D model for incorporation into the scale model of the Puotilanranta area.

#### Carbon footprint

The calculation of the lifecycle carbon footprint of the building must be carried out in accordance with the City of Helsinki's 'Guide on the calculation of the lifecycle carbon footprint of the Puotilanranta island block and reporting the results, dated 28 April 2023' and the complementary Excel file on carbon footprint comparison. This is intended to ensure that the calculation and comparison are commensurate, with all participants in the competition being required to disclose in the same way the initial information affecting the calculation and the design solutions materially affecting the calculation. The carbon footprint calculation must cover a period of 50 years. In addition to the calculations, the most significant solutions affecting the lifecycle carbon footprint of the building must be described in words on the attached form 'Template for reporting solutions that reduce the carbon footprint of construction'.

For the carbon footprint of pre-construction, the results of the calculation must be submitted in an Excel file containing the main structural components, along with their total concrete and steel quantities, and the total emissions calculated for each main structural component for both the design solution and the BAU reference case. The calculation must include the materials, transport and work performances. Additionally, the key emission reduction methods must be described in writing. The BAU reference case must be an implementation that is based on filling and pile slabs in an area (incl. piles and pile slabs).

#### Green factor calculation

A preliminary green factor calculation based on yard plans at the general or reference plan level for the blocks.

#### Value of the permitted building volume

An indicative estimate of the value of the permitted building volume, with the purposes of use included in the competition entry, on pre-constructed plots. The cost of pre-construction, waterfront structures, bridges, and the cost estimate of the implementation of areas serving public use, as well as the total price formed through it, must be reported separately. (Value of the permitted building volume – cost of pre-construction and other similar things = total price.)

#### Technical general planning

Appendix 8, which concerns technical general planning, describes the technical specifications to be presented by competitors in their plan.

#### Description of the project organisation and references

A description of the project organisation and an account of references on the planning and implementation of projects of a similar level of complexity over the past ten years.

- In the description of the project organisation, the competitor must appoint the project management, principal designer and specialist designers and present the experts' personal reference projects, training and other possible qualifications relevant to the project.
- The references must include the scope and overall duration of the projects and the responsibilities of the individuals in these projects.

If the references of a partner are presented, the competitor must present an account of the partner's commitment to the project.

## Ownership and usage rights of the plans

The organiser of the competition does not have ownership of the competition entries. The respective authors retain the copyright to their competition entries. However, the organiser will have the right to publish images of the competition entries in their own publications, websites and exhibitions and other similar occasions and events without compensation.

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

The competition organisers will not insure the competition entries or return them to the competitors. No remuneration will be paid for participation in the competition.

## Submission of materials and additional information

Questions about the competition and the planning area must be submitted by email to mia.kajan@hel.fi by (Wed) 4 September 2023. The message should be titled 'Puotilanranta island competition'.

The answers to questions submitted by the deadline, as well as any additions and corrections to the competition programme, will be published on the website of the Land Property Development and Plots service (<https://www.hel.fi/en/urban-environment-and-traffic/plots-and-building-permits/applying-for-a-plot>) no later than (Wed) 15 September 2023.

**The competition entries must be submitted** to the City of Helsinki Urban Environment Division's customer service **by (Wed) 20 December 2023 at 12.00 noon**. The data and 3D model saved in PDF format must be saved on a USB flash drive and submitted in an envelope. The scale model must be submitted in a cardboard box. The sealed envelope and cardboard box must be labelled 'Puotilanranta island block' and the name of the competition entry.

Postal address:  
City of Helsinki  
Urban Environment Division  
PO Box 58231  
00099 CITY OF HELSINKI

Street address:  
Urban Environment Building, Työpajankatu 8

# Evaluation criteria and the selection of the winner

The evaluation team will evaluate the competition entries according to the quality evaluation criteria presented below and rank them based on the overall scoring used for the competition programme.

The evaluation team will comprise:

Leena Pasonen, Project Manager, City Executive Office, Vuosaari area construction project

Tuukka Linnas, Team Manager, Vuosaari-Östersundom team, detailed planning

Jussi Ukkonen, architect, Vuosaari-Östersundom team, detailed planning

Olga Airaksinen, architect, Vuosaari-Östersundom team, detailed planning

Pihla Sillanpää, lead landscape architect, Landscape and General Planning Unit, Urban Space and Landscape Planning

Susa Eräranta, Project Manager, Climate Unit

Karri Kyllästinen, Senior Technical Specialist, Strategic Urban Planning

Aarno Alanko, Head of Unit, Permits Unit, Building Control Services

Mia Kajan, Senior Specialist, Land Property Development and Plots

The evaluation team also works with a traffic planning officer and a representative of the Soil and Bedrock Unit. The evaluation team may also consult other experts they consider to be necessary. The City has the right to make changes to the evaluation team and experts without penalty.

If the City and the winner of the competition cannot agree on a mutually satisfactory solution, the City has the right to continue negotiations with the participant who submitted the second best competition entry. If no negotiating partner can be found among the participants in the application procedure, the City has the right to designate another party as the implementer of the area by its chosen method without penalty.

## Evaluation of the competition entries and evaluation criteria

Architecture, cityscape and urban ecology, weighted at 50%, up to 150 points, carried out as an overall evaluation

- The overall architectural solution, cityscape and landscape quality, the area's image
- Consideration of the marine nature of Vartiokylänlahti and the urban ecology
- Connection to the cityscape of the new Puotilanranta residential area and public areas
- Quality of the urban space and public waterfront route, activation of the ground level and shore, pedestrian perspective
- Quality and attractiveness of the proposed housing solution and the connection to the sea
- Attractiveness of the proposed inviting business/service premises

The competition entry must receive at least 80 points for this area.

Innovative solutions (especially pre-construction and foundation methods) and carbon footprint, weighted at 25%, up to 75 points

- Innovativeness of the technical solutions, up to 25 points, carried out as an overall evaluation
  - Innovative methods used in pre-construction, foundation and shoreline construction
  - Innovativeness of the solutions from the perspective of climate change adaptation
- Carbon footprint of pre-construction, up to 25 points

The proposal that achieves the highest reduction (%) in the carbon footprint of pre-construction compared to the BAU reference case will receive 25 points, while the second highest will receive 20 points, the third highest 15 points, and so on.
- Lifecycle carbon emissions of buildings, up to 25 points

The proposal that achieves the lowest lifecycle carbon footprint (kg CO<sub>2</sub> equivalent/m<sup>2</sup> heated net floor area) for the entire construction package to be implemented in the competition area will receive 25 points, while the second lowest will receive 20 points, the third lowest 15 points, and so on.

Price, weighted at 25%, up to 75 points

When comparing purchase offers, the total bid price will be determined on the basis of the permitted building volume for the different purposes of use identified in the competition entry as well as the unit prices offered. The participant who provided the highest total bid price in their purchase offer will receive 75 points. The score for the other tenders will be determined in relation to the highest tender.

Please note! The prices of the permitted building volume given in the offer will be increased in accordance with the change in the cost-of-living index (1951 = 100) for the period between the deadline for submitting the offer and the final handover date of the plots.

# Procedure after the competition

## Development reservation

The planning area will be reserved for the winner of the competition for approximately two years for the development of the project and further investigation of the conditions for implementation. The decision on the development reservation to be granted to the winner of the competition will be made by the Urban Environment Committee.

The plan is to negotiate the agreement on the implementation of the area and a preliminary agreement on the handover of the island block during the development reservation. The City Board will decide on the approval of the preliminary agreement and implementation agreement. The City's goal is for the agreements to be negotiated and brought to a decision during 2024.

The winner of the competition will be responsible for the functional, technical and economic concept and solution of the plots to be formed and the buildings located on them, as well as for the formation of a coherent, functional entity. The winner of the competition will act as the implementer of the area and commit themselves to the development of the area and the implementation of the solution in the long term on an overall responsibility basis and will be responsible for all costs of planning, implementation and maintenance.

In order to ensure compliance with the terms of the reservation decision and to commit the recipient of the reservation to the project, the recipient of the reservation is obliged to pay the City (Land Property Development and Plots service) a down payment as a reservation payment. The down payment must be paid within three (3) months of the decision of the Urban Environment Committee on the conclusion of the competition and the recipient of the reservation. The down payment is in the amount of fifty thousand euros (EUR 50,000.00). The down payment is part of the purchase price of the plot(s) to be formed in the competition area, and the down payment paid will later be deducted from the purchase price of the plot(s) to be paid by the recipient of the reservation as agreed upon in the preliminary property purchase agreement concluded later on. In the first phase, a short, standardised agreement will be concluded on the payment of the down payment. The City will not refund the reservation fee if the reservation does not lead to property conveyance.

## The winning entry as a starting point for planning

The starting point for the plans and detailed planning of the competition area will be the winning entry, and the detailed plan will be drawn up by the City of Helsinki in the form of so-called partnership planning in cooperation with the winning party who receives the development reservation. The winning team's named people in charge may not be changed without the consent of the City.

The island competition is related to the ongoing detailed planning of Puotilanranta, the preparation, processing and approval of which comply with the normal planning and decision-making process of the City with its appeal possibilities, regulated by the Land Use and Building Act.

The target timetable for the preparation of the plan proposal for consideration by the Urban Environment Committee is the end of 2024. After being processed by the committee, the proposal will be made available for public viewing. The completion of the revised proposal is scheduled for consideration by the Urban Environment Committee in autumn 2025. After that, the local detailed plan of Puotilanranta and the detailed plan revision will be considered by the City Board, then presented for consideration to the City Council and become final approximately in 2026.



The winning entry will also serve as a basis for the future implementation, and the winning entry is the competitor's promise of quality that must be achieved at all stages. The winner will commit to implementing the plots planned in the area in accordance with at least the quality level and basic solutions indicated in the winning plan.

## **Plot conveyance**

The plots in accordance with the final detailed plan drawn up on the basis of the winning competition entry will be handed over to the winner of the competition or a party designated by the winner. The winner of the competition will be responsible for the implementation arrangements in accordance with the competition entry and the necessary easement arrangements. The plan is for the preliminary agreement on the implementation of the project and the preliminary property purchase agreement to proceed to decision-making at the same time with the detailed plan proposal.

The decisions on the conditions for the transfer of the plots sold to the winner of the competition will be made by the Helsinki City Council. For the sake of clarity, it is noted that the plots will be transferred largely in accordance with the City's usual terms and conditions. Any additional conditions to be decided separately will aim to ensure that the project is implemented in accordance with the winning entry.

## **Plot pricing**

The competitors are asked to submit their offers on the unit prices of the permitted building volumes in accordance with the purposes of use included in their competition entry. The City will commission two external experts to assess the fair value of the permitted building volumes to ensure that the prices offered by the competitors are in line with the fair value. If the prices offered are lower than the fair value, the competitor must revise its prices to correspond with the fair value.

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

The purchase price will be charged at least in accordance with the permitted building volume of the plot specified in the detailed plan, or, if it is exceeded in the final building permit, also for this excess.

# Contact information and appendices

For further information, please contact:

Mia Kajan, Plots Unit, tel. +358 9 310 15820

Jussi Ukkonen, detailed planning, tel. +358 9 310 20516

Email addresses are in the format firstname.lastname@hel.fi

## Attachments available for download

- Appendix 1: Aerial image
- Appendix 2: Illustration and boundaries of the planning area (PDF and DWG)
- Appendix 3: Map template (DWG)
- Appendix 4: Detailed plan map (DWG)
- Appendix 5: Instructions for downloading the 3D data and submitting the 3D model
- Appendix 6: Draft detailed plan 9 May 2023
- Appendix 7: Detailed plan description 9 May 2023
- Appendix 8: Instructions for technical general planning
- Appendix 9: Noise maps, Puotilanranta island competition 19 April 2023
- Appendix 10: Puotilanranta pre-construction plan (completed June 2023)
- Appendix 11: Guide on the calculation of the lifecycle carbon footprint of the Puotilanranta island block and reporting the results, dated 28 April 2023
- Appendix 12: Carbon footprint comparison, Excel
- Appendix 13: Carbon footprint assessment form
- Appendix 14: Principles of climate-proof shoreline construction – Vartiokylänlahti (Nomaji / City of Helsinki, 2020)

Other useful materials:

Planning principles for Vartiokylänlahti

<https://dev.hel.fi/paatokset/asia/hel-2018-012524/>

Bicycle parking

<https://pyoraliikenne.fi/pyorapysakoinnin-suunnitteluohje>

Green factor tool

<https://helsinginilmastoteot.fi/kaupungin-ilmastoty/viherkerroin/>

