



EDGES OF THE CITY CENTRE AND REUSE OF TRAFFIC AREAS



**UBC COMMISSION ON URBAN PLANNING
SEMINAR AND WORKSHOP
14.-17.4.2010 TAMPERE, FINLAND
SEMINAR REPORT**

EDGES OF THE CITY CENTRE AND REUSE OF TRAFFIC AREAS

**UBC COMMISSION ON URBAN PLANNING
SEMINAR AND WORKSHOP**

**14.-17.4.2010 TAMPERE, FINLAND
SEMINAR REPORT**

**Tampereen kaupunki
Kaupunkiympäristön kehittäminen
Maankäytön suunnittelu**

Julkaisuja 1/2010

Layout:
Sari Pietilä

Photos:
City of Tampere
Lars-Göran Boström
Irene Grzywacz
Sami Helenius
Petri Kivinen
Lentokuva Vallas Oy
Raili Salmelin

ISBN 978-951-609-468-0

ISSN 1797-321X

INVITATION TO THE UBC SEMINAR IN TAMPERE

Dear colleagues,

The UBC Commission on Urban Planning will have its next seminar in Tampere, Finland, between April 14th and 17th 2010. The seminar theme “Edges of the City Centre and Reuse of Traffic Areas” concentrates on an acute question in many cities, namely increasing the density of city centres and avoiding urban sprawl. Also climate change and sustainability in urban planning are taken into account in the seminar programme. Enclosed is the invitation to the seminar, the seminar programme, information of travelling to Tampere and registration form for the seminar.

Tampere is the 3rd largest city in Finland with approx. 210 000 inhabitants. It is 176 km north-west from the capital city Helsinki and 157 km north-east from Turku, but has an airport of its own, too. Tampere has always been a very important industrial city and a centre of industrial innovations, and in 1882 it actually had the 1st electric light in Scandinavia. In 1974 the world’s first mobile phone call using the NMT-technology was called from Tampere, in 1991 they already used GSM technology, and the world famous NOKIA company was originally founded in Tampere although it then moved to the neighbouring municipality Nokia in the 1860’s! The rich industrial history of Tampere is visible everywhere in the city, and in fact we’ll have our get-together on Wednesday, April 14th in the former Frenckell paper mill that now serves as the offices of the city planning department of Tampere. You can find more information about Tampere on the city’s web page <http://www.gotampere.fi/eng>.

When coming to Tampere, remember to pack your swim suit with you, because you cannot visit Finland without going to sauna (in the programme on Friday evening, April 16th)!

Looking forward to meeting you in Tampere in April,

Sirpa Kallio

Chairperson of the UBC Commission on Urban Planning, Project Manager

City of Helsinki Economic and Planning Centre

tel. +358 9 310 36124

e-mail: sirpa.kallio@hel.fi



**UNION OF THE BALTIC CITIES, Commission on Urban Planning
Invites you to the next seminar in Tampere 14.-17.4.2010**

The UBC Commission on Urban Planning and the City of Tampere warmly invite you to attend the Commission's next seminar in Tampere on 14th-17th April 2010.

The theme for the seminar is "Edges of the City Centre and reuse of Traffic Areas"

A topical subject with the actual slow change of the city centers all around. There is strong debate about the land use planning in Tampere. There are projects under planning either construction and hopefully the seminar and the workshop will bring new aspects for the discussion.

The seminar and workshop will be held at City Council Hall. Workshop cases are both near, as we are working in the city centre. The preliminary program is included.

We really look forward to see you in Tampere! Wellcome!



PARTICIPANTS AND WORKSHOP GROUPS

CASE 1 RATAPIHA

Ratapiha A

Mohr Niels-Peter	Architect, Head of Comprehensive Planning	Århus Kommune, Denmark	npm@aarhus.dk
Back Gun-Mari	City planning engineer	City of Vaasa, Finland	gun-mari.back@vaasa.fi
Budryte Rasa	Head of architecture and urban planning	Siauliai City Municipality, Lithuania	r.budryte@siauliai.lt
Markkula Jaakko	City architect	City of Helsinki, Public works department, Finland	jaakko.markkula@hel.fi
Nielsen Carsten	Architect, Inros Lackner AG	Rostock, Germany	carsten-nielsen@freenet.de
Tamm Raimond	Deputy Major	Tartu City Government, Estonia	raimond.tamm@raad.tartu.ee

Ratapiha B

Bjellvi Mattias	Architect, City planner	Halmstad, Sweden	Mattias.bjellvi@halmstad.se
Boström Lars-Göran	Urban planner, Development department	Municipality of Umeå, Sweden	lars-goran.bostrom@umea.se
Hallkvist Peder	Architect planning, City Planning Department	Örebro, Sweden	peder.hallkvist@orebro.se
Haslum Jörgen	Project leader, planner, Environment and Planning Management	Linköping, Sweden	jorgen.haslum@linkoping.se
Raamat Mati	Head of engineering Services City Engineer	Tartu City, Estonia	mati.raamat@raad.tartu.ee
Ukis Gundars	Culture Historical Heritage specialist,	Jurmala, Latvia	gundars_ukis@jpd.gov.lv
Vladas Damulevicius	Director of Siauliai City Administration	Siauliai City Municipality, Lithuania	v.damulevicius@siauliai.lt



CASE 2 MUSTALAHTI

Mustalahti Group A

Kautto Jussi	Architect, Senior Consultant in Urban planning and housing Private, ARY, Safa, YSS	Helsinki, Finland	jussi.kautto@ruoholahdenpuisto.fi
Grzywacz Irene	Territorial planner, project manager, Gdansk Development Agency	Gdansk, Poland	brg2@brg.gda.pl
Kalvite Solvita	Project manager in the Field of Public Partnership Riga City Council, Department of City Development	City of Riga, Latvia	solvita.kalvite@riga.lv
Katkhanova Anna	Head of architectural competitions division Committee for the City Planning and Architecture	St. Petersburg, Russia	akathk@mail.ru
Markesic Iwona	Urban planner, City Planning Office	Gdynia, Poland	i.markesic@gdynia.pl
Nummiora Ritva	Landscape architect, City of Turku, City planning dept.	Turku, Finland	ritva.nummiora@turku.fi
Pihl Fritsi Martina	Architect, urban planning	Halmstad, Sweden	martina.pihl-fritsi@halmstad.se
Solasvuo Jaana	Researcher, City of Turku	Turku, Finland	jaana.solasvuo@turku.fi
Wisniewska Katarzyna	Town planner, Leader of Planning Group Planning Department	City of Elblag, Poland	wisniewska_k@o2.pl

Mustalahti Group B

Magnusson Håkan	Architect	Sundsvall, Tyréns, Sweden	hakan.magnusson@tyrens.se
Jankovska Ilze	Territorial planner, project manager Riga City Council, Department of City Development	Riga, Latvia	ilze.jankovska@riga.lv
Jaskulska Marta	Senior assistant - planning adviser	Gdansk Poland	brg2@brg.gda.pl
Jukna Algimantas	Member of municipality council, architect	Siauliai, Lithuania	a.jukna@mail.com
Larpes-Nordas Kyni	Plan Architect Stadsarkitektkontoret	Mariehamn, Åland, Finland	kyni.larpes-nordas@mariehamn.ax
Sobczak-Kozłowska Justyna	Urban planner, City Planning Office	Gdynia, Poland	j.sobczak-kozłowska@gdynia.pl

Outside workgroups

Ahven Urmas	Head of Department of Urban Planning, Land Survey and Use	Tartu City, Estonia	urmas.ahven@raad.tartu.ee
Bialy Ryszard	Architect, RB Consulting	Gdańsk, Poland	rbconsulting@apro.pl
Halinen Ilkka	City architect	City of Jyväskylä, Finland	ilkka.halinen@jkl.fi
Järvi Mikko	Town planner, Mayor's Office	City of Tampere, Finland	mikko.jarvi@tampere.fi
Laakkonen Iina	Town planner, Urban development	City of Tampere, Finland	iina.laakkonen@pp.inet.fi
Montonen Hanna	Architect, Head of City Planning Services	City of Tampere, Finland	hanna.montonen@tampere.fi
Muttonen-Mattila Eija	Building Inspector, Director of the Administrative Services Unit	City of Tampere, Finland	eija.muttonen-mattila@tampere.fi
Priks Aire	Planner of Urban Planning Service	Tartu City, Estonia	aire.priks@raad.tartu.ee



SEMINAR AGENDA

TIME	EVENT	VENUE
WEDNESDAY 14.4.		
19:00	Get-together	Frenckell, former paper mill
THURSDAY 15.4.		
8:30	Registration	City Hall, 5th floor
9:00	Opening Kari Kankaala, Director, Mayor's Office of Tampere and Sirpa Kallio, Chairman, UBC	City Hall, 5th floor
9:15	Lecture: Urban planning in low-carbon societies, Oras Tynkkynen, Government Climate Policy Specialist	City Hall, 5th floor
9:45	Lecture: Traffic in Tampere Hanna Kalenoja, Senior Researcher, Technical University of Tampere	City Hall, 5th floor
10:15	Coffee break	Restaurant Näköala,
10:45	Lecture: Actual Town Planning Tasks in Tampere, Risto Laaksonen, Director of Urban Development, City of Tampere	City Hall, 5th floor
11:30	Lecture: Land use and traffic Kimmo Ylä-Anttila, Architect	City Hall, 5th floor
12:00	Lunch	Restaurant Näköala,
13:00	Lecture: The Future of Town, Olli Niemi, NCC, Senior Vice President,	City Hall, 5th floor
13:30	Lecture: The Townscape of Tampere, Jorma Mukala, Chief Editor of the Finnish Architectural Review	City Hall, 5th floor
14:00	Lecture: Reuse of the Industrial Centre, Mikko Järvi, Town Planner, Mayor's Office of Tampere	City Hall, 5th floor
14:30	Coffee break	Restaurant Näköala,
16:15	Guided walk to Finlayson and AmuriMuseum of Workers' Housing	
18:00	Dinner at Tower Restaurant Näsinneula	



TIME	EVENT	VENUE
FRIDAY 16.4.		
9:00	Lecture: 'Shared streets' in Tulli area near the railway station Ruut Mattsson, Design Engineer, Ramboll, Finland	City Hall, 5th floor
9:30	Workshop cases, introduction 1. Ratapiha Improvement of the railwaystation area and reuse of the former cargo station plot. Hanna Montonen, Head of City Planning Services, City of Tampere 2. Mustalahti Reuse of the highway area next to the small marina to connect the amusement park to the city centre. Iina Laakkonen, City Planner, Urban Development, City of Tampere	City Hall, 5th floor
10:00	Visit to the workshop areas	
11:00	Workshop	Group rooms 1-4
12:00	Lunch	Raatihuone, The Old City Hall
13:45	Questions about the workshop	Group rooms 1- 2
14:00	Workshop	Group rooms 1-4
15:00	Coffee break	Restaurant Näköala
15:30	Workshop	Group rooms 1-4
18:00	Coach to Pispala, Hervanta and Hangaslahti	
19:30 - 23:00	Sauna and light dinner	Hangaslahti

SATURDAY 17.4.

9:00	The participant's own projects or topics: Redevelopment of New Admiralty Island Anna Katkhanova, St. Petersburg	City Hall, 5th floor
10:00	Workshop presentations	City Hall, 5th floor
11:30	Presentation of the next seminar	City Hall, 5th floor
11:45	Closing words by Sirpa Kallio, Chairman, UBC	City Hall, 5th floor
12:00	Lunch	Restaurant Plevna
13:00	Optional visit to City Library 'Metso' and Moomin valley	
14:00	End of the seminar	

PRESENTATION OF THE LECTURES

ORAS TYNKKYKENEN:

Urban planning for low-carbon communities

Government Climate Policy Specialist
orastynkkynen.fi

1. Low-carbon societies:

- key countries have committed to action in any case
- cheap fossil fuels are running out and sustainable alternatives developing
- forerunners show that it is possible to be green and grow
- customers demand low-carbon solutions
- climate crisis will force us to act

2. The role of urban planning in climate protection

- Urban planning affects e.g. transport demand and modal split
- possibilities for district heating
- infrastructure requirements
- adaptation needs

3. Towards sustainable communities

Aspects of sustainability energy consumption in buildings

- energy production
- urban structure and transport demand
- transport modes and services
- food production and waste management
- biodiversity
- water management
- social inclusion
- participation and democracy

Challenges in pioneering projects

- focus on technological fixes
- top-down planning
- high costs
- shortcomings in implementation
- location
- outsourcing problems
- limited deployment possibilities

4. Will technology solve everything?

Why electric cars (alone) will still not be enough?

- cars cause other problems than just CO2 emissions
- technology may not commercialise fast enough
- car fleet changes very slowly
- even electric cars and the electricity they use have to be produced somehow

Conclusions

- we need a rapid shift to low-carbon societies
- urban planning has a central role to play
- there are several challenges to the large-scale application of sustainable communities
- technology is key, but is not enough alone

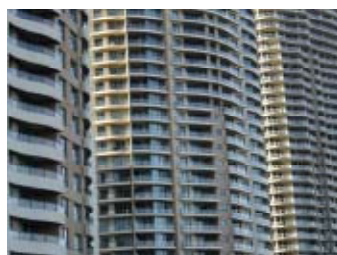
Jätkäsaari, Helsinki

- intl. competition about a sustainable block
- ideas in competing projects:
 - Finland's 1. carbon-free neighbourhood
 - district heating, solar electricity and heat, wind power and waste heat from ships
 - real-time information about carbon footprints
 - using rainwater and grey water
 - urban gardening
 - high population density

DESIGN

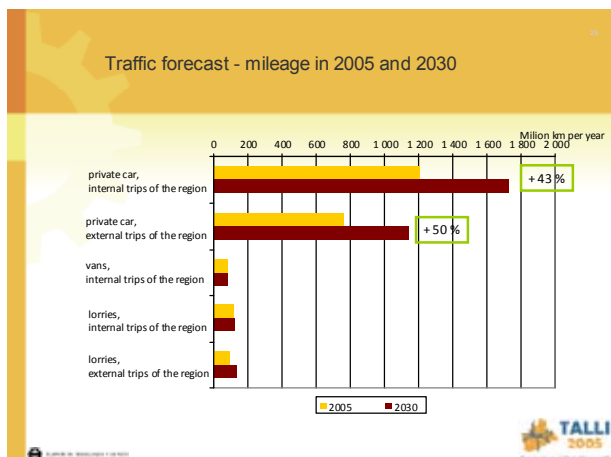
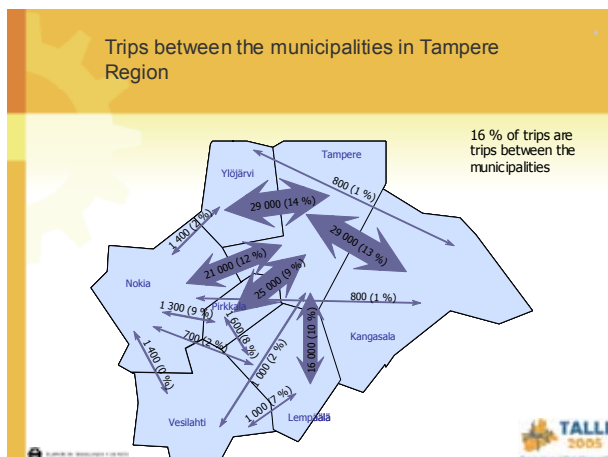
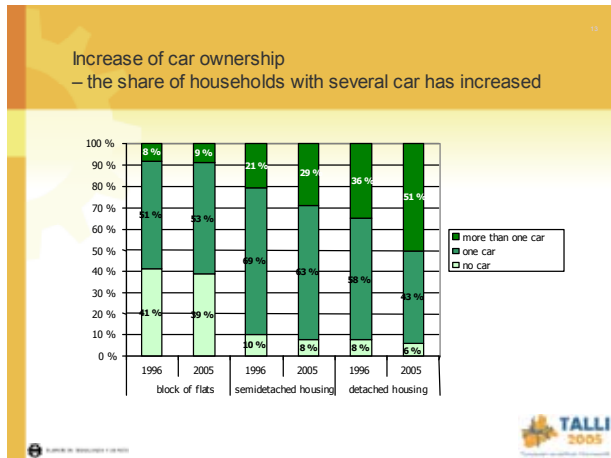
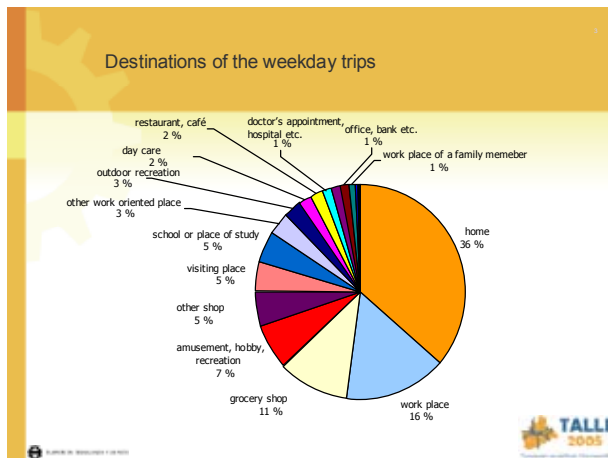
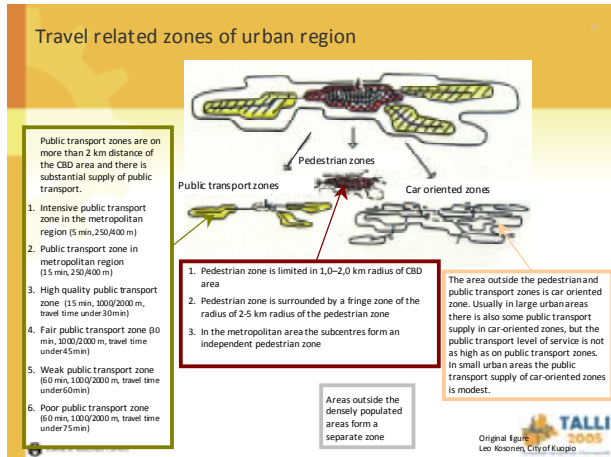
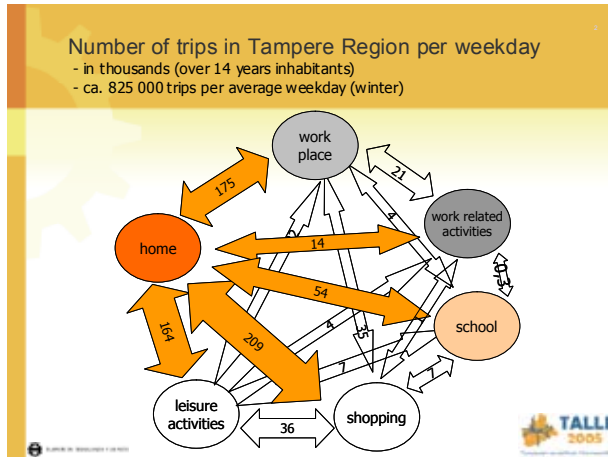
DEPLOY

IMPACT



HANNA KALENOJA: Travel demand in Tampere Region

Senior Researcher Tampere University of
Technology, Transport Engineering



RISTO LAAKSONEN

Actual town planning tasks in Tampere

Director of Urban Development, City of Tampere

Goals for development of infrastructure

1. Being prepared for increase in population
2. More efficient and concentrated urban infrastructure
3. Development of town centres and sub-centres
4. More versatility in housing production
5. Promoting new opportunities of sustainable means of traffic and every day travel
6. Supporting growth of industry and commerce
7. Improving accessibility of services across municipal borders

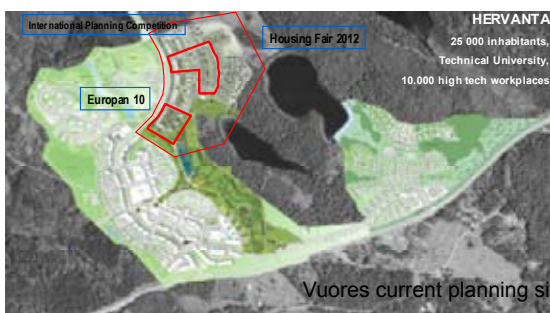
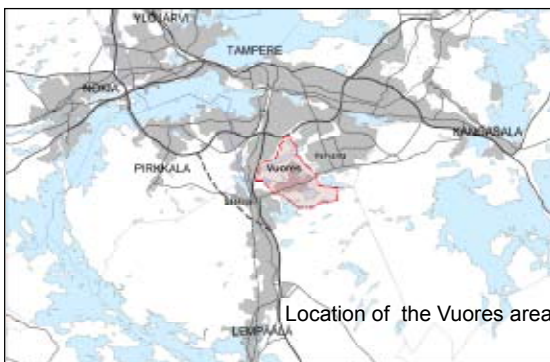
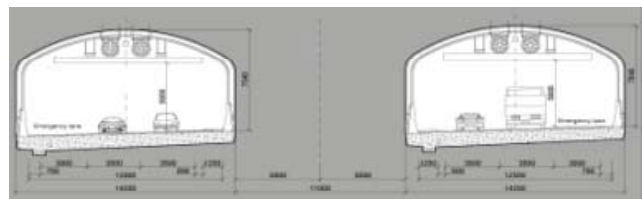
The Tunnel of Rantaväylä

Rantaväylä is located in the centre of Tampere. Between the city centre and Lake Näsijärvi in the middle of the urban structure. It is a part of the nationwide road network and the main road 12. At Tampere Rantaväylä serves national, regional and urban traffic.

The tunnel is planned to be sited under built environment. It will also under pass The Tammerkoski Rapids. Length of the tunnel is approx. 2,3 km. Tunnel will generate possibilities to evolve land use near the city centre.



- The tunnel consists of two tubes
 - Each direction in own tube
 - Two lanes and emergency lane per tube
 - Driving lanes are 3,5 m wide and emergency lane 3,0 m.
- Continuous emergency lane makes possible to pull off the road at any point of tunnel.
- Distance between tubes is 11 m.
- Tubes are connected with 11 pedestrian cross passages 200 m distance apart.
- Overlying beds of the tunnel are 15–20 m. There is minimum 8 m bedrock over the tunnel. Underneath The Tammerkoski Rapids there is 15 m bedrock between rapids and tunnel roof.



Vuores:

13,500 inhabitants, 3000-5000 jobs

The goal is to build a structurally and functionally harmonious urban district on the territory of two municipalities. Small town image, "urban village". The natural environment and ecology are an essential part of the area identity. The environmentally valuable areas will be protected.

Diversity in the housing stock and social structure.

Traffic system emphasises public transport, walking and cycling

KIMMO YLÄ-ANTTILA: Land Use and Traffic

Senior lecturer, D.Sc.(Tech.)
Tampere University of Technology / School of
Architecture / Urban Planning & Design

TOPICS:

- Transformation of Urban structure: Metapolisation
- CASE study: Tampere 1960-2000 (Alppi & Ylä-Anttila 2004-2008, Ylä-Anttila 2010)
- Urban design and planning in between land use & traffic
- Integral urbanism: European examples

Research question: What kind of urban transformation in Finnish mid-size city?

- Hypothesis: from hierarchical decentralization to polycentric network structure (Zwischenstadt, Multiplex City, Metapolis,...)

EMPIRIC ANALYSIS

- Macromorphology: city & city region
- Multi-level network approach:
- Physical structure (urban settlement, transportation, infrastructure)
- Nodal locations (public and private services, workplaces)
- Time-space paths (individual citizen/consumer) diachronic 1960/80/00

SOME CONCLUSIONS:

- "Regional city", but still quite monocentric
- Polycentricity occurs mostly as new retail locations (sparse national network of cities, size of the city)
- Scalar change in road network
- Reorganisation of individual everyday time-space –networks "home is the true centre of the city", à la carte –city
- Conditions for transformation:
 - Modern era master plans (overall low density & sprawl written into)
 - Transportation planning (capacity & safety principles, national capacity for local use)
 - change in retail logics: scale, locations, logistics,... increased "network capital" of consumers

HOW TO DESIGN NEW URBAN FORM AND ITS TRANSFORMATION?

- New transformation context recognised: metapolisation
- No new practise exist, new design solutions under development, old models still in use (written in laws, norms & unwritten practises)

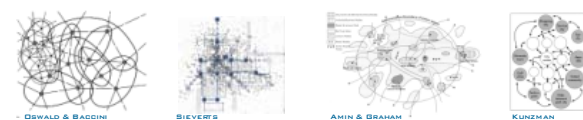
INTEGRAL URBANISM:

- Integration of activities, integration of places
- Goals of planning – enabling, sustainability
- new systems view: simultaneous systemic and qualitative approach

PLANNING AND DESIGN MODELS: 1900-1960



MODELS OF INTERPRETATION: 2000-



<p>PREVIOUS PHASE: METROPOLISATION</p> <ul style="list-style-type: none"> - HIERARCHICAL DECENTRALISATION - SUBURBS AND SUBCENTERS - FUNCTIONAL ZONING - CITY OF WORK - TRAFFIC: PUBLIC TRANSPORT <p>PLANNING AND DESIGN MODELS: HOWARD: GARDEN CITY PERRY: NEIGHBORHOOD UNITS SAARINEN: ORGANIC DECENTRALISATION</p>	<p>CURRENT TRANSFORMATION: METAPOLISATION</p> <ul style="list-style-type: none"> - NON-HIERARCHICAL, POLYCENTRIC - SPECIALISED INDEPENDENT CENTRES - PROJECT-BASED, SELF-ORGANISING - CITY OF CONSUMPTION - TRAFFIC: PRIVATE CAR <p>INTERPRETATION MODELS: SIEVERS: ZWISCHENSTADT OSWALD & BACCINI: NETZSTADT</p>	
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

THEMES:

- New nodes and hybrids
- Boundaries between land use and traffic areas
- Integration of nodes and nodal fields
- Re-use of the urban space
- Landscape as a unifying space and identity supporter

MIKKO JÄRVI

The History and Reuse of Industrial Buildings on the Banks of Tammerkoski river in the Centre of Tampere

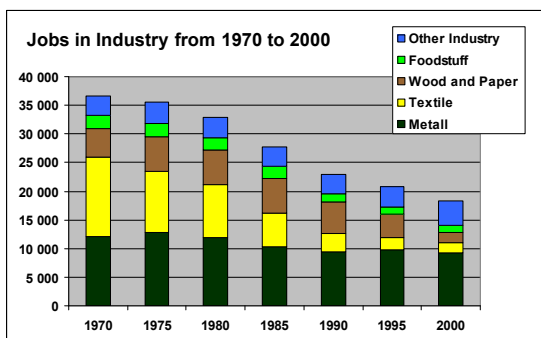
Town planner, M.Sc. Architect,
Mayor's Office of Tampere

The City of Tampere was founded on a narrow neck of land between two large lakes. These two lakes are connected by one-and-a-half kilometre long river Tammerkoski, which runs from north to south and descends 18 metres. In the 19th century several paper and textile mills and machine shops were founded along the river banks of the rapids.

The change in the industrial structure of Tampere began already in 1928 when the Frenckell paper mill was closed. Verkatehdas, a massive 19th century industrial complex was demolished in the late seventies. The demolition decision sparked strong public discussion. Ever since, the general opinion has been to preserve the remaining old red-brick mills.



- rapids
- park
- pedestrian street or square
- walking route
- sidewalk
- walking route or
- bridge to be built

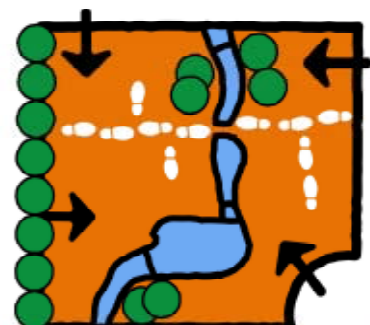


Pedestrian traffic
is first in the centre

But it have to be easy
to come to the centre

- cycling
- by bus
- and by private car

but no through traffic
by private car





Tammerkoski

Most of the old buildings on the banks are already protected in the town plan (grey) or by the building conservation law (black).



In the city centre the “Tako” cardboard mill is still in function on the western bank of the river. Most of the other former industrial buildings are now preserved and accommodate new functions. Offices, shops, restaurants, institutes and museums provide convenient forms of reuse of the old buildings. To transform an old factory to an apartment building is more difficult. The dimensions of the buildings are seldom suitable for flats.

The banks of the river are being and shall be further developed in the future as the recreation and entertainment centre of the city.



WORKSHOP AREA “MUSTALAHTI”

RAILWAY

Main railway to the north Finland. There shall be also local trains in the future. For the local trains have to be built at least one track more (now there are two tracks). There is also need for a local train station (stop).

MAIN ROAD (PAASIKIVENTIE)

Today the main road has 2+2 through going lanes. The original plan of the tunnel did not have any junction to the centre. There is a new alternative with junction to the tunnel with ramps from east and to east from Mustalahti.

For the western part of the centre it is utmost important that there will be good connection from the centre to the tunnel and vice versa. We have also an idea of a full underground junction with ramps to Hämeenpuisto esplanade or smaller streets besides it. When the tunnel with the junction is ready, there is need only for a local 1+1 lane street. Also one of the two-lane wide bridges over Tammerkoski-river can be destroyed or used for some new purposes.

HARBOUR

The harbour and the old pavilion with restaurant have to be preserved for a few passage boats (most existing), charter boats, guest boats and boats of the authorities (police, fire brigade). There are two bigger harbours to west and east for boats of the residents of Tampere.

AMUSEMENT PARK (SÄRKÄNNIEMI) AND ART MUSEUM

The amusement park has to be preserved, but it does not need more room. However, in the summertime there is a big need for more parking. The Sara Hilden Art Museum is located on a very beautiful plot on the lakeshore, but separately behind the amusement park.

CREATIVE TAMPERE INSTITUTE

There is plan to built a new complex of creative arts and studies with tv-studio, and music auditorium to the old red-brick textile mill building with possible new buildings around it. <http://www.luovatampere.fi/eng/>

SOME OBJECTIVES AND POSSIBILITIES

- More life to the old harbour and traffic area
- Better pedestrian connections from the centre to the amusement park and Sara Hilden Art Museum
- More housing near to the centre
- More parking places for the amusement park in the summer time – with some other use from September to May ?





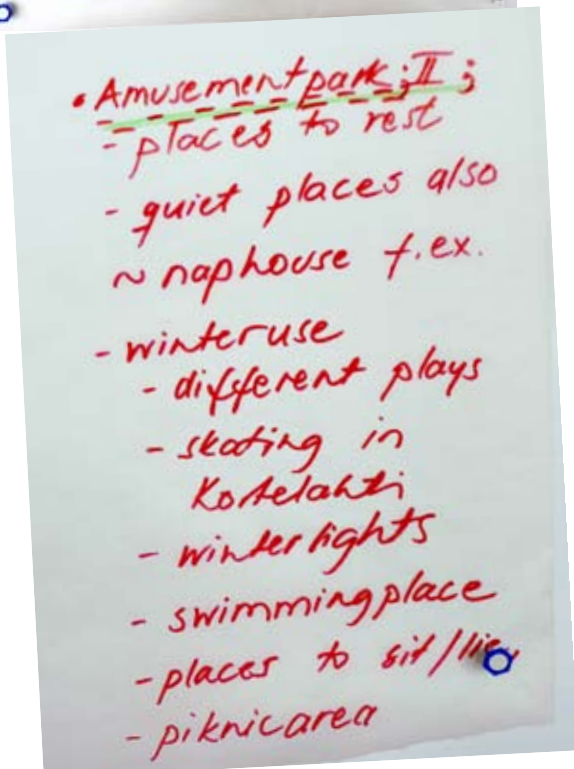
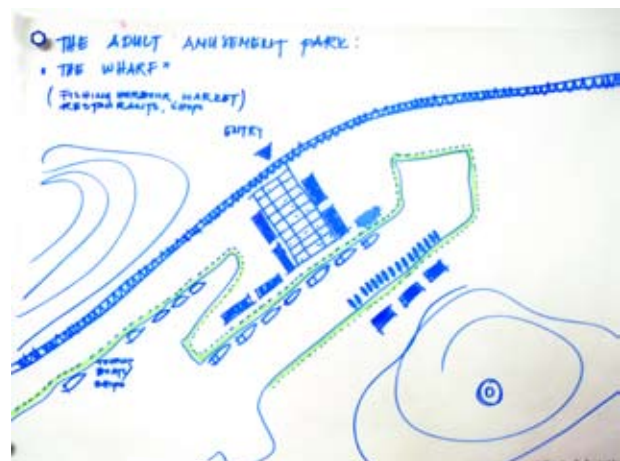
GROUP "MUSTALAHTI" A

Main problems of the area:

- Physical barriers
- Isolation
- Traffic noise
- Northern orientation of the waterfront
- Only one function in the amusement area & only summertime use
- Parking problems
- Low quality of landscaping
- Lack of attractive pedestrian roads
- Lack of good connections from the city to amusement park
- Urban furniture, urban design
- No attractive entry

Our great ideas:

- LAS VEGAS GATE
- NEW TUNNEL / NO ROAD – LEAVE OUT THE PRESENT ROAD COMPLETELY
- WINTER USE IN AMUSEMENT PARK ALSO FOR ADULTS
- SPORTS, PLAYGROUNDS, SKATING, SLEDDING...
- NEW PEDESTRIAN CONNECTIONS ON LAKESIDES
- ATTRACTIVE HARBOUR RESTAURANTS, SHOPS...
- CULTURAL CENTER, CREATIVE CENTER
- UNDERGROUND PARKING ON THE PRESENT PARKING FIELD
- NEW CONNECTION TO SARA HILDEN MUSEUM FROM CREATIVE CENTER
- MORE HOUSING ON THE LAKESIDE



GROUP "MUSTALAHTI" B



Questions

- How to bring more people to the area?
- How to connect two parts of the city?
- How to deal with the traffic?

Actions

- cross the railway barrier – open Mustalahti to the city centre and open the city centre to the lake
- invite more people to the Mustalahti - develop the housing area, more pedestrian zones, new cultural attractions, new vision of the old harbour
- lower traffic – underground tunnel and parkings, bus lane and bus stops, new railway station,



WORKSHOP AREA “RATAPIHA”

RAILWAY

Railway yard makes a barrier between city center and residential area. There shall be trains in the future – local trains are planned to run also. One track more in the east is needed in the near future. Noise and vibration give conditions to the functions and technique of the buildings. Good connections are necessary to the platforms and station area.

NEW ROAD (RATAPIHANKATU)

In planning process there is a new main road at the east side of the railway yard for transiting car traffic (approx. 8000 cars/day). It's completed already as far as to its' halfway. Main road will be connected to the city tunnel as well as to the center and residential areas in the east.

CAR PARKING

Parking house of 950 cars in under construction beneath the main street. One of the entrances is located nearby the station. Along the new road Ratapihankatu there will not be parking.

OLD BUILDINGS

There are historical buildings at the planning area: former cargo station, residential houses, a society house and a textile industry storehouse. Some should be preserved.

CONNECTIONS ACROSS AND BENEATH THE RAILWAY YARD

At the city center there are six connections – two are only for pedestrians. A new “light traffic” tunnel will be completed 2013 in middle of the workshop planning area.





SOME OBJECTIVES AND POSSIBILITIES

New built outline and townscape facade to the railroad yard

Better connections across and beneath the tracks

More housing near to the centre – both residential and commercial



GROUP "RATAPIHA" A

STRENGTHS

- free to design
- start from zero
- possibility to add more to the area
- add more to the city core
- add more facilities to people
- intensify density

WEAKNESS

- No-mans-land
- barrier (railway is not the heart)
- desertlike appearance
- bad approach
- introverted
- noise problem
- no green

THREATS

- cargo functions
- old buildings
- 'train platforms' in underground
- dangerous activity on the surface

OPPORTUNITIES

- 'empty' areas close to the bridges
- new view
- new landscape
- Akerlundinkatu as a small square
- renovation of streets
- create an alley
- to bridge the gap inbetween

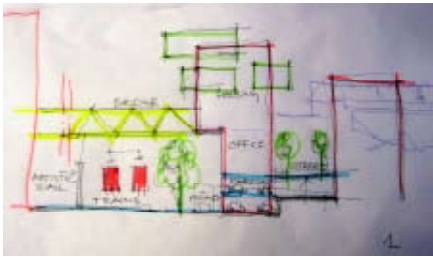
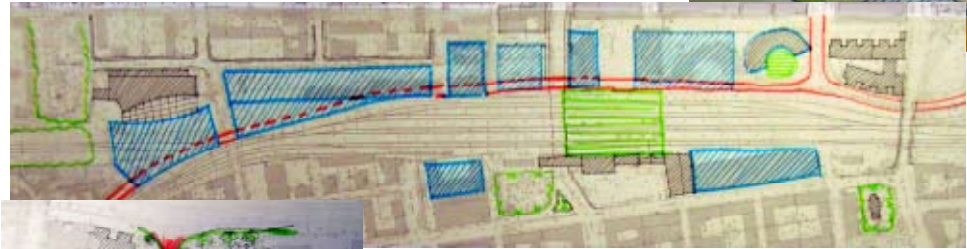


THREATS:

WEAKNESS:



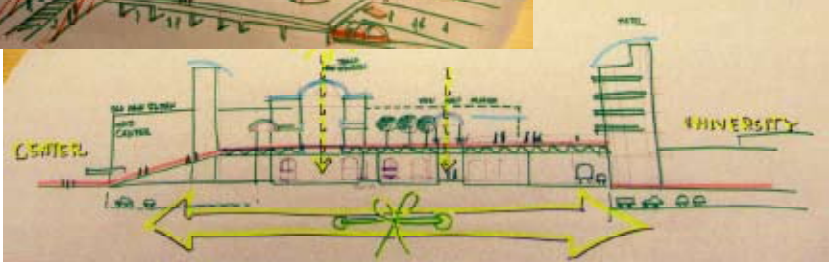
OPPORTUNITIES:



- connect
- intensify
- unique
- remarkable
- public
- diverse
- beautiful
- green



- 2nd layer
- new surface
- new functions
- tracks crossed



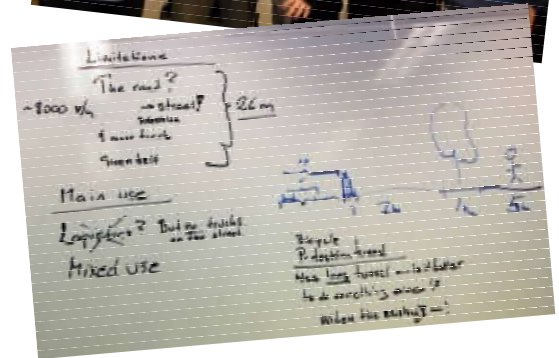
- new surface
- art, objects
- green, water

GROUP "RATAPIHA" B



The Ratapiha area.

Work shop mission: How to make the best reuse of the former cargo station plot?



Connecting places -- and people!

Mixed use; offices/business closest to railroad, giving a noise-shield for housing behind

New public space

New public space



Improve the existing bridge, especially for pedestrian and bikes

No pedestrian/bicycle tunnel here. Low quality (too long and narrow to be attractive)

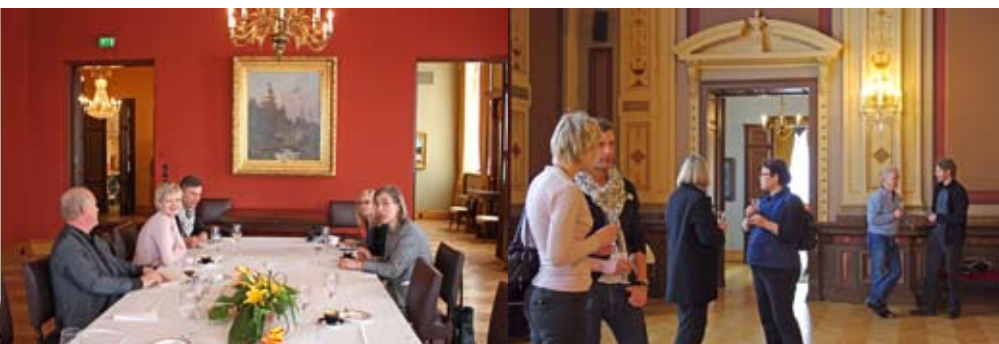
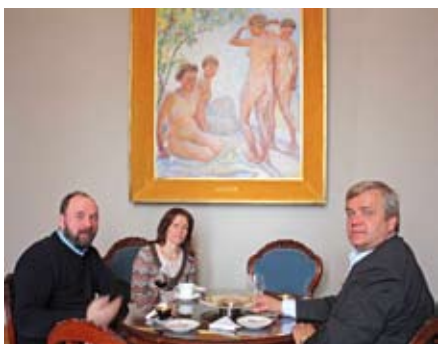
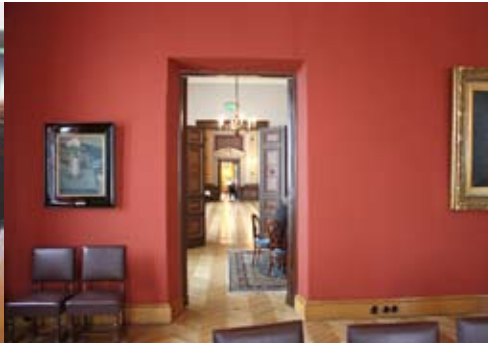
Widen the existing passage and create high quality for pedestrian and bicycles

GUIDED WALK AND VISIT TO WORKSHOP AREAS



“RAATHUONE”, RECEPTION AT THE OLD CITY HALL





SAUNA AT HANGASLAHTI





The UBC Commission on Urban Planning
and the City of Tampere
wish to thank you all for coming to Tampere.

We hope that you had a good time here!
Hope to see you all again!!



Tampere, Finland