



TAB 2015 "Self-Driven City"
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Vision Competition "Epicentre of Tallinn"
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Tallinn Architecture Biennale 2015 Vision Competition: "Epicentre of Tallinn" Competition brief



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The aim of the vision competition “Epicentre of Tallinn” is to find a design solution for road intersections in the future, when only self-driving cars drive on city streets. The central traffic junction in Tallinn, the Viru intersection, was chosen as a test site. The vision competition seeks answers to questions how driverless cars will alter the cityscape and the public space, and what will be the nature and purpose of future public space.

TAB 15 “SELF-DRIVEN CITY”

Tallinn Architecture Biennale (TAB) is an international architecture festival that introduces Estonian architectural culture, deals with current problems in architecture, and looks into the future of the architect’s profession. TAB offers a series of events for top professionals, young starting architects as well as citizens interested in architecture.

The title of TAB 2015 is “Self-Driven City”. This year’s Tallinn Architecture Biennale will study the changes in urban space in the context of the Third Industrial Revolution. The Third Industrial Revolution, or the Digital Revolution, is a concept that focuses on the digitalisation of technologies and the development of network society.

The Third Industrial Revolution is associated with numerous things: decentralisation of the energy market, custom solutions taking the central place in production, the use of information technology in all fields, the Internet of Things, network-based information society etc. It is predicted that urban space will be most influenced by the technology of self-driving cars, which is also the central topic of this year’s TAB vision competition.

CHALLENGE IN FOCUS - SELF-DRIVING CARS

In the future, car driving will be trusted in the “hands” of algorithms instead of people. Cars will constantly analyse their surroundings, exchange information about traffic conditions and will thus be able to foresee things. Better analysis of the environment and the avoidance of human driving errors will make traffic safer.

Driving a car will no longer mean that people have to constantly observe traffic and control a vehicle. Instead, driving will become a rather passive activity and commuting time can be used for sleeping, entertainment or work. What would be the nature of building typologies associated with cars?

Urban space and traffic will be re-structured. For example, traffic signs and traffic lights will lose their significance; driving a vehicle will become much more precise as we no longer need to keep a safe distance between cars due to human reaction



CASE STUDY – VIRU INTERSECTION

time. Furthermore, we no longer need parking spaces: cars can drop us off and drive themselves to a parking house or go pick up new passengers. When networked cars communicate with one another, traffic jams will stay in the past — by exchanging information, cars will be able to choose their routes and schedules, thus distributing traffic load in a more optimised way. Today’s traffic can thus be packed more densely, occupying a smaller area and leaving a large portion of public space for other purposes.

Contrary to the driver- or human-centred approach, the entire transport sector will liberalise and become free from its anthropometric structure. This makes way to alternative mobility solutions that will include a considerably larger variety of vehicles beside cars: flying drones, small robot carriers, movable building parts etc.

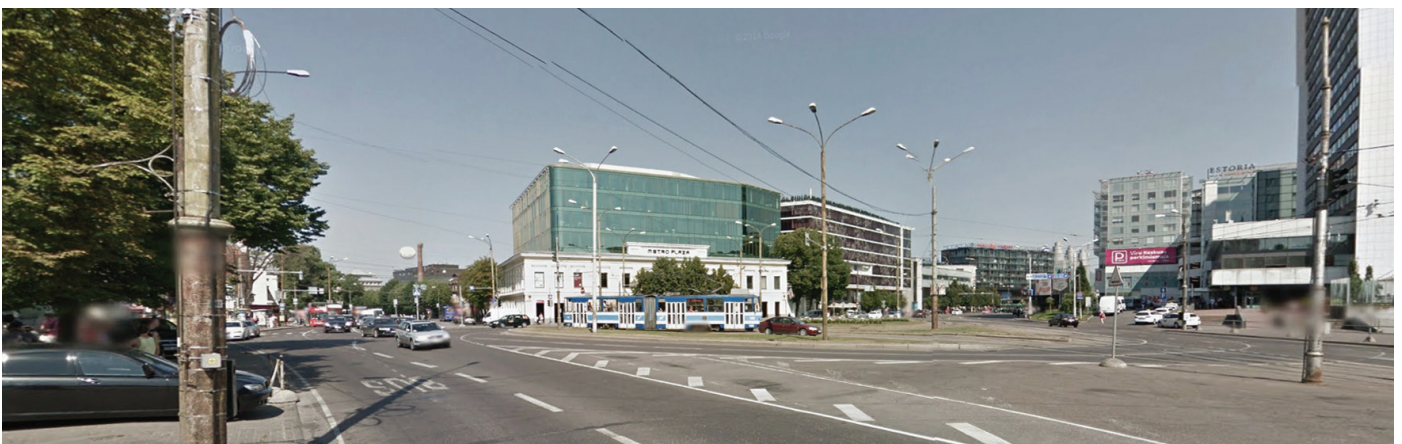
The vision competition will concentrate on Viru intersection which, in every sense, is a focal point of Tallinn, the epicentre of the city. Viru Square is situated beside Tallinn’s Old Town, with its medieval defensive walls running next to the site. The square is bordered by Rotermanni industrial quarter established in the 19th century, the Modernist building of the Viru Hotel built during the Soviet era and contemporary architecture (Metro Plaza, Foorum Hotel) mixed with the first buildings built outside the city walls (e.g., the former fire station, built in the 1870s).

Three of the busiest pedestrian crossings in Tallinn are located on the sides of the Viru Square, next to tram stops on Mere Puiestee, Viru Keskus and Hobujaama Street. All four tram lines cross through here and the square is also the departure point for numerous bus lines. Viru Square is considered the beginning of the three main roads (Pärnu Road (Pärnu maantee), Tartu Road (Tartu maantee) and Narva Road (Narva maantee)), and also the starting point for calculating distances from Tallinn.

Historically, the Viru intersection has been one of the prominent areas outside the city gates. Until 1939, the square was called the Russian market as a site of market commerce. In 1939–1940 it carried the name Viru Square, in 1940–1960 it was known as Stalin Square, and in 1960–1970, as Central Square. In 1970, when Viru Hotel was built, the site was once again renamed as Viru Square. Back then, in the 1970s, the square was bigger than today — a large part of the square was occupied by the Viru Keskus shopping centre and bus terminal, built in 2004.

The Viru intersection still carries the name of Viru Square, but there is no actual urban plaza. There is a growing interest in reconstructing the area of Viru intersection in such a way that it would be once again defined as a public plaza.

The aim of the TAB 2015 vision competition is to redefine the Viru intersection in both functional and symbolic terms. Besides reorganising the traffic system, participants are called to design a symbolic focal point for a self-driven city.

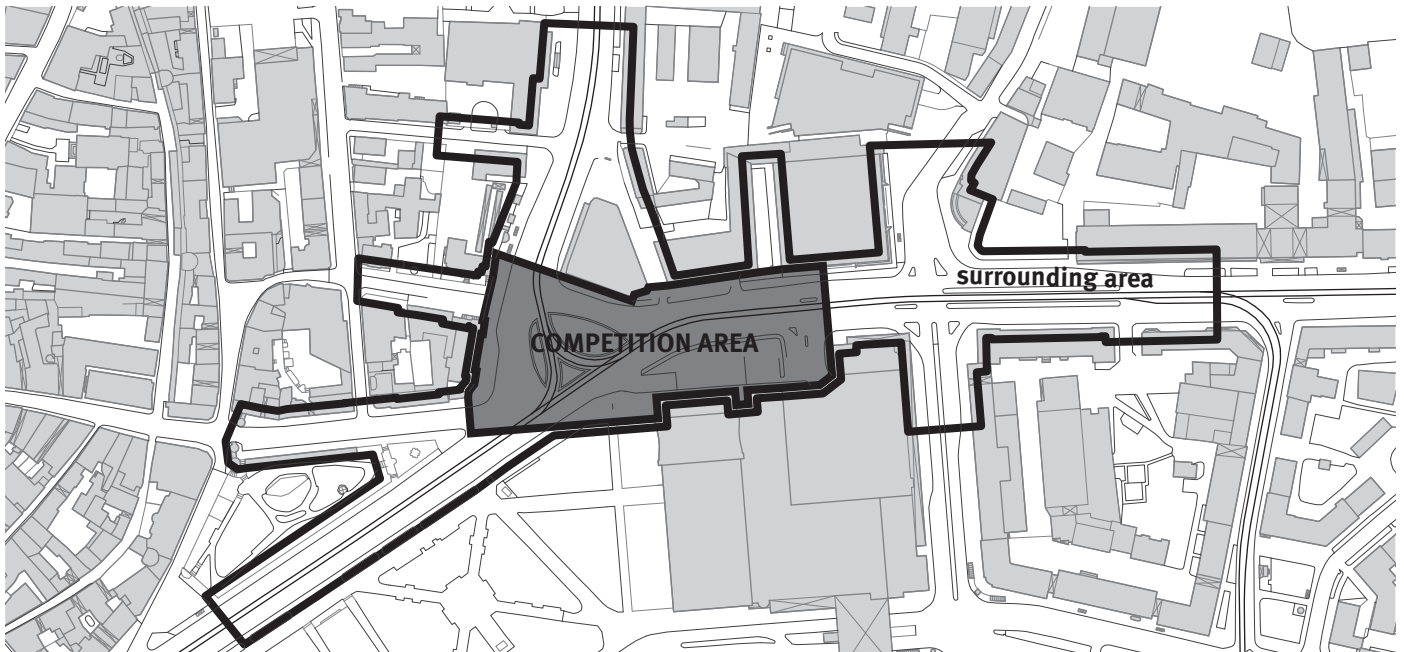


The competition area is also visible in Google Maps street view - <https://goo.gl/maps/VlIzc>

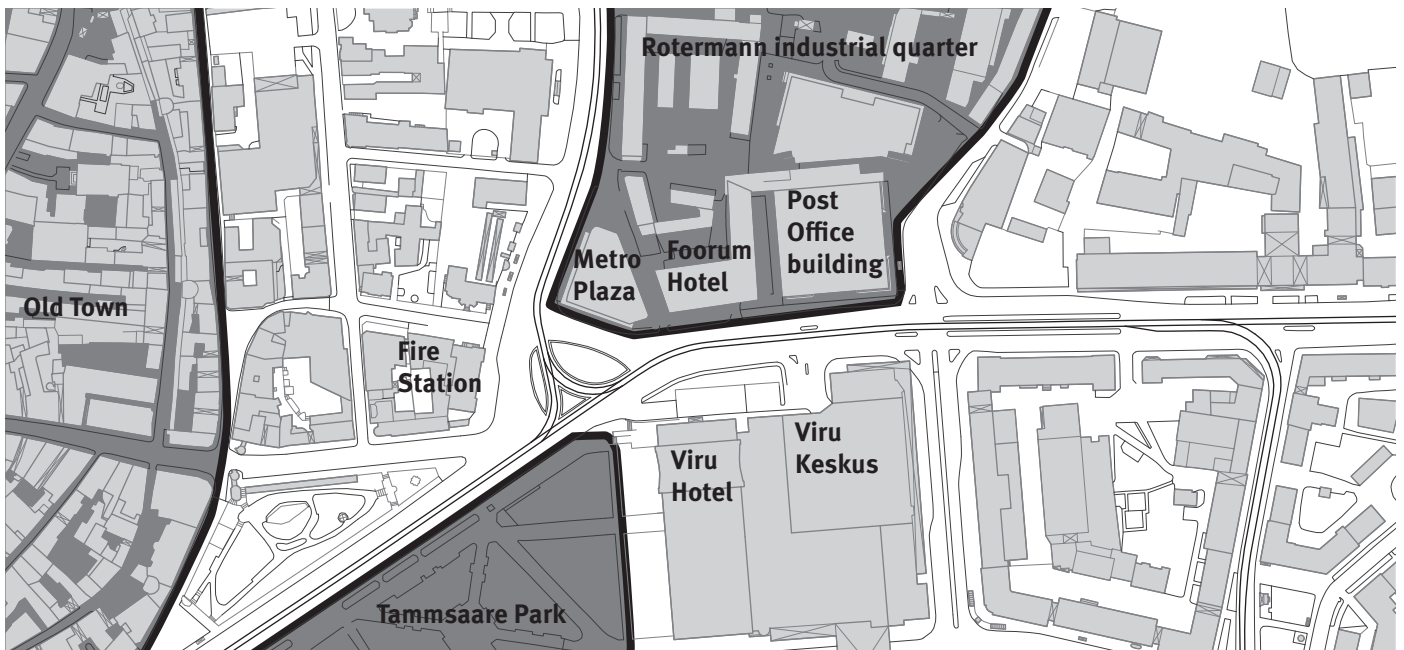


COMPETITION AREA

The competition area is limited to the space between buildings around the Viru intersection, with the facades of the surrounding buildings serving as the border of the competition area. The surrounding area of the vision competition which the participants are also encouraged to consider and propose solutions for, is the street space between the buildings of the surrounding quarters.



Competition area and surrounding area

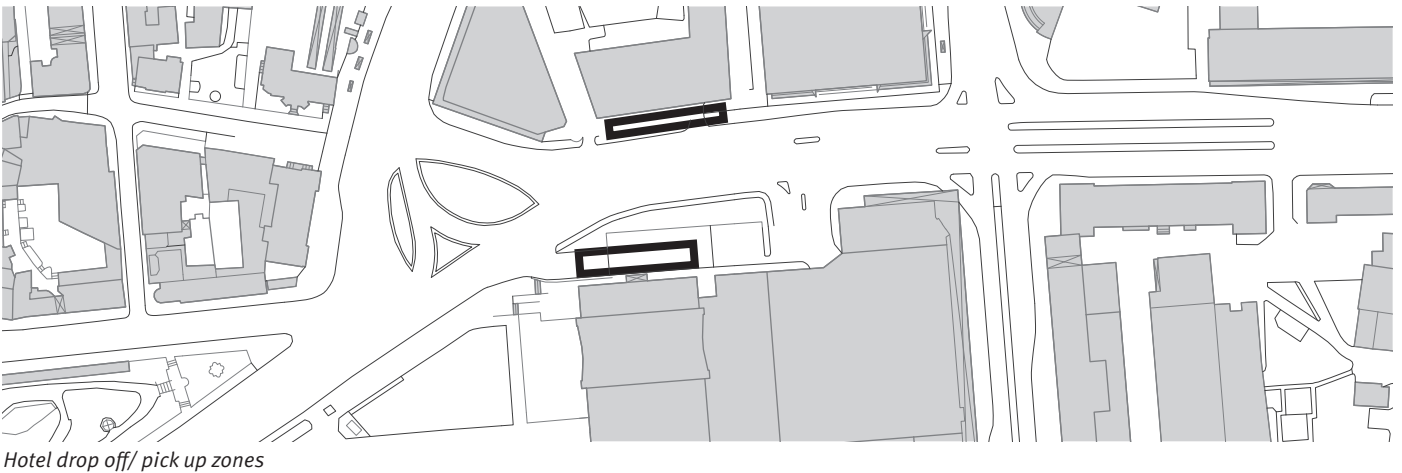
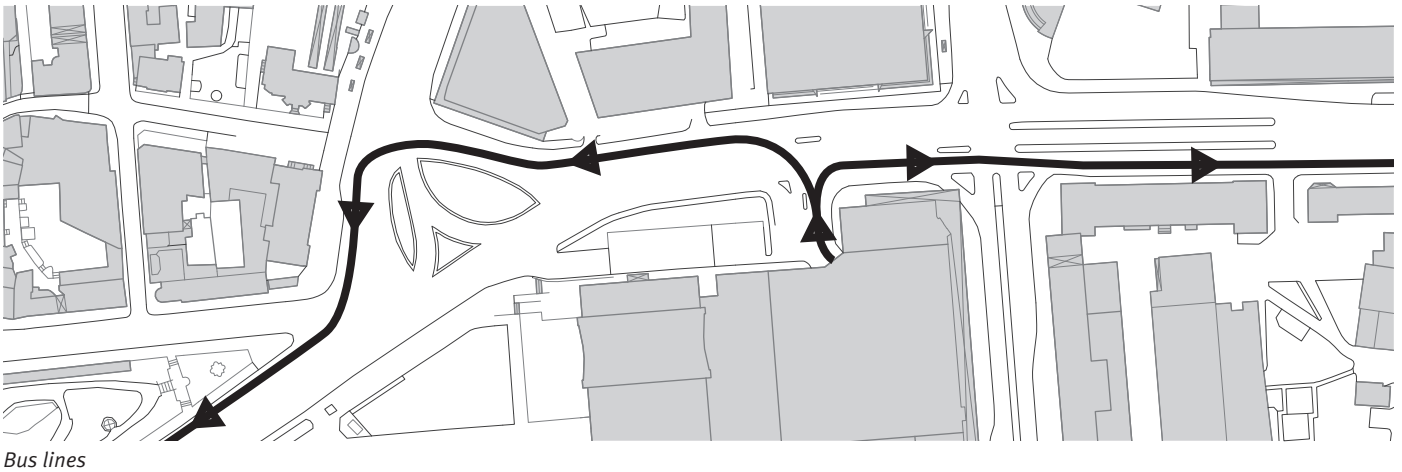
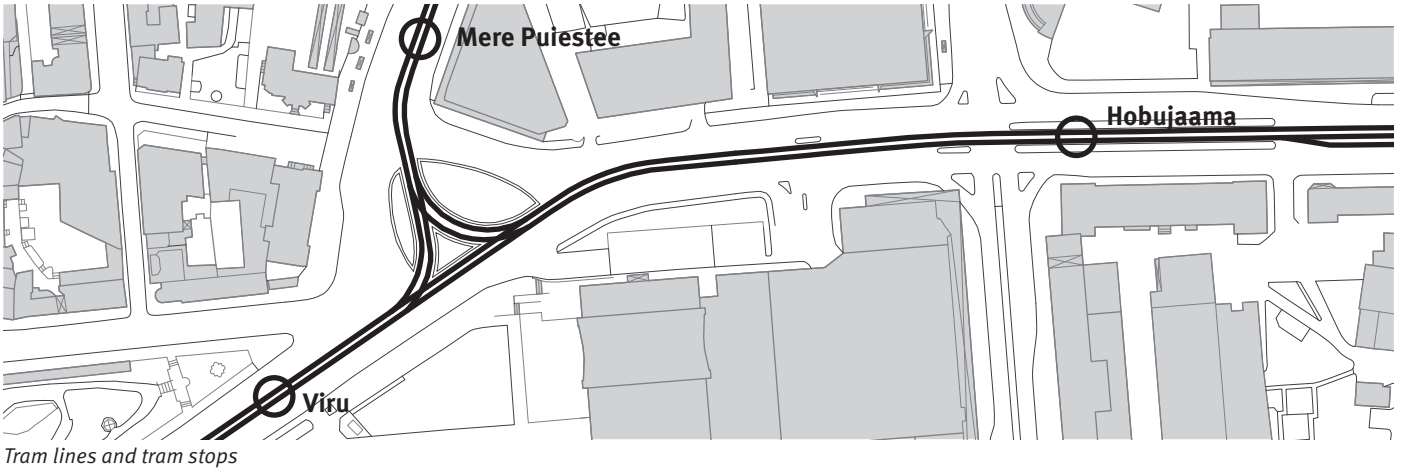


Context



LIMITATIONS

The logistics of the tram lines crossing the competition area, as well as that of the bus lines departing from the Viru Keskus bus terminal, shall be left unchanged. The main entrances of the neighbouring hotels shall remain accessible by car transport. This in turn means replacing the current space-demanding solutions with compact drop-off / pick-up zones.





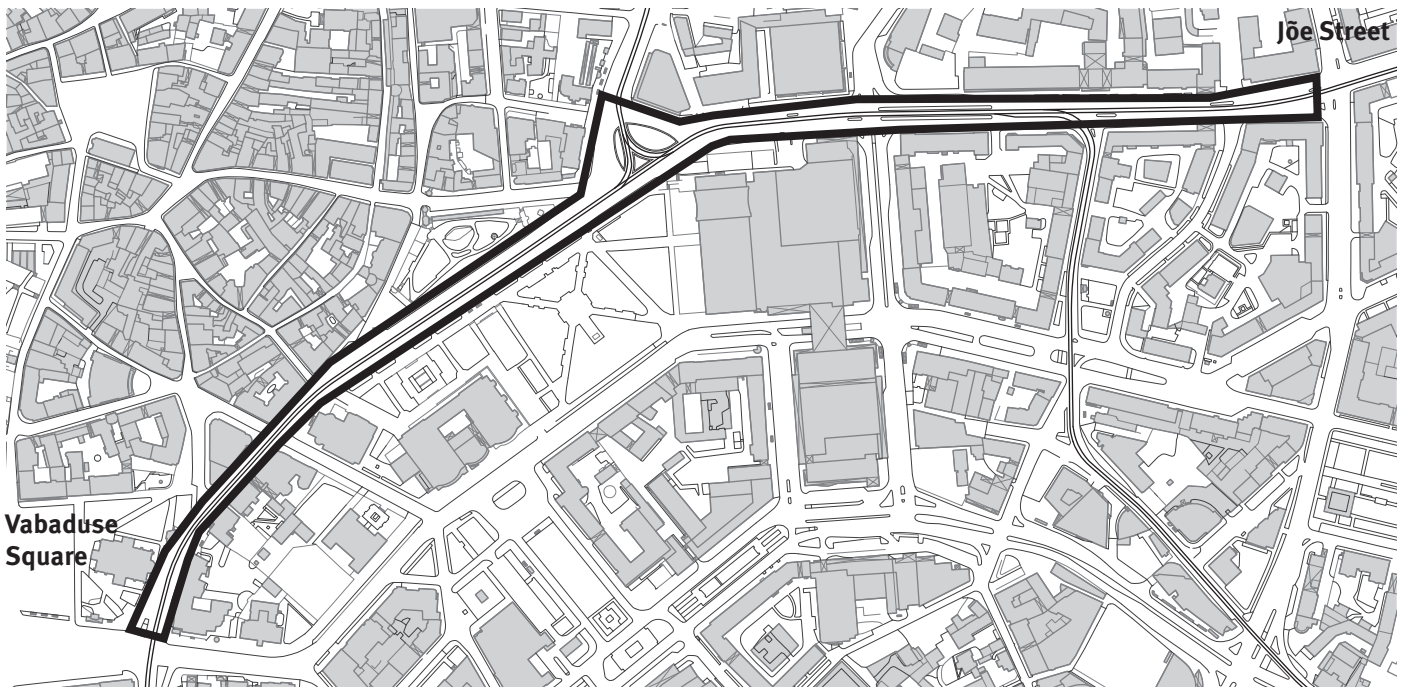
EXPECTATIONS OF THE CITY OF TALLINN

Finding a new concept for the Viru Square is part of a wider recent process in Tallinn where the course is toward a more people-friendly urban space under the political initiative of the European Green Capital. The city hopes to be selected as the European Green Capital in 2018.

The European Union annually selects one European city as the European Green Capital of the year. The award is given to a city that has gone through remarkable changes in improving the quality of its urban living environment. The idea of the Green Capital was proposed in 2006 by Jüri Ratas, then the Mayor of Tallinn, at the meeting of European mayors in Tallinn. The European Green Capital is an environmentally friendly city that promotes sustainable development. It focuses on restructuring its mobility solutions, but also on expanding parks and green urban areas to improve the quality of its living environment.

On its way toward the European Green Capital Award, the city of Tallinn currently works, among other things, on the project "Main Street of Tallinn", which foresees the reconstruction / redesign of Pärnu and Narva Roads in the section between Vabaduse Square and Jõe Street, so that they would become a single pedestrian and bicycle-friendly main street. The general aim is to make the area between the port and the city centre more pedestrian-friendly. The project includes redesigning the surroundings of the Viru Square (Pärnu and Narva Roads and Mere Street).

The participants in this year's TAB vision competition are encouraged to also keep in mind the project "Main Street of Tallinn" and provide argumentation to help the city of Tallinn establish its ideology of the European Green Capital. Technology of self-driving cars has not yet been tied to the people-centred idea of the European Green Capital but links between these concepts are encouraged.



Area of "Main Street of Tallinn"

ORGANISER

The competition is organised by the non-profit organisation Estonian Centre of Architecture (Eesti Arhitektuurikeskus, Põhja puistee 27a, Tallinn 10415, Estonia). Co-organisers of the competition are Tallinn Urban Planning Department and architecture office Arhitekt Must. The competition concept has been developed by TAB 15 curators Marten Kaevats and Arhitekt Must. Competition brief has been drafted by Arhitekt Must. Project manager is Anu Lill from the Estonian Centre of Architecture.



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COMPETITION FORMAT

It is an open international one-stage vision competition. It is open to all architects and students of architecture. Jury members and their family, relatives and business partners are not eligible to participate.

COMPETITION TIMELINE

Deadline for submission of competition entries: 29 May 2015
Announcement of the pseudonyms of winning entries: 10 August 2015
Award ceremony: 10 September 2015
Exhibition of competition entries: 10 to 30 September 2015
Online catalogue of competition entries: available from 10 June 2015
Presentation of the TAB catalogue: 11 September 2015
Members of the Jury: Winy Maas, Endrik Mänd, Villem Tomiste

THE JURY

ENDRIK MÄND – Chief Architect of Tallinn; representative of Tallinn Urban Planning Department
VILLEM TOMISTE – representative of Union of Estonian Architects; founder and leader of Stuudio Tallinn
WINY MAAS – director and founder of MVRDV; director of The Why Factory research institute at Delft University of Technology

Secretary of the Jury:

Alvin Järving – representative of the co-organiser of the competition, Arhitekt Must

Evaluation criteria for the Jury are:

- consistency of the solution for the challenge in focus;
- level of foresight, imagination and visionary thought and expression in the proposed solution both in general as well as in architectural terms;
- sensitivity towards context.

PRIZES

1st Prize – €4,000
2nd Prize – €2,000
3rd Prize – €1,000
+ five honorary mentions

A separate prize will be given to the people's choice.

The jury has the right to reduce or increase the number of entries subject to honorary mention.

COMPETITION ENTRY FORM

The competition is anonymous. The competition language is English. Competition entries shall be submitted in a single sealed envelope with no recognisable markings. The package of the competition entry shall be signed "TAB 15 vision competition". The package must contain:

- Competition entry: maximum of **two A1** (portrait, width 594mm, height 840mm) **panels mounted on solid cardboard, KAPA, PVC** etc.
- **An abstract:** a summary of the concept, maximum one A4 sheet.
- **CD with a digital version** of the vision competition entry. The CD shall include the panels of the competition entry in PDF format in two versions: a printable version for reprinting the work (300 dpi), and a smaller version to view on screen (72 dpi). Additionally, the CD shall include the short written description in PDF or DOC format.
- One closed opaque **envelope labelled "name card"** and the pseudonym of the competition entry marked on the envelope. The envelope shall contain the names and contact information of the authors behind the pseudonym, their E-mail addresses, phone numbers and, if applicable, the names of copyright owners.
- The boards, the CD and the description must be labelled with the pseudonym of the competition entry.
- It is the authors' responsibility to ensure the anonymity of the entry.



VOLUME OF THE COMPETITION ENTRY

The participant is asked to define the mobility solution, use of space, pavements, landscaping, seating and activity possibilities in Viru Square urban space as well as to suggest solutions for the street furniture if appropriate. Additional propositions related to the "Self-Driven City" may also be presented.

The written explanation, drawings (such as plans), diagrams and 3D visualisations of the proposal should be presented as clearly as possible. The scale of the drawings and schemes may be chosen freely (subject to the objective of the proposal).

QUESTIONS AND ANSWERS

Participants may ask clarifying questions about the architecture competition. Questions will be answered within a week. Answers will be sent directly to the person sending an inquiry and will also be published on the website of Tallinn Architecture Biennale (tab.ee). Competition participants may submit relevant questions until April 30th to the e-mail address competition@arhitektmust.ee.

SUBMISSION OF COMPETITION ENTRIES

Competition entries must be received on or before **16:00 on 29 May 2015** (Time zone: GMT +2). Competition entries are to be brought to the office of the Estonian Centre of Architecture:

Estonian Centre of Architecture
Põhja puiestee 27a
10415 Tallinn
Estonia.

Entries sent by post have the same submission deadline (they must be received by the Organiser by **May 29 at 16:00**). Entries that are not DIFOT (Delivered In-Full, On-Time) will not be considered.

MATERIALS

1. Competition Brief

2. 3d model of competition area

Formats .obj .3dm. The model has been set up for rendering. Quick-select material groups within certain larger elements of the city: Rhino layers <-> .obj groups.

3. CAD Drawing of competition area

4. Materials introducing the history of the Viru Square

Materials from 2004 exhibition - "Viru plats 2008". Exhibition was made by architecture bureau AB KOSMOS. Exhibition included research about the history of Viru Square (Villem Tomiste) and AB Kosmos' vision for Viru square (Villem Tomiste, Ott Kadarik, Mihkel Tüür)

5. Redesign solution for the Tammsaare Park

Materials include reconstruction project for the surrounding Tammsaare Park. Project is the winning entry from the 2012 competition. Project is made by Kadarik Tüür Arhitektid OÜ (Ott Kadarik, Mihkel Tüür). Tammsaare Park park next to the competition area will be reconstructed in the coming years.

6. Aerial photograph of the competition area