

**TAMPERE.**  
FINLAND

# VIINIKANLAHTI

**INTERNATIONAL URBAN IDEAS COMPETITION**

**COMPETITION PROGRAMME 15 May 2019**

**FIRST PHASE, 15 MAY 2019–27 SEPTEMBER 2019**

**SECOND PHASE, 15 NOVEMBER 2019–14 FEBRUARY 2020**

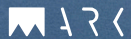


**THE CITY OF TAMPERE**

Five-star City Centre development programme

**SAFA**

Finnish Association of Architects (SAFA)



The Association of Finnish Landscape Architects (MARK)









Tampere is a rapidly growing Finnish city located between two lakes. The Viinikanlahti competition area is shown in the foreground. Once constructed, it will extend the city centre to the south. *Photograph: City of Tampere, Lentokuva Vallas, 2018.*



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Competition on the City of Tampere's website:

[www.tampere.fi/viinikanlahti](http://www.tampere.fi/viinikanlahti)

The competition website that must be used by the competitors for all activities related to the competition

and can also be accessed through the City of Tampere's website:

<http://tampere.weup.city/viinikanlahti-competition>



**THE CITY OF TAMPERE**

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# 1 INVITATION TO PARTICIPATE

In 2019–2020, the City of Tampere will organise an international, two-phased urban ideas competition open to all regarding the land, shore, and water areas in Viinikanlahti, which are owned by the City and located on the southern side of the city centre. The aim of the competition is to find a high-quality, interesting, and innovative urban planning concept for the new city district that extends the city centre, including its shore, green, and water areas.

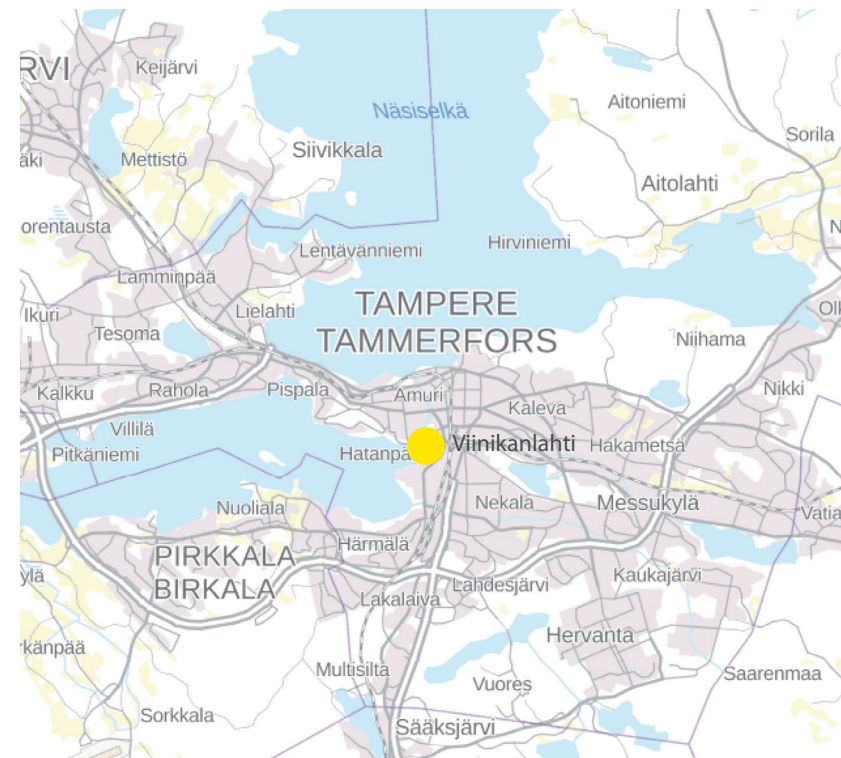
The task of the urban ideas competition includes the planning of urban architecture, landscape architecture, living and leisure environments, and green areas, as well as the integration and conceptualisation of related contents. Six competitors will be invited to participate in the second phase of the competition based on the first phase. The competitors will be notified of the goals related to the competition area, and will also receive technical instructions and instructions regarding the content, environment, traffic and feasibility of the solution. The competition task is to design, based on this information and instructions, a new lakeside city district for Tampere that accommodates the needs of Tampere in the 21<sup>st</sup> century.

The city district will be part of the developing lakeside city of Tampere and the city centre. The construction of the competition area will start in 2024 at the earliest. The main uses of the competition area are housing, recreation, and leisure, together with related services. The City of Tampere will prepare a master plan and a local detailed plan for the area as based on the results of the competition. Co-operation with the winners is possible after the competition. The party from whom the work may be commissioned must have the necessary qualifications to complete the task.

The competition is a design competition referred to in the Act on Public Procurement and Concession Contracts (1397/2016). The competition focuses on ideas. The competition is organised by the City of Tampere in co-operation with the Finnish Association of Architects (SAFA) and the Association of Finnish

Landscape Architects (MARK). The Five-star City Centre development programme is responsible on behalf of the City of Tampere for organising the competition.

Location of the competition area in Tampere. Map: City of Tampere, 2019.







Competition area viewed from the south and from the city of Tampere, Lentokuva Vallas, 2018..



## 2 INFORMATION ABOUT TAMPERE AND THE COMPETITION AREA

### 2.1 URBAN DEVELOPMENT OF TAMPERE AND THE CITY CENTRE

In the 21<sup>st</sup> century, Tampere is among the most attractive and most rapidly growing cities in Finland. Tampere is connected to all of Finland as well as the Helsinki Metropolitan Area and the rest of the world through the busiest railway and traffic connections in Finland. At the end of 2018, Tampere provided a home for approx. 230,000 residents – nearly 3,400 more than the previous year. The city is surrounded by a developing central region and even wider economic area. The centre of Tampere provides the basis for the vitality and competitiveness of all of these.

The City of Tampere is systematically and purposefully developing the urban environment, operating environment, and accessibility of the city centre. The topical strategic projects include, for example, the tramway, the Deck and Arena to be built on top of the railway tracks, the Travel and Service Centre, the underground parking and maintenance system, and application for European Capital of Culture 2026. In addition to these, infill development is being implemented in the city centre area, and the efficiency of land use is being enhanced along the tramway line and in the public transport zones. The shores of the lakes are being turned from industrial areas into housing and recreation areas.

### 2.2 THE HISTORICAL BACKGROUND OF TAMPERE AND THE CITY CENTRE

In the early history of Tampere 10,000 years ago, the landscape was covered by a thick continental ice sheet. In the centuries following the Ice Age, the eskers, lakes and the rapids were formed. The Tammerkoski Rapids that flow through the present day city centre broke their way from Lake Näsijärvi to Lake Pyhäjärvi, whose surface level is 18 metres lower, roughly 7,500 years ago. During the Stone Age and other prehistoric eras, hunters used the land routes of the eskers and the water routes of the lakes, which coincided naturally at the location of the present day city centre. Permanent settlement was established in the location in the historical era. This included mills, a market place, villages, and manors. The city was founded by Gustav III of Sweden in 1779.

The growth of the city was linked to the industrial eras of the 18<sup>th</sup> and 19<sup>th</sup> centuries. The knowledge and skills related to the industrialisation of Tampere came from abroad, which is also where most of the products were imported. The Tammerkoski Rapids provided hydropower for the cotton, paper, machine shop, and other industries, as well as for, e.g., the first electric light in the Nordic countries. Timber was mainly transported to the factories through waterways. The construction of the railway marked a major leap in the history of urban development in the late 19<sup>th</sup> century. The great significance of the road network was not established until the late 20<sup>th</sup> century. The accessibility of Tampere through the national transport network has always been good.

The aspects that played an important role in the history of Tampere – namely, the lake landscape, good accessibility, railway, industrial operations, strong business sector, and ability to develop fearlessly – continue to be the strengths of Tampere in the 21<sup>st</sup> century. The present-day university, technology, congress, business, and event city has a unique and beautiful setting in which it is possible to grow and develop. The city is home to increasingly international people of the new millennium, who have faith in the future. Today, the city and the city centre are being developed for their needs as based on the latest knowledge and skills. This is also reflected in the planning of the new Viinikanlahti city district.



The competition area offers beautiful views over Lake Pyhäjärvi. *Photograph: City of Tampere / Atagan Ergin, 2014.*

## 2.3 COMPETITION AREA IN A NUTSHELL

The competition area is located **by Lake Pyhäjärvi** and right at the edge of the Tampere city centre. In addition to the city centre, the surrounding area includes industrial activities, traffic areas, office job areas, housing areas, Hatanpää Hospital, and the historic Hatanpää Manor and Manor Park. The competition area consists of the former agricultural land of Hatanpää Manor. Urbanisation changed the land use in the area. In the past century, the area has mainly comprised industrial, warehouse, and technical maintenance functions. The shores have been modified and filled on several occasions over the past decades in connection with these various phases.

The competition area currently includes **the Viinikka wastewater treatment plant**. Established in the 1970s, the operations of the plant will soon be moved to the Sulkavuori central wastewater treatment plant, which is currently being constructed. The present wastewater treatment plant will continue to serve as the backup system of the new plant for a few years. After that, the structures will be demolished and the environment cleaned. There are public parks with pedestrian and cycling routes, harbour areas, and sports facilities related to water sports on the shores of the competition area. The competition area also includes street and parking areas. All land and water areas of the competition area are owned by the City of Tampere. Some of the area has been rented to the present operators found in the area.

The competition area is connected to the surrounding **transport network** by means of busy streets. Hatanpään valtatie Road connects the area to the city centre and towards Pirkkala. Pedestrian and cycling routes pass along the streets and shores. The oldest inland waterway route in Finland leading to a harbour in the Tampere city centre goes past the competition area. There is a harbour for the authority vessels, and busy leisure facilities related to water sports, sports, and boating. In the future, it is likely that a **tramline** will pass the competition area from the Tampere city centre in the direction of the Pirkkala municipal centre and the airport.

In terms of the landscape structure, the competition area is located in a valley on the southern side of an esker and contains a large number of water areas. **The**

**landscape** consists of urban environment that has been strongly modified by humans. The shores on the city centre side offer direct views of the competition area across the water. The competition area provides views over the open waters of Lake Pyhäjärvi, forests and shores of Pyynikki, Eteläpuisto Park, the mouth of the Tammerkoski Rapids, Ratina Bridge, Ratinanranta housing area, and Viinikanoja delta. The Viinikanlahti water area is a bay in Lake Pyhäjärvi on the southern side of Tampere. Lake Pyhäjärvi is part of the extensive Kokemäenjoki river system and its boating and ship routes. The Tammerkoski Rapids, which cut the city centre in half, flow into the water system from the north, and the narrow Viinikanoja from the east. Lake water flows through the water area, and the surface level varies.

**The terrain and the environment** mainly consist of old, low-lying fill areas that relate to the industrial and urban history of the competition area. The shorelines are artificial and have been modified by humans. A large part of the land and water areas in the competition area are currently contaminated. Nearby areas include industrial operations that cause noise disturbance and national transportation activities, including the marshalling yard, and pose environmental risks. At the time the competition is initiated, there is no knowledge of any protected relics, built-up cultural environments or buildings that must be preserved, nor features that must be preserved for cultural landscape reasons. There are areas that are significant in terms of nature value at the mouth of Viinikanoja. The City of Tampere will complete further specifying surveys on the environment during 2019. These will be observed in the instructions to be provided for the competitors selected for the second phase of the competition.

In the future, the competition area will develop from an area dominated by the wastewater treatment plant into a **housing-dominated 21st century** city district that extends the city centre, is of **high quality** in terms of urban and landscape architecture, and contains green and recreation areas linked with the shores. The planning of the area will start in 2019–2020 with the open and two-phased international urban ideas competition organised by the City of Tampere. After this, the plan will be specified and developed as a master plan. The local detailed planning process of the City of Tampere started in 2019 and will end in 2022–2023. The area will be constructed in phases between 2024 and 2035.





Competition area viewed from the southwest. Photograph: City of Tampere, Lentokuva Vallas, 2018.



## 3 GOALS AND EVALUATION CRITERIA OF THE COMPETITION

### 3.1 GOALS OF THE COMPETITION

The goal of the competition is to find an idea for the new Viinikanlahti city district in Tampere that would be interesting in terms of the cityscape and landscape. The area extends the centre of Tampere towards the south. The aim is to establish a city-centre-like, safe and ecological city district by the lake that relies on the tramway in terms of transport. A master plan with specifications and a local detailed plan that complies with the Land Use and Building Act will be prepared for the area as based on the competition. The Viinikanlahti area will be restored and constructed in phases between 2024 and 2035 after the operations of the current Viinikka wastewater treatment plant have been discontinued.

The main uses of the Viinikanlahti area will be housing, leisure activities, and recreation. These involve functions that generate services and jobs. The population target of the competition area is 3,000 residents at the minimum. This is one-fifth of the target set for the city centre for 2015–2030, i.e. +15,000 new residents. The targeted number of permanent jobs in the competition area is several dozen. When the indirect flexible jobs that take account of the entire impact area are considered, the number of jobs is several hundred. The new Viinikanlahti city district supports the success of business life in the entire Tampere city centre.

The goals of the competition are based on the city strategy approved by the Tampere City Council, the strategic master plan for the city centre, and the Five-star City Centre development programme 2018–2030 approved by the City Board, including its six sets of measures. The Tampere City Board made the following decision on the goals of the Viinikanlahti competition on 23 April 2019:

#### Goals regarding the urban environment

**1. Traffic and transport:** The transport network in the Viinikanlahti area will be accessible to all and will principally rely on the tramway and other public transport together with walking and cycling. The shore and water routes will be constructed to serve leisure activities and tourism. Parking will be implemented based on a modifiable and smart solution. The aim of the competition is to find a good overall traffic and transport solution that suits 21<sup>st</sup> century Tampere.

**2. Construction and architecture:** The Viinikanlahti city district will be made part of the Tampere city centre. Urban and landscape architecture will be combined into a single entity. In addition to sustainable construction and high-quality architecture, the aim is to create a city district that is as carbon neutral as possible. The competition aims to find a financially feasible city structure solution that can be implemented in phases.

**3. Urban outdoor spaces and urban green areas:** The Viinikanlahti area will be constructed as part of the lakeside city of Tampere and its landscape. The water landscape and shores of Lake Pyhäjärvi will be turned into a public environment that serves the entire city centre area. The public urban spaces and diverse green areas of the shores in the city centre will continue uninterrupted through the Viinikanlahti area. The green environment will also continue in the block areas.

#### Goals regarding the operating environment

**4. Urban culture, events, and tourism:** The shores and water areas in Viinikanlahti will be turned into urban recreational areas suited to socialising and actively usable by the city centre residents, other citizens, and tourists. The current harbours and leisure facilities of the area serve as a starting point for developing more extensive leisure activities and tourism as part of the lakeside city of Tampere.

**5. Housing and lifestyle:** Homes and local services will be built for at least 3,000 residents in the Viinikanlahti city district. The city district will be a healthy and safe living environment for people of all ages. Housing construction should combine housing, work, and leisure in a flexible manner, as required by 21st century citizens. The location by a lake in the city centre is important in profiling the housing.

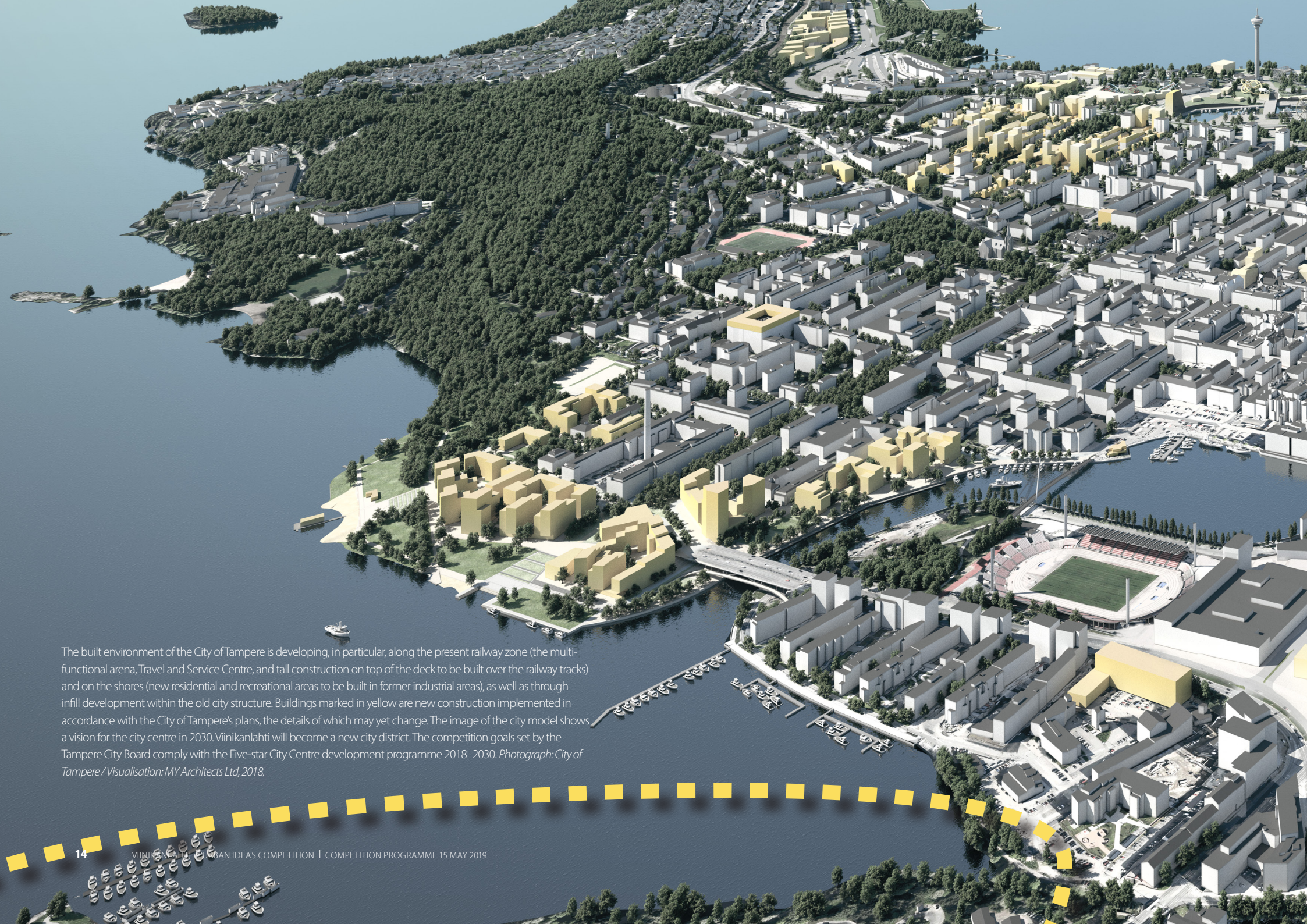
**6. The business and industrial sector and know-how:** The new Viinikanlahti city district will mainly rely on the commercial, public, and other services of the city centre. The new residents will support the vitality of businesses and service providers in the Tampere city centre. The surrounding areas already have a diverse selection of jobs in terms of operating fields. The flexible working opportunities related to housing will be integrated with the block structures. The city district will enable jobs based on local public and private services, tourism, and leisure time.

## 3.2 EVALUATION CRITERIA OF THE COMPETITION

The most important evaluation criterion is how well the competition entry implements the goals of the competition that were approved by the Tampere City Board on 23 April 2019 and are listed in section 3.1 of the competition programme. How well the principles of the design guidelines specified in Chapter 4 of the competition programme are met shall also be assessed. The merits of the overall solution of the competition entry are considered to be more important than the flawlessness of partial solutions or details. The following aspects are considered important in assessing the overall solution:

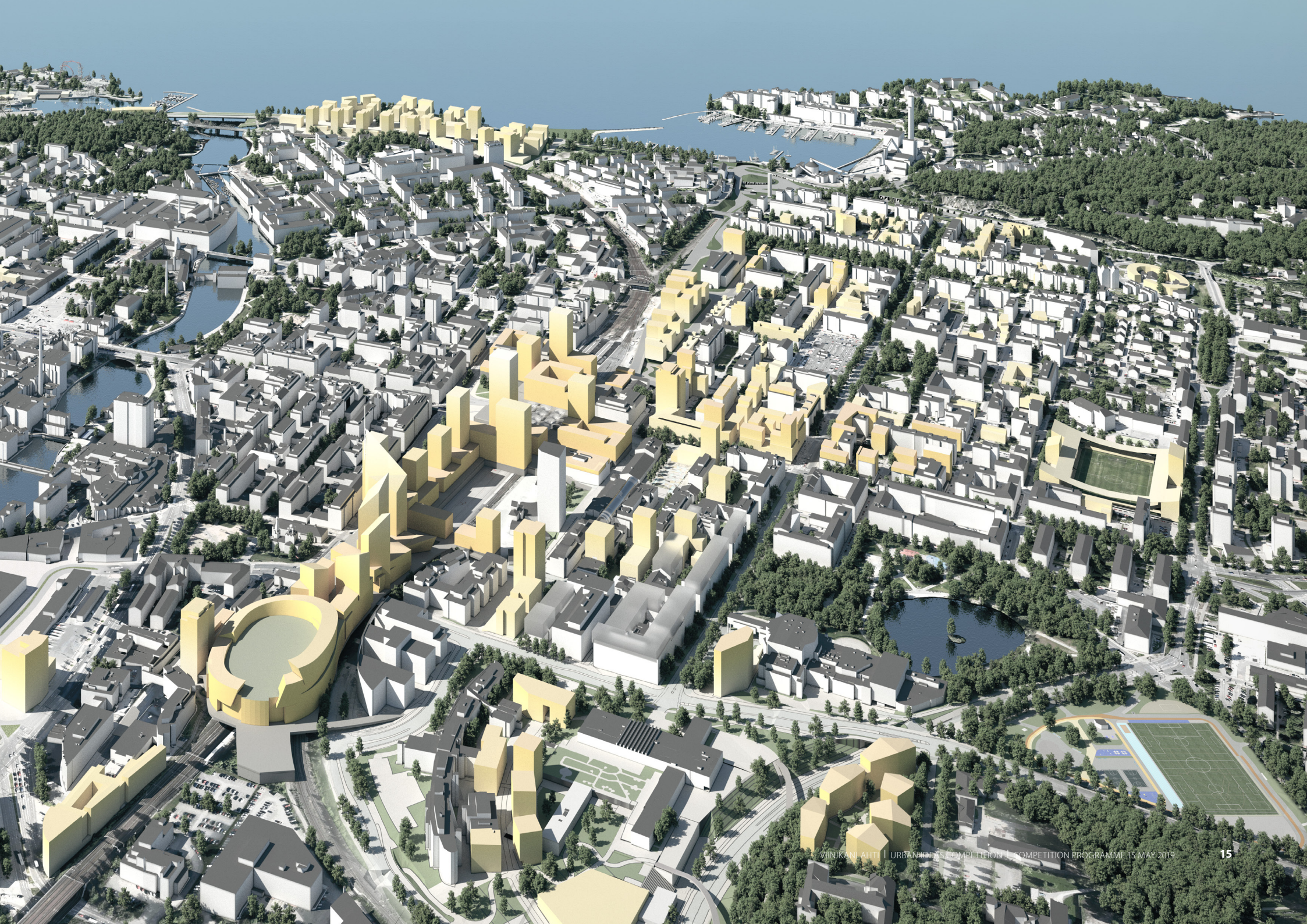
- uniqueness and high quality of the proposed solution
- a good overall approach to the design of the urban and operating environment
- innovative combinations of urban and landscape architecture
- good ideas for developing urban housing, leisure time, and recreation
- diversity, pleasantness, and suitability for shared use and socialising with regard to the public outdoor spaces
- ecology, diversity, and connection to the city centre of the new city district
- continuity, diversity, and connection to the water system of the green areas and urban greenery
- effectiveness of the traffic and transport arrangements and their connection to the surrounding traffic and transport networks
- potential for development, feasibility, and suitability for phased implementation
- the image and identity of the new city district.





The built environment of the City of Tampere is developing, in particular, along the present railway zone (the multi-functional arena, Travel and Service Centre, and tall construction on top of the deck to be built over the railway tracks) and on the shores (new residential and recreational areas to be built in former industrial areas), as well as through infill development within the old city structure. Buildings marked in yellow are new construction implemented in accordance with the City of Tampere's plans, the details of which may yet change. The image of the city model shows a vision for the city centre in 2030. Viinikanlahti will become a new city district. The competition goals set by the Tampere City Board comply with the Five-star City Centre development programme 2018–2030. *Photograph: City of Tampere / Visualisation: MY Architects Ltd, 2018.*







## 4 DESIGN GUIDELINES FOR THE COMPETITION ENTRIES

These design guidelines for the competition entries contain the initial data needed in the planning. Maps and other reference material that are related to the written design guidelines and clarify their contents are enclosed with the competition programme as appendices.

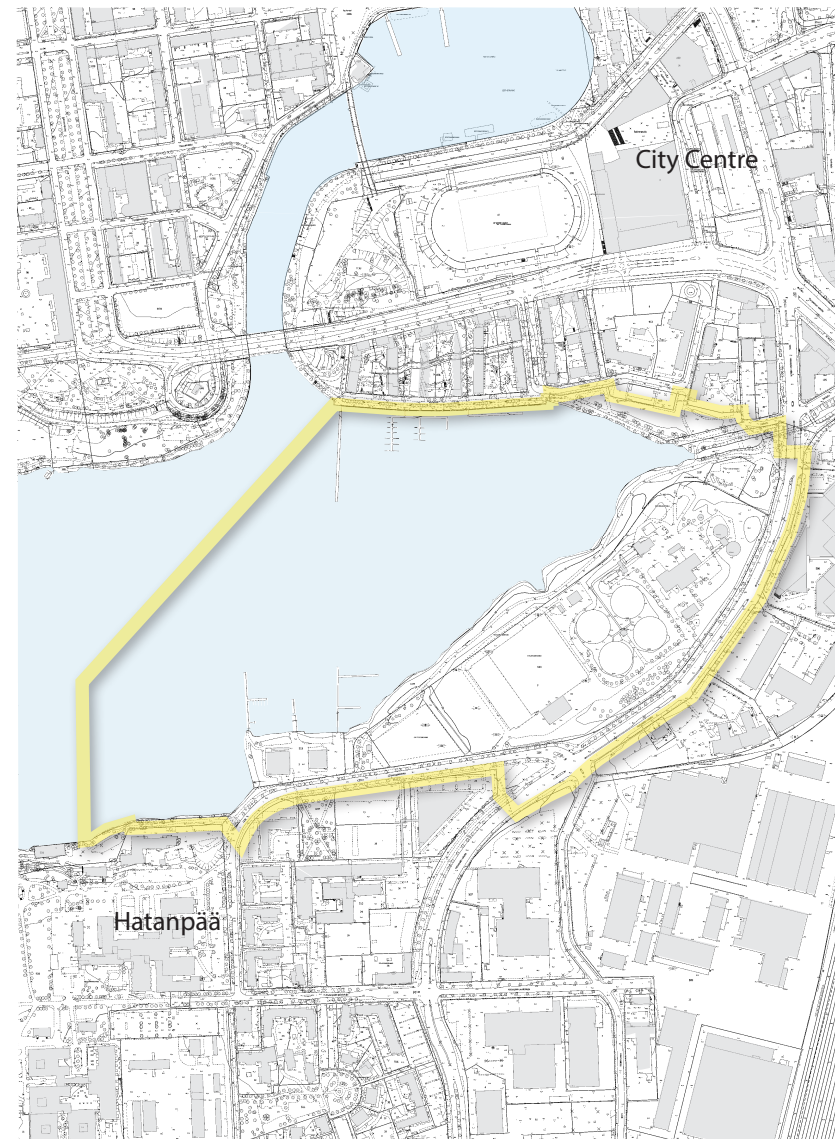
### 4.1 COMPETITION AREA

The competition entry must present an ideas plan for the new city district and the related urban and water landscape.

Design guidelines:

- The **boundaries** of the competition area are shown on the map.
- The size of the competition area, including land and water areas, is 387,946 m<sup>2</sup> in total.
- Changes to land use only affect part of the competition area.
- Construction and other **significant changes** are only permitted in the southern part of the area on the **Hatanpää side**.
- Each competition entry must propose a solution for **the entire competition area**, and the boundaries of the competition are must be respected.
- **Key figures** shown within the boundaries of the competition area are the rated dimensions of the competition area.

Boundaries of the competition area on the southern side of the Tampere city centre. Map: City of Tampere, 2019.



## 4.2 CITY STRUCTURE

The competition entry must provide an overall idea for integrating the new Viinikanlahti city district and the related water areas, shores, and green areas with the lakeside city and the centre of Tampere in 2030.

Design guidelines:

In 2030, the competition proposal should be a natural part of the Tampere city centre structure, as specified in the Five-star City Centre development programme 2018–2030. The main land uses designated in the competition area are **housing** and related **public services**, as well as **leisure and recreation activities**.

Other compulsory uses include **harbours** and related services, **leisure facilities** related to shores and waterways, public city spaces that give the area an identity, **green areas** and **outdoor routes** that extend through the area, and **community technical service** and **traffic** areas.

**Job, service, and leisure functions integrated with the housing construction** can be proposed for the competition area and especially for the ground floors of buildings that are linked to public outdoor spaces.

**Other functions** that are linked to the overall idea of the competition entry can be proposed in the competition area with good grounds; however, these should principally be linked to leisure time and tourism, including accommodation services.

Shopping centres or other significant clusters of commercial services, nor industrial operations or extensive business and office clusters **must not be placed** in the competition area. The construction of the competition area must be **technically and financially feasible**. It must be possible to **construct the competition area in phases** and as partial solutions **over a 5–10 year span**.

## 4.3 TRAFFIC ENVIRONMENT

The competition entry must include a traffic and transport network within the competition area and its connection to the tramway and other modes of transport in the surrounding transport network.

Design guidelines:

The competition entry and its **transport network** must be designed as based on the modes of travel that are relevant to the location of the competition area, are sustainable in terms of urban ecology, and highlight accessibility and ease of travel. The principal modes of travel are walking, cycling, the tramway, and other public transport. Competition entries must link leisure traffic and passage routes to land and water areas and the surrounding transport network in a natural manner.

The competition entry must specify the **outdoor and recreational shore routes** in the direction of the city centre, Hatanpää Manor and Arboretum, and Lake Iidesjärvi, which make use of the lake landscape and pass through the area. These recreational routes extend the Tammerkoski shore routes that pass through the city centre from lake-to-lake and beyond.

The competition entry must specify smooth and pleasant **walking routes** within the new city district to tram stops, bus stops, the daycare centre and school, parks, playgrounds and sports facilities, as well as other everyday services.

In the competition entry, the main fast long-distance **cycling routes** must principally rely on Hatanpään valtatie Road and other street network. The slow cycling routes that pass through the area can also be located by the shores and elsewhere within the competition area, where they need to be clearly separated from pedestrian routes and areas for traffic safety reasons.

In 2030, **public transport** within the competition area will principally consist of the **tramway** that will run along Hatanpään valtatie Road in accordance with

the street cross section and stop locations presented in the initial data and appendices of the competition. Currently in 2019, the decision concerning the tramline from the centre of Tampere towards Pirkkala has not been made. It is likely that the tramway will be implemented along Hatanpään valtatie Road and within the competition area in the 2020s. Until the tramway is completed, however, public transport within the area will continue to be based on bus transport. Two possible and alternative tram stop options are presented in the initial data and appendices of the competition. One of these options must be chosen in each competition entry. **Bus services** to e.g. the Hatanpää hospital will continue to pass the area also after the tramway has been completed. The location of the public transport routes and stops has been described in more detail in the Appendix of the competition programme.

The design of the junction of **Hatanpään valtatie Road and Hatanpääkatu Street** must be improved in the competition entry. The plan provided in the initial data and appended material of the competition programme must be followed in the arrangement of the junction. The arrangement must enhance the smoothness and safety of motor traffic.

In the competition area, **motor traffic** must be designated as passing via Hatanpään valtatie Road and Hatanpääkatu Street. **Two street connection points** to the surrounding street network from the competition area have been presented in the source material of the competition. All motor traffic to and from the competition area must be directed to pass through these connection points. The street connection to Hatanpään valtatie Road has traffic lights. The given street connection points must be followed in the competition entry.

The block structure presented in the competition entry must enable smooth **service traffic** in accordance with the new purposes and functional contents of the area. Functions that cause service traffic include e.g. block-specific waste collection points, harbour functions, and goods traffic related to public buildings and commercial operations. A vehicle access and service route suited to truck traffic must be designated to the block containing the wastewater pumping

station and to the related buildings via the street network of the competition area. A connection must be indicated for service traffic to the electricity supply station of the tramway and technical maintenance buildings. More detailed design guidelines are provided in the Chapter on infrastructure.

In the competition area, **parking** must be designated within the boundaries of the area in the manner required by the functions proposed in the competition entry. In housing construction, one parking space must be designated for each 180 gross floor m<sup>2</sup> and in business and office construction, one parking space must be designated for each 145 gross floor m<sup>2</sup>. The parking solution presented in the competition entry must be modifiable in terms of location and structures in order to enable adjusting the implemented volume of parking facilities and areas to the actual need of parking at the time of construction. The areas or buildings reserved for parking needs must, either in part or fully, allow for changing the function of the premises later without weakening the overall idea of the block structure. The parking solution must take account of the increase in the number of shared and rental cars and possible changes in the dimensioning of cars in the future. **Vehicle parking** must be presented as a **centralised facility-based** system that enables **implementation in phases**, e.g. as one block complex at a time over a 5–10 year time span. Underground parking systems must not be located below the lowest permitted floor elevation and building height specified in chapter 4.9. The vehicle access of the centralised structural parking facilities designated in the competition area must be designed so that they can be linked to Hatanpääkatu Street and Hatanpään valtatie Road through the new street connections specified in the competition task. The needs and routes of service vehicles must be taken into account in the parking arrangements. Parking in the harbour must be implemented in a manner that supports the activities of the authorities, leisure activities, tourism, and the guest harbour. As a whole, the parking solution in the competition area must be a **modifiable** system that supports **shared use** and applies new technologies. Parking arrangements in the competition area must be designed in an innovative manner and by using **smart parking** solutions, and by taking account of currently visible development trends. These include



real-time management of parking spaces, eliminating the use of reserved spaces, shared parking, and rental and shared cards.

Block-specific bicycle parking and **bicycle parking** related to various functions of the competition area must be implemented in a high-quality manner. In housing construction, one bicycle parking space must be designated for each 40 gross floor m<sup>2</sup>. In business and office construction and for the daycare centre and the school, one bicycle parking space must be designated for each 100 gross floor m<sup>2</sup>. The trends related to the increasing popularity of cycling, city centre living, and a lifestyle where voluntary everyday exercise is valued must be taken into account. At least half of the bicycle parking spaces related to housing construction must be located in a locked and sheltered building that is accessible to all. Attention must be paid to bicycle parking related to leisure time activities and functions.

## 4.4 HOUSING ENVIRONMENT

The competition entry must describe, by means of city planning, the new good housing environment in the centre and lakeside city of Tampere in the 2030s.

### Design guidelines:

The competition entry must create **a new city district that is a high-quality housing environment**.

The preliminary population target of the competition area is **3,000–4,000 residents** at minimum. This target can be exceeded with good grounds, if required by the overall idea of the competition entry. The living density used in the competition entries must be **45 gross floor m<sup>2</sup>/person**. In actual living area this means approx. 38.25 m<sup>2</sup>/person. The equivalent between the gross floor area and the living/net living area is 0.85, which is typical of housing in the City of Tampere in the 2010s.

In terms of volume, the preliminary **housing construction** target in the competition is **130,000–180,000 gross floor m<sup>2</sup>**. This can be exceeded in the competition entries with good grounds when required by special reasons or by reasons related to the overall idea of the competition entry. In the competition entries, local services of the residents and other services must be designated within the competition area. Their volume must be approx. **3,200–10,000 gross floor m<sup>2</sup>**, depending on the number and makeup of the residents and on other functions included in the competition entry.

The **rated dimensioning** criteria of housing construction must not be deviated from in the competition entries. Competitors can use the key figure calculator found on the competition website to calculate the key figures of the housing in a manner that is consistent to all competition entries.

A reservation should be made in each competition entry for a **daycare** centre (160 children) and premises for preschool and basic education, i.e. a **school**

**for small children** (150 children) within the area for every 3,000 residents at minimum. The scope of the building should be approx. 3,200 gross floor m<sup>2</sup>. The minimum size of the yard area used for outdoor games and sports is 5,000 m<sup>2</sup>. The parking requirement is at least 17 parking spaces and 32 bicycle parking spaces. As the population increases, space and other reservations must be increased in the same proportion. The building can be located on its own plot, or it can be integrated with other functions and buildings. Passage routes within the housing area that serve the premises must be safe and accessible to all. The proximity of parks and a safe connection to them is preferable. Because users can also come from other city districts, the location must have good public transport connections and an effective drop-off and pick-up route.

Other **local public services** related to housing can include, e.g. service clusters aimed at senior citizens, disabled persons, and persons with special housing needs. Student housing can also be located in the area. Other public, **semi-public, and private housing services** related to future modes of housing can also be presented in the competition entries. These can include **small grocery stores** (approx. 200–900 gross floor m<sup>2</sup> each), restaurants, small kiosks and cafés, and local leisure or flexible working services in one's own living environment. In the competition entries, these can be located especially in connection with significant public outdoor spaces, on the ground floor of buildings, inside buildings as hybrid solutions, and/or in the parts of buildings that are poorly suited to housing due to ambient noise.

In terms of services, the competition area **principally relies on the city centre**. The dimensioning of the commercial premises in the city centre in 2030 is more than sufficient to also cater to the new residents of the competition area. The volume of old and new business premises is high and even exceeds the current need of the residents in the city centre. There are shopping centres, department stores, and the commercial epicentre consisting of street-level stores within a walking distance from the competition area and along the future tramway line. The closest shopping centres are Ratina and Koskikeskus.

The commercial city centre and **other city centre services** can be easily accessed on foot, by bicycle, or by means of the tramway and other means of public transport. For this reason, special attention should be paid in the competition entries on creating a system of different modes of transport that are sustainable in terms of urban ecology, and on the planning of a traffic and transport environment that enables independent use and is accessible to all.

The housing environment must rely on **the location by a lake in the city centre** and on **the urban lifestyle of the 21<sup>st</sup> century**. The competition area is part of the Pyhäjärvi lakeside city that will be constructed in phases in accordance with the Five-star City Centre development programme and the more extensive lakeside city of Tampere. The proximity to the shore and water as well as the long stretches of green areas enable diverse recreational use of water areas and shores in the heart of the city. The competition entries should specify how this is reflected in the overall structure of the area and within the structures of housing blocks, housing architecture, and the contextual housing concepts.

The housing construction proposed in the competition entries must enable **phased and flexible implementation**, based on the demand in the housing market, which is difficult to predict. The housing construction can start after 2025 at the earliest. If all dwellings required by the set population target are constructed within approx. 5 years, 600–800 new residents will move into the area each year. If the housing construction spans over 10 years, 300–400 new residents will on average move into the area each year. The construction period can also be longer if, e.g. the planned number of residents exceeds the set preliminary target.

The competition entries must be designed so that the area will offer **good and high-quality city housing** for people of all ages. Housing construction in the area must enable a diverse population structure. This also applies on an annual level to housing block complexes that are constructed in phases. Housing blocks must be suited to people of all ages, for households of all sizes, and for families with children. Special attention must be paid to **the safety, healthiness,**

**and accessibility** of the housing environment for families, children, and senior citizens. Housing blocks can include different kinds of dwellings that can be modified flexibly to all stages of life.

The competition entries must enable **flexible working life solutions** related to housing. This can be implemented by enabling smooth travel chains between the housing area and jobs located elsewhere, by designating job-generating functions within the housing area, designating spaces for flexible work consortia and new modes of working, and locating into the blocks and buildings spaces that can be modified to various uses.

The housing block structures proposed in the competition entries must enable various **forms of financing, construction, and administration**, including joint building ventures (projects where private individuals jointly construct residential property). The competition entries must also enable **reasonably-priced** owner-occupied and rental housing, co-operative-based or communal housing, student housing, and **special housing** e.g. for senior citizens and disabled persons.

## 4.5 URBAN ARCHITECTURE

Each competition entry must include an overall idea for the competition area in terms of urban architecture, highlights of the cityscape, and integration with the surrounding built environment in 2030.

### Design guidelines:

Competition entries must create **high-quality urban architecture** and enable good architectural solutions for individual buildings.

Competition entries must include **an overall architectural vision for the cityscape** in the competition area and a solution for its integration with the Five-star City Centre of the Tampere City Centre development programme in 2030. In addition, new construction will be implemented in the nearby Hatanpää hospital area. No changes are currently planned in other nearby areas before 2030. In that respect, the new city district will be integrated with the current built-up environment.

The urban architecture of the competition entries must reflect **the functional and contextual overall idea** of the plan. The urban complex must create conditions for the identity of the new city district and the highlights of the cityscape that support it.

The urban architecture of the competition entry must enable an **ecologically sustainable** urban construction and operating environment. This applies to the entire city district, its individual blocks and buildings, and the lifestyle of people living or operating in them. In accordance with the City Strategy of the City of Tampere, the aim is to make the new city district as carbon neutral as possible.

The city architecture must reflect the spirit of the time and place, **predict the future**, and enable good architecture. The **overall solution** of the competition area in terms of urban architecture is more important than individual buildings.

**Block structure, massing of buildings, and outdoor spaces** must be designed so that they are functional and merge with each other as well as with the urban landscape. The public, semi-public, and private outdoor spaces must link with each other in a natural way that supports the everyday life of the residents and the needs of other users of the area.

**Tall building** can be designated in the competition area or part of it. The plan marking of the strategic master plan for the city centre covers the main railway line and its surrounding areas, and enables high construction. In Tampere, tall building means buildings with more than 12 floors. However, tall building is not a compulsory starting point for the design of the competition entries. The height of construction can also vary, depending on the overall architectural idea of the competition proposal.

**New housing and other construction** can only be designated on the southern shore areas on the Hatanpää side and on the possible new fill areas. No fill areas or new buildings must be designated on the northern shores on the city centre side north of Viinikanoja.

**None** of the current **buildings or structures of the wastewater treatment plant** located in the competition area **will be preserved**. Information on the new pumping station and related transfer lines are included in the design guidelines for infrastructure. The soil, structures, and water areas of the wastewater treatment plant must be thoroughly cleaned before the area is used for housing and recreation.

Competitors can either preserve, renovate, and supplement the two buildings of **the rowing centre of Takon soutajat** on the shore that serve water sports in their current location, or they can move the functions to a new location and into new buildings within the competition area.

At the time the competition is launched, **there is no knowledge** of any buildings, structures, or settings within the competition area that must be preserved due to their cultural historical or architectural value.

Special attention must be paid in the competition entry on **the integration of urban and landscape architecture**.

The competition entries must include settings for **environmental and other art** that will be integrated with the urban environment.



## 4.6 LANDSCAPE ARCHITECTURE

The competition entry must include an overall idea for the green environment, recreational areas, and landscape architecture in the competition area and for linking the competition area with the landscape structure in Tampere, the Pyhäjärvi water landscape, and the built environment.

### Design guidelines:

The competition entry must include **an overall idea for the urban landscape** that links the urban architecture with the lake scenery and the green network of the surrounding areas by means of landscape architecture.

The competition entry must specify **the character of the city district in terms of the landscape**, which is linked to land use and an inseparable part of the built environment.

The competition entry must specify, by means of landscape architecture, how the **green and recreational areas of the shores and their connections** extend from the shores of Tammerkoski Rapids in the city centre through the competition area towards the parks in Hatanpää in the south and towards the shores of Lake Iidesjärvi in the east. The green area network must be continuous. A tree-covered green connection is required between Hatanpää and Lake Iidesjärvi in order to develop an ecological connection.

The competition entry must take account of **the scenic entity formed by Lake Pyhäjärvi** with its islands and shores, the position of the competition area within the current landscape, and the significant views that open to various directions from the shores, such as to Lake Pyhäjärvi in the west, the tree-covered Pyykinharju Esker with its observation tower, and Ratina Bridge.

The competition entry must include **an original overall idea for green and outdoor areas** that combines public and private urban and yard areas in terms of cityscape. The functional goals specified in the com-

petition programme, feasibility, and maintenance must also be taken into account.

In the design of **the shoreline of Lake Pyhäjärvi**, ecological, recreational, and scenic development opportunities as well as the accessibility of the water area must be considered. The aim is to create an attractive and diverse shoreline that combines natural and urban elements. Shore parks and other public outdoor spaces of the shores serve as urban recreation areas and as part of a more extensive green network. Geotechnical information regarding possible new fill areas and information regarding the variation in water surface level, impact of the waves, and water flow provided in the competition programme must be observed in shore construction. Special attention must be paid to the natural look of the shoreline in terms of landscape in places where it connects to the Hatanpää headland and Viinikanoja.

In the competition entries, the **landscape of yards and roofs** should be treated as part of the green environment, landscape architecture, and cityscape.

**In the street architecture of Hatanpään valtatie Road**, the draft of the cross section of the tramway street, which is provided as initial data of the competition, must be used as a starting point together with its street space, which includes lines of trees, dimensioning, tram stops, and location of street connections.

The treatment of **the technical maintenance cable corridor**, which is referred to in the initial data of the competition and follows Hatanpään valtatie Road and Hatanpääkatu Street, must in the competition entry be presented on an ideas level in terms of functions and landscape architecture. No structures must be located on top of the cable corridor that cannot be excavated or dismantled quickly in maintenance situations.

Public outdoor spaces and parks intended for socialising and recreation must be **protected** against the **impacts** of traffic and other **noise sources**.

The competition proposal must include the principle applied to the detention and treatment of **stormwaters** and their leading to Lake Pyhäjärvi, area reservations for the treatment of stormwaters, and related **landscape architecture**. The stormwater solutions must be principally based on the natural treatment of stormwaters in the place where they were generated. It must be ensured that there are flood routes in the area in case of heavy rainstorms.

The competition entry must take account of **areas that are significant in terms of nature values**, and their characteristics must be preserved or developed. At the time the competition is launched, there is no knowledge of other habitats, species, plants, or nature sites to be preserved in the competition area than the bats and the valuable insect area along Viinikanoja and the possible passage route of the flying squirrel along the shores of Viinikanlahti Bay.

The **climate conditions of Finland and Tampere** must be observed in the design. The average temperature varies depending on the time of the year: in January, the average temperature is -7°C, in April +2°C, in July +17°C, and in October +4°C. In winter, the amount of snow and ice varies. The daylight time varies greatly in Finland and in Tampere depending on the season. The day is the longest in June (the sun rises at 3:42 and sets at 23:09) and the shortest in December (the sun rises at 9:38 and sets at 15:03). The variation in the amount of daylight and the direction of the sun must be observed in the landscape and urban architectural design of the competition entry. The shores of Viinikanlahti have a very favourable location in terms of the evening sun.

A continuous tree-covered zone must be included in the competition entry that follows the contours of the shoreline between the parks in Hatanpää and Lake Iidesjärvi. This can serve as a passage route for flying squirrels and as **an ecological corridor**, and does not need to be attached to the shoreline throughout the zone. Vegetation, continuity of the forest, and a sufficient width of the zone (preferably approx. 50 m) are essential. The ecological corridor can also be partly located in the block areas as part of the yards or roof terraces.

In the competition entry, **the parks and public outdoor spaces on the shores of Viinikanlahti** must be designed in accordance with the following guidelines:

the treatment of the shoreline must be diverse and varied, the public outdoor space zone must extend at least 30 metres from the shoreline, a pedestrian and cycling route must pass through the entire area close to the shoreline, the shore and water area must be available for recreational use, tourism services and diverse places for stopping and socialising must be located in the area, and the area must offer views towards the lake and the city.

**At least one local playground and ballfield located in the park** that principally serve the local residents must be designated in the area. The minimum size of the playground is 3,000 m<sup>2</sup> and the minimum dimensions of the ballfield are 20 x 30 m, or 600 m<sup>2</sup>. The maximum distance from all housing blocks is 300 m. Passage routes from the housing blocks must be accessible to all and safe, and a connection to the shore routes and the shore parks is desirable. Areas must be enclosed near water areas and streets. The location does not need to be close to the daycare centre and the school. The location must be environmentally and socially safe and have a favourable micro-climate. If the population of the competition entry is higher than the preliminary minimum goal set in the competition programme (3,000 residents), the number and surface area of the local playgrounds must be increased in the same proportion.

The scenic treatment of **Viinikanoja** must be based on developing the recreational routes and functions and on strengthening the ecological blue-green connection between Lake Iidesjärvi and Lake Pyhäjärvi. The mouth of Viinikanoja must be preserved as a sheltered feeding area of bats that is covered by trees and a valuable insect area. The starting point is the linking of Höyrynpuisto Park and Viinikanlahdenpuisto Park to each other, to the city centre, and to the new city district.

Currently in 2019, the City of Tampere is preparing an application to be submitted to the Finnish Ministry of the Environment in order to establish a national urban park in Tampere. The application concerns a more extensive area. The key aspects of the competition area include the continuity of the green and blue structure and the ecological corridors, and the diversity of urban nature.





Photograph: City of Tampere, Tarja Kaasalainen, 2019.



## 4.7 LEISURE TIME AND TOURISM

The competition entry must specify the use of the competition area and its parts as part of the urban recreation areas of the shores in Tampere that are significant also in terms of the image of the city, and as part of leisure and tourism services, harbours, and various recreational uses of the waterways.

### Design guidelines:

It must be observed in the competition entry that the centre of Tampere that is located between two large lakes is currently being developed as a centre of Finnish **lake tourism** that is easy to reach from abroad.

**Leisure and tourism functions** that suit the location and the overall idea of the competition entry can be proposed in the area. They must principally be based on the location in the city centre, by the lake, and as part of the new housing-dominated city district.

Spaces and facilities must be designated in the competition entry for active and diverse water-related leisure and sports functions that include at least boating, rowing, canoeing, and fishing. Other possibilities include swimming and winter swimming places and lakeside saunas, but these require that the contaminated water area be successfully cleaned. The water of the lake is principally cleaner in the west near the tip of the Hatanpää headland than in the east at the mouth of Viinikanoja. Activities located on the ice of the lake in winter must not be designated in the competition area, because the flowing water prevents the formation of a load-bearing ice layer.

**Leisure areas and spaces** included in the competition entry can serve the residents of the new city district and those living in the city centre and nearby areas, as well as hikers, boaters and other lake users in addition to Finnish and foreign tourists and visitors.

The proposed **leisure and tourism contents**, and related buildings, structures and outdoor spaces must principally be linked to the water system of Lake

Pyhäjärvi and its shores. More detailed design guidelines for the related physical environment are provided in Chapter 4.8.

Leisure and tourism service clusters located in the city centre and especially close to the competition area must be observed in planning the content of the functions. The event and sports venues of the city centre located near the competition area include Ratina Stadium and the large multifunctional arena that is being constructed on top of the railway tracks, and will be completed in 2021. **The network of event and leisure areas in the city centre** also extends to the shores on the Lake Näsijärvi side. The area can be accessed on foot through the city centre by using the Tammerkoski Rapids shore routes that are being developed.

**Accommodation and service functions that serve tourism** and suit the location and the overall idea of the competition entry can be proposed. They must adapt to the main uses of the area, which are housing, recreation, and especially water recreation.

If the competition entry includes tourism and leisure functions that **generate** a significant amount of **traffic**, the related transport must principally rely on boat routes, tramway, and other public transport as well as walking and cycling. Motor traffic and parking must be organised so that they do not cause disturbance or safety risks to housing or recreation.



*Photograph: City of Tampere / Laura Vanzo 2018.*

## 4.8 HARBOURS, SHORES, AND WATER AREAS

The competition entry must include a proposal for the use of harbours, shores, and water areas in the competition area as part of the lakeside city of Tampere and the more extensive water areas, including ship and boat routes.

### Design guidelines:

In addition to construction on land areas, the competition entry can include related ideas on **the use of the water area and the shores** and on their environmental architecture. New water-related elements are an important part of the cityscape and landscape of the competition area.

Harbours and shores must in the competition entry be designed as **completely public environments** that serve all citizens and also tourists. The competition entry must include places for socialising and opportunities for moving by water and on the lake.

Locations and structures that are effective in terms of **water traffic** must be designated in the competition area for at least the following harbour functions: a **harbour for authority vessels**; a **quay for cruise ships** serving the water traffic (the length: 50 m); a **guest harbour** serving, e.g. boating and fishing tourism (including 20–30 wide beam-separated mooring places for boats); a **recreational boat harbour** serving the citizens (for 300–500 boats); and a **rowing and canoeing centre** serving leisure, sports, and business activities related to water sports and sports (a minimum of 2,000 gross floor m<sup>2</sup> building and 2,000 m<sup>2</sup> yard area) including equipment rental and storage services and a launching place for small boats. Other functions related to water recreation and tourism can also be proposed in the competition entry.

The harbour area must in the competition entries be protected against strong western winds by designating one or several sufficiently long and massive **breakwaters** in the area. Due to the wide range of water vessels, quays of

various heights and other dimensioning are needed in the competition area. Variation in the water surface level must be observed in their design.

The breakwaters and other structures proposed in the competition entry must not prevent the **flow and exchange of water** in Viinikanlahti Bay. The flow is generated by the strongly flowing Tammerkoski Rapids in the city centre direction and by the slowly flowing narrow Viinikanoja in the Lake Iidesjärvi direction. The flow of the Tammerkoski Rapids is so strong that some of the water area remains open even during extremely cold winters. The flow enables a long boating season and continuing water-related leisure activities at best throughout the year. This must be taken into account in the competition entry as an opportunity.

The fact that Lake Pyhäjärvi is a regulated waterway must be observed in the competition entry and in its shore structures. **The surface level of the lake varies between +76.12 and +77.67.** There are several power plants in both upstream and downstream of Viinikanlahti Bay.

Harbours, ship routes, shores serving water recreation and tourism, and especially their service points must be linked to the land transport network in case of all modes of transport. Efficient **connections to the walking and cycling routes and the tram stops** are especially important. Flexible **drop-off and pick-up traffic and parking arrangements** and parking spaces within a reasonable distance and observing the possibility of shared parking are needed in harbours reserved for tourism and leisure activities.

**Service construction** that complies with the contents of the competition entry must be proposed near the harbours and shores. This can be café, restaurant, or kiosk activities, equipment rental, training services, dressing and washing premises, saunas, swimming and winter swimming places, indoor training facilities, and accommodation activities that serve tourists. A **fuel distribution point**, a **charging point** for electric engines, and **waste management** services are needed in the guest harbour.





Photograph: City of Tampere / Juho Vuolas, 2018.



## 4.9 INFRASTRUCTURE AND GEOTECHNOLOGY

The competition entry must specify the new shorelines, shore fill areas, surface levelling, and principles of technical maintenance, and must also integrate a large wastewater pumping station and transfer lines with the cityscape.

### Design guidelines:

In part of the competition area, the **terrain and shoreline can be freely modified by** changing the contours of the shoreline and the elevations of the ground surface. The City of Tampere has access to a wide range of quarry and soil materials suited to earth and water construction. However, the elevations must not be modified at all at the edges of the competition area where the area connects to the surrounding terrain. The **fixed elevations** of the ground surface specified in the initial data of the competition programme must be followed. In other parts of the competition area, terrain can be modified in accordance with the overall idea of the competition entry.

**New fill areas** that modify the shoreline can only be implemented on the shores on the Hatanpää side. Shores on the Ratina and city centre side must not be filled at all. On the shores on the Hatanpää side, the principal location of the new shoreline created by the fill area is at +72.4 (N2000) of the current depth contour. The secondary and widest possible fill area option is technically and financially more challenging to implement. In this option, the outermost permitted shoreline is at +67.4 (N2000) of the current depth contour. These permitted scopes of the new shoreline implemented by filling must not be exceeded.

The **lowest permitted floor elevation** on the shore of Lake Pyhäjärvi and in the buildings in the competition area is +79.27 (N2000) and the **lowest permitted building height** is +78.62 (N2000). These minimum elevations must not be deviated from on any grounds, due to aspects related to surface and groundwater and contamination of the soil. The elevation used in the

buildings can be higher than the minimum elevation, if this is justified in terms of the overall idea of the competition entry and the contours of the terrain.

The competition entry must include a **wastewater pumping station** that serves the regional technical maintenance network and its integration with the shore landscape, green environment, and other surrounding functions by means of landscape architecture. The location of the plot reserved for the pumping station in the initial data of the competition and the location of related transfer sewers must not be changed. The size of the plot reserved for the pumping station building is approx. 900 m<sup>2</sup>. The size of the pumping station building is 400–500 gross floor m<sup>2</sup>. The building will have 1–2 above-ground floors, in addition to which the building extends deep into the ground. A street or other vehicle access that is accessible by a truck in all conditions must be designated for the pumping station. The pumping station will be an unmanned facility with no office premises or jobs. Maintenance vehicles that visit the pumping station will drive directly inside the pumping station. No storage or parking areas are needed in the yard areas. The plot does not need to be enclosed and can be freely linked to parks or other bordering areas. Information relating to the pumping station will be specified in the second phase of the competition to competitors selected to the second round.

In the competition entry, **technical maintenance and other infrastructure cable corridors** that pass through the eastern part of the competition area and along the present streets, and serve a more extensive city structure and regional networks, must be designated in the locations specified in the initial data of the competition. Their locations must not be changed. No buildings or other structures that would prevent excavation work or other maintenance of the lines must be located on top of the cable corridors. The cable corridors contain water supply pipes, sewers, stormwater sewers, natural gas pipes, and electricity, telecommunications, and other cables. Space has been reserved in the cable corridors for connecting the main technical maintenance lines of the competition area.

The competition entry must specify the principle of the detention, processing, and removal of **stormwaters** and the related area reservations. The stormwater solutions must be linked to landscape architectural ideas. The competition entries must enable natural treatment of stormwaters and flood routes during heavy rain storms. The surface levelling and means of foundation construction can affect the technical implementation of the competition area.

**Technical maintenance networks in the area** will be linked to the more extensive network that runs along the existing streets (Hatanpään valtatie Road and Hatanpääntie Road). The technical maintenance systems in the competition area, the required area reservations, and cable corridors must be considered as general space reservations in the design of the area structure and block structures. The technical maintenance network must enable phased implementation of partial solutions in the same rhythm as the housing and other construction in the area.

**Waste management** in the competition area will be implemented by means of a waste collection pipe system. A place must be reserved in the block structure of the competition entry for block-specific collection points that must include a vehicle connection for waste collection trucks.

Energy solutions in the competition area are based on energy networks that cover the entire planning area, and will be integrated with the existing district heating network and other energy infrastructure of the city. A **two-way energy system** where a property or a community comprising of several properties can both purchase and sell energy as part of more extensive network cooperation will implement the city's goal of carbon neutrality. District cooling can be used for cooling the buildings. **Alternative or supplementary energy solutions** can also be proposed in the competition entry. These include solar power, types of geothermal energy, and storage of energy. If energy solutions are an essential part of the overall idea of the competition entry, the necessary area reservations must be designated for them in the city structure. If the energy technical systems are visible elements in the cityscape, they must be visualised in the images of the competition entry.

The competition entries should address the **carbon neutrality** of the area on principle, particularly from the perspective of personal small-scale energy production, energy consumption of buildings, carbon footprint of building materials, and modes of transport.

Space must be reserved along Hatanpään valtatie Road that will be turned into a tramway street for **the electricity supply station of the tramway** and for the base station of the electricity network and other networks. The size of the building is approx. 120 m<sup>2</sup>. The space will be reserved in the eastern part of the area near the place where the technical maintenance cable corridor rising from the wastewater pumping station connects to Hatanpään valtatie Road. There must be a service connection to the area.



## 4.10 ENVIRONMENTAL DISTURBANCES

The competition entry must enable the restoration of contaminated land and water areas and prevent environmental noise, disturbances, and hazards by means of urban planning.

### Design guidelines:

Due to the industrial and use history of the competition and the surrounding area, nearly all of the soil and the bottom sediments of the water areas are badly contaminated. For this reason, the starting point for the competition entry must be to clean or remove **the contaminated soil and bottom sediments**, or to treat them in situ in order to make them safe for future use. The restoration of the soil and water areas will be funded by the profits generated by efficient urban construction. Without efficient construction, restoring the contaminated soil and water areas for recreational use only is not financially feasible. This must be taken into account in the planning of the competition entry.

The transmission of **traffic and environmental noise** into the housing area within the competition area, to recreational areas, to the shores, and to the pedestrian and cycling routes must be **prevented** by means of urban and landscape construction. Environmental noise can be generated by roads and streets and industrial facilities outside the competition area and at times for short periods of time by the wastewater pumping station generator and its test use.

Factors affecting the **air quality** must be considered in the location of functions within the urban environment. The exchange rate of the ambient air in the area is principally good and the air is relatively pure. The air quality can be weakened or odour disturbance caused by the particulate air pollution generated by nearby industrial facilities, dust generated by street traffic, and the large wastewater pumping station to be constructed in the competition area near Viinikanoja and the related small underground pumping station of the transfer sewer along Hatanpään valtatie Road. In accident situations, gases

that are hazardous to human health can move to the area from the railway area and related marshalling yard. Some of the disturbances and risks related to the ambient air can only be prevented after the competition in the master planning, local detailed planning, and building design phases.

It must be observed in the shore and water construction that the water of **Viinikanlahti Bay** is not currently completely clean nor suited to recreational use. The water quality will improve significantly once the soil and bottom sediments in the competition area are cleaned or removed before housing and environmental construction. Surface water that flows into the lake from Lake Iidesjärvi or elsewhere in the area will continue to pose a risk to water quality. For this reason, the recreational use of the shores and waterways in the competition area must be designed so that swimming or spending time in the water are not the only or principal modes of water recreation, as these are only possible when permitted by the water quality.

The soil in the area sets conditions for the leading and treatment of **stormwaters**. Stormwaters cannot be absorbed through contaminated soil layers, but they must be led away from the area in a manner that is controlled in terms of environmental protection.

## 5 INSTRUCTIONS FOR PREPARING THE COMPETITION ENTRIES

### 5.1 PSEUDONYM AND ANONYMITY OF COMPETITION ENTRIES

Competition entries and all parts must be equipped with a pseudonym, which will be the same in the first and the second phase of the competition. Each competitor must submit background information related to their pseudonym in accordance with the provided instructions through online service, which has been encrypted and protected in order to ensure the anonymity of the pseudonyms. The address of the website is:

<http://tampere.weup.city/viinikanlahti-competition>

The competition website can also be accessed through the City of Tampere's website at  
[www.tampere.fi/viinikanlahti](http://www.tampere.fi/viinikanlahti)

### 5.2 LANGUAGE OF THE COMPETITION ENTRIES

The language of the competition is English, and the competition entries must be prepared in English.

### 5.3 DOCUMENTS REQUIRED IN THE FIRST PHASE OF THE COMPETITION

The first phase of the competition is held between 15 May and 27 September 2019. During this time, competitors must prepare and submit, through the competition website and in an electronic format, the following documents equipped with the pseudonym they use in the competition: a description, statistics form, and presentation boards. All files must be equipped with a **pseudonym** and all identification data linking the entry to the author(s) must be removed. Draft plans related to the competition entry are submitted as illustrations. These must be submitted as **one PDF file** that contains **six horizontal, A1 sized (594 x 841 mm) presentation boards**. The resolution of the files must be **300 dpi** and **their maximum size is 50 MB**. The file must not contain any identification data of the author(s).

#### A description and statistics form

The competitors must prepare a **description** and **statistics form** by using the electronic template found on the competition **website**. The guidelines and other instructions provided on the website must be followed. In the description, the competitors must describe e.g. the overall idea of the competition entry; the main features of urban architecture, landscape architecture, and the traffic and transport network presented in the competition entry; and the principles of phased implementation. In the statistics form, each competitor must record the key figures of their competition entry. These include the land and water area of the competition entry, the land use presented in the competition entry in m<sup>2</sup>, the volume of building rights as per each use and in total, the number of residents and jobs, and the number of parking spaces. The form will calculate most of these figures automatically as based on the information provided by the competitor.



### Presentation board 1

#### Ideas of the competition entry

The competitor will visualise the most important ideas regarding the cityscape and the landscape by means of images. There can be one or more images or schemes. Images must be equipped with clarifying texts. Competitors can choose the content of the images freely.

### Presentation board 2

#### Overall plan 1:2 000

In the overall plan, the competitor presents the overall land use plan of the competition entry and its connection to the surrounding city structure by using the precision required by the scale. The image must contain:

- boundaries of the competition area
- connection to the landscape and the urban environment
- public green areas and outdoor spaces
- traffic and transport arrangements and linking to the surrounding transport network
- arrangements relating to harbours and water areas
- infrastructure environments
- housing and other blocks with the information of the gross floor area, number of floors, and use
- the buildings must be lightly shadowed and the angle of lighting must be 45 degrees from the southwest
- location and content of public services, leisure services, and other functions apart from housing.

### Presentation board 3

#### Aerial perspective view

The view must fill the entire presentation board. The competitors can acquire the template, which is based on the city model, from the competition website. The location of the viewing point and the perspectives have been pre-determined and are the same for all competitors. The image must illustrate the character of the competition entry as part of the surrounding landscape and as part of the city centre in 2030. Competitors can add text to the image in any way they see fit.

### Presentation board 4

#### A sub-area plan 1:1 000

#### A site plan, cross-sectional view, and elevation drawing

Each competitor will select a site that they consider important and typical of their overall idea. The site plan must include at least water area, public outdoor spaces, and housing blocks. The competitors will prepare a site plan, cross-sectional view, and elevation drawing of this location in the scale 1:1 000. The competitors can include clarifying and illustrative schemes or images in any way they see fit.

**The boundaries of the selected sub-area** must be marked in the overall plan 1:2 000 (presentation board 2). The locations of the cross-sectional view and the elevation drawing are marked in the site plan 1:1 000 (presentation board 4).

**In the site plan**, the buildings must be lightly shadowed and the angle of lighting must be 45 degrees from the southwest. The following must also be shown: the character and uses of the green areas and public outdoor spaces, elevation of the ground surface, number of floors of the buildings, gross floor areas and main uses of blocks, networks of various modes of transport, location and number of car and bicycle parking spaces as per each block, and the location of waste management and infrastructure as per each block.

**The cross-sectional view** must show the topography of the area, and connections to buildings, public outdoor spaces, and the lake. In addition, the elevations of the ground surface, the minimum floor and building elevations, and the eave and ridge heights of buildings must be included. The location of the cross-sectional view must be marked in the site plan.

**The elevation drawing** shows a point of the sub-area plan that the competitor considers to be important, as well as the massing of buildings and their connection to the green environment. The location of the elevation drawing must be marked in the site plan.

#### Presentation board 5

##### **Ground level view**

The view must fill the entire presentation board. Competitors can use, as a template to be modified, the relevant section of the city model found on the competition website. The site must be important for the overall idea of the competition proposal and included in the 1:1 000 area of the sub-area plan. The point of viewing must be at the eye level from the ground surface. The competitors can add text to the image in any way they see fit.

#### Presentation board 6

##### **Schemes, description, and key figures**

**Three schemes** that clarify the overall structure must be prepared of the competition entry. Each scheme must be prepared as outlined in the competition documents and in the specified scale. The **description** and **key figures** of the competition must also be included in the presentation board.

**City structure 1:10 000.** Shows the integration of the competition entry with the urban context map. Existing buildings are in the surrounding city structure shown in black and the planned buildings in 2030 in yellow. The buildings of the competition entry must be shown in black. The image must show the boundaries of the competition area and the indicative new shorelines.

**Traffic and parking 1:5 000.** The traffic and parking solutions of the competition entry must be shown as a simplified scheme and connected to the surrounding area and the surrounding transport network. The scheme must include the main pedestrian routes, main cycling routes, the tramway and tram stops, other public transport and stops, motor traffic street network, vehicle parking facilities and areas, and the principles of bicycle parking.

**Green areas and public outdoor spaces 1:5 000.** Green areas and public outdoor spaces included in the competition entry must be shown in a scheme. Continuity with the surrounding green area network must also be presented. Green areas must be divided into public parks, semi-public green areas, private yards, and green roofs. Public outdoor spaces must be divided into public squares, semi-public outdoor spaces, and private outdoor spaces.

**Description and key figures.** The length of the description must be roughly one A4 when a standard font size 12 is used. The following key information of the competition entry must be specified on the presentation board as key figures: the land area, water area, gross floor area of housing/public services/other uses and the total gross floor area (combined gross floor area), number of residents, estimated number of jobs, total number of vehicle parking spaces, and total number of bicycle parking spaces. The description and key figures must be identical with the material submitted as text to the competition server.



## 5.4 DOCUMENTS REQUIRED IN THE SECOND PHASE OF THE COMPETITION

The second phase of the competition will be organised between **15 November 2019 and 14 February 2020**. At the beginning of the second phase, the jury will provide all competitors that have been selected for the second phase **common and entry-specific instructions for developing** and specifying the plans. Further planning instructions will be published, with the same contents, to all competitors that are selected for the second phase and to the public. **Additional initial** data and instructions can be provided to the competitors regarding e.g. the environment and its restoration; foundation construction and infrastructure; carbon neutrality; and the economy, feasibility, and phasing of the construction. **The scale and content** of the planning will be **specified** in the second competition phase. In the second competition phase, the competitors will submit some of the material related to the competition entry as a **3D city model**.

## 5.5 SUBMITTING THE COMPETITION ENTRIES IN THE FIRST AND SECOND PHASES

In both phases of the competition, the files related to the competition entries must be submitted in an electronic format to the competition server through the competition website at <http://tampere.weup.city/viinikanlahti-competition>. The competition website can also be accessed through [www.tampere.fi/viinikanlahti](http://www.tampere.fi/viinikanlahti). In both phases of the competition, the competition entries will be made available for browsing to all competitors and the general public after the deadline for submitting the competition entries has expired, at a time to be notified separately on the competition website.

### The first phase

In the first phase, competition entries can be submitted between 19 June and 27 September 2019. The first phase of the competition **will end on 27 September 2019**. Competition entries must be submitted **by 15:00 (GMT+2)**. Competitors will receive confirmation of a successful submission of their entry. It is recommended that the entries be uploaded into the system in good time before the deadline.

### The second phase

Based on the preliminary schedule, the second phase of the competition will end on **14 February 2020**. Competition entries must be submitted by **15:00 (GMT+2)**. More detailed instructions will be provided separately to the competitors that are selected for the second phase of the competition.

## 6 PRACTICAL INFORMATION ON THE COMPETITION

### 6.1 Right to participate

The international urban ideas competition is open to natural and juridical persons from all countries.

The hope is that the participants form design teams with diverse expertise in architecture, landscape architecture, urban planning, and the vitality of cities, as well as in traffic engineering, community development, construction technology, and energy technology.

Members of the jury and the preparation work group, experts, competition secretary, and the partners and family members of all of the above are ineligible to enter the competition. Persons who participated in the preparation of the competition project or competition, or in the related decision-making or preparation of decision-making are also disqualified.

The competition is a design competition referred to in the Act on Public Procurement and Concession Contracts (1397/2016). The sections applied to the urban ideas competition are regulated in section 54 of the Act. By submitting a competition entry, the competitor assures that no mandatory exclusion criteria as referred to in section 80 of the Act or discretionary exclusion criteria as referred to in section 81 apply to the competitor or, if the entry is submitted by a group, to its members. After the jury has made its decision, the competitors who are to be awarded a prize are requested to submit an extract from the criminal record as referred to in section 80, in addition to which the discretionary exclusion criteria as referred to in section 81 will be examined.

### 6.2 COMPETITION LANGUAGE

The language of the competition is English. All competition documents must be submitted in English.

### 6.3 SCHEDULE

The first phase of the competition will start on 15 May 2019.

Questions of the competitors by 12 June 2019 at 15:00.

Answers to the questions by 19 June 2019.

The submission of the competition entries in the first phase will start on 19 June 2019.

The first phase of the competition will end on 27 September 2019.

The second phase of the competition will start on 15 November 2019.

Questions of the competitors by 11 December 2019 at 15:00.

Answers to the questions on 18 December 2019.

The second phase of the competition will end on 14 February 2020.

A publishing event will be organised on 10 April 2020.



## 6.4 PRIZES AND HONORARY MENTIONS

A maximum of six competitors will be invited to participate in the second phase of the competition based on the first phase. The winner of the competition will be selected from among these. To be rewarded a prize, the competitor must submit a competition entry that complies with the second phase competition programme for evaluation with all required documents and within the set time limit. A total of 165,000–345,000 euros in prizes will be awarded in the competition.

I prize	90 000 euros
II prize	75 000 euros
III - VI prizes	à 45 000 euros (the maximum of 180 000 in total).

By a unanimous decision, the jury may change the distribution of the prize sum, in accordance with the competition rules of the Finnish Association of Architects SAFA. According to their competition rules, the Finnish Association of Architects (SAFA) shall take a 7% share of all prizes awarded. The prizes will be paid through SAFA. Based on the Decree of the Ministry of Finance on the exemption of art competition prizes from liability to pay taxes (1279/2018) in 2019, the prizes are not considered taxable income in Finland.

### Honorary mentions

The jury may also decide to award honorary mentions to competitors who have submitted a competition entry during the first phase of the competition. No reward will be paid for honorary mentions.

## 6.5 JURY

The jury will make the decision on the results of the competition both in the first and second phase of the competition. The competition jury includes:

### Appointed by the City of Tampere:

Anna-Kaisa Heinämäki, Deputy Mayor, CPA (Chair)  
Aleksi Jäntti, Deputy Mayor, MA (military science) (the first deputy chair)  
Teppo Rantanen, Director, M.Sc. (Economics and Business Administration), APA (the second deputy chair)  
Mikko Nurminen, Director, M.Sc. (Engineering) (the third deputy chair)  
Tero Tenhunen, Project Director, Structural Architect  
Minna Seppänen, Project Development Manager, Architect SAFA  
Elina Karppinen, Head of Local Detailed Planning, Architect SAFA  
Anna Levonmaa, Principal Landscape Designer, Landscape Architect MARK  
Ari Vandell, Planning Manager, M.Sc. (Engineering)  
Virpi Ekholm, Property Director, M.Sc. (Engineering)  
Minna Minkkinen, member of the City Board, B.Sc.Soc.  
Pekka Salmi, member of the City Board, M.Sc, qualifications in property management.

### Appointed by the Finnish Association of Architects SAFA:

Helle Juul, Architect MAA, MNAL, Ph.D.  
Antti Lehto, Architect SAFA.

### Appointed by the Association of Finnish Landscape Architects MARK:

Pirjo Siren, Landscape Architect MARK.

## 6.6 WORK GROUP, SPECIALISTS, AND COMPETITION SECRETARY

### Work group

The work group will prepare the evaluation task and decision proposals of the jury. The work group includes members of the jury and other members appointed by the City of Tampere.

Helle Juul, Architect MAA, MNAL, Ph.D., (member of the jury)  
Antti Lehto, Architect SAFA, (member of the jury)  
Pirjo Siren, Landscape Architect MARK, (member of the jury)  
Minna Seppänen, Project Development Manager, Architect SAFA, (member of the jury)  
Anna Levonmaa, Principal Landscape Designer, Landscape Architect MARK (member of the jury)  
Anna Hyyppä, Project Architect, Architect  
Kaisu Kammonen, Specialist, Architect SAFA  
Timo Seimelä, Transport Engineer, Engineer  
Heli Toukoniemi, Land Use Manager, M.Sc. (Engineering)  
Raija Tevaniemi, Project Engineer, Engineer.

### Specialists

During the evaluation process, the jury and work group will consult specialists who have been appointed by the City of Tampere or are otherwise considered qualified and are appointed by the jury and the work group during the competition. Appointed by the City of Tampere:

Timo Koski, acting Planning Manager, B.Nat.Res. (Horticulture)  
Milko Tietäväinen, Construction Director, M.Sc. (Engineering)  
Pia Hastio, Head of Master Planning, Architect  
Lauri Savisaari, Director, Culture & Leisure Services, M.Soc.Sc.  
Mirkka Katajamäki, Planning Architect, Landscape Architect

Marjatta Salovaara, Environmental Planner, M.Sc. (Engineering)  
Pauli Välimäki, Development Manager, M.Soc.Sc.  
Matti Joki, Harbour Manager  
Juha Kaivonen, Project Development Manager, lic.tech.  
Monika Sola, Development Coordinator, M.Soc.Sc.  
Antti Haukka, Project Manager, M.Sc. (Engineering).

### Competition secretary

Competition secretary: Antti Pirhonen, Architect SAFA, Planest Oy  
Deputy competition secretary: Tuire Kujala, Architect SAFA.



## 6.7 RULES OF THE COMPETITION AND APPROVAL OF THE COMPETITION PROGRAMME

A public procurement notice (2019/S090-21855) has been published of the competition on the EU's TED website on <http://ted.europa.eu>. SAFA's competition rules ([www.safa.fi/wp-content/uploads/2019/04/SAFA\\_kilpailusaannot\\_2008.pdf](http://www.safa.fi/wp-content/uploads/2019/04/SAFA_kilpailusaannot_2008.pdf)) and, where applicable, the competition rules of the Association of Finnish Landscape Architects MARK will be applied to the competition to the extent that they are not in conflict with the Finnish Act on Public Procurement and Concession Contracts (1397/2016) or the competition programme. The competition programme and its appendices have been approved by the organiser, jury, Finnish Association of Architects SAFA, and Association of Finnish Landscape Architects MARK.

## 6.8 QUESTIONS CONCERNING THE COMPETITION

Competitors have the right to request, in both the first and second phase, clarifications and additional information on the programme by the time limits specified in the competition programme. Questions must be submitted through and will be answered on the competition website at:

<http://tampere.weup.city/viinikanlahti-competition>

The competition website can also be accessed through the City of Tampere's website at [www.tampere.fi/viinikanlahti](http://www.tampere.fi/viinikanlahti)

### Schedule for questions and answers:

Phase 1. Questions must be made no later than 12<sup>th</sup> June 2019 at 15:00 (GMT+2).

The questions and answers to them will be published 19<sup>th</sup> June.

Phase 2. Questions must be made no later than 11<sup>th</sup> December 2019 at 15:00 (GMT+2).

The questions and answers to them will be published 18<sup>th</sup> December 2019.

## 6.9 THE JURY'S RIGHT TO CHANGES

The jury has the right to specify the competition task and schedule of the second competition phase as based on the evaluation of the first phase, any supplementations made to the initial data, or some other justified grounds.

## 6.10 FUTURE MEASURES RESULTING FROM THE COMPETITION

The City of Tampere will make its decision on the further planning of the area after and based on the competition. In purchasing a possible further assignment, the City of Tampere can choose to use direct procurement, because the procurement concerns a service, and the procurement will be made based on the design competition and must, based on the rules of the design competition, be completed with the winner of the competition or, if there are several winners, with one of them. The City of Tampere does not commit to procure further planning through direct procurement. If any further assignment is procured, exclusion criteria will be examined, in addition to which the competitor must prove that they have sufficient finances and funding as well as the technical capacity and qualifications for the task.

## 6.11 THE RIGHT TO USE AND PUBLISH THE COMPETITION ENTRIES

The competition organiser holds the proprietary rights to the prize-winning and purchased competition entries, whilst the authors of the entries shall retain the copyrights of their proposals. The designer from whom the task is commissioned and the organiser of the competition have the right to utilise the themes and ideas of other prize-winning or purchased entries in accordance with the Finnish Copyright Act.

The organiser of the competition, SAFA, MARK, and the Museum of Finnish Architecture have the right to publish images of the competition entries in their own publications and on their websites. The organiser of the competition and SAFA shall reserve the right to use and convey material contained in the competition entries for research and communications purposes.

## 6.12 COMPETITION WEBSITE

The competition website serves as the electronic distribution, communication, and submission channel for all programme documents and information related to the competition. The competition website is in English, and can be accessed through a link provided on the below website. Competitors must use the competition website for all activities related to the competition:

<http://tampere.weup.city/viinikanlahti-competition>

The competition website can also be accessed through the City of Tampere's website at:  
[www.tampere.fi/viinikanlahti](http://www.tampere.fi/viinikanlahti)

The competition website will be opened on **15 May 2019**, when the competition starts and the competition programme is published as a PDF file. The English-language competition programme must be followed in the competition because the language of the competition is English. The publication dates of other electronic competition materials will be specified on the competition website.

All **material** related to **the first phase** of the competition will be available on the competition website on **19 June 2019** at the latest and will at that time contain all materials to be distributed to the use of the competitors. Answers to the questions submitted by the competitors regarding the first phase of the competition will be published on the same day. Also detailed instructions for submitting the competition entries will be published by 19 June 2019. Material related to the second phase of the competition will be published separately. The publication date of the material related to **the second phase** will be specified on the competition website.



### 6.13 COMPETITION PROGRAMME AND RELATED DOCUMENTS

The **competition programme with related appendices** will be published in a PDF format on the competition website on **15 May 2019**. The English-language competition programme is the official version, because the language of the competition is English. **The initial data** needed in the preparation of the competition entries has been described in the competition programme and its appendices. Together they comprise the source material needed and to be used in the preparation of competition entries submitted in the first phase. Instructions will be provided separately for the second phase.

Some of the initial data can be browsed in **the weup map service**, which can be accessed through the competition website. A **key figure calculator** can also be accessed through the competition website and allows the competitors to easily view the most significant statistics data on land use, construction, population, and parking that are needed in the preparation of competition entries.

**Electronic templates for preparing the competition entries** will be published on the competition website with more detailed downloading, use, and submission instructions. These include maps, 3D models, view templates, and other materials.

### 6.14 ADDITIONAL BACKGROUND MATERIAL

Indicatory background information supplementing the competition programme and other related documents will be published on the City of Tampere's website [www.tampere.fi/viinikanlahti](http://www.tampere.fi/viinikanlahti). Background material is **not considered to be competition programme documentation**. Information contained in such material is not required in the preparation of the competition entries, but helps, in particular, foreign competitors and Finnish competitors not resident in Tampere to understand the conditions of the competition area, Tampere, and Finland as a whole. Some of the background material will be presented by providing links to other websites or their parts. The background material site will be updated constantly, and is indicative in terms of the competition. The organiser of the competition and its partners do not assume responsibility for the general accuracy, up-to-date character and specific correctness of information found on the background material site or other materials linked through it.





*Photograph: City of Tampere, Tarja Kaasalainen, 2019.*



## APPENDICES TO THE COMPETITION PROGRAMME

Appendices to the competition programme are source materials that must be used in the preparation of the competition entries and are related to the design guidelines of the competition. They contain important information on the competition area and restrictions set for the planning. The scales specified in connection with the maps are the scales used in the printed competition programme (size A4). Unless specifically stated otherwise, the source of the maps and images is the City of Tampere.

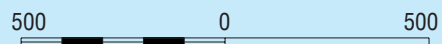
## APPENDICES

1. Location of the competition area 1:20 000. Address map 2019.
2. Boundaries of the competition area 1:5 000. Base map 2019.
3. Competition area within the city structure 1:20 000. Urban context map 2019.
4. Location of the competition area in an aerial view 1:15 000. Orthoaerial image 2018.
5. Boundaries of the competition area in an aerial view 1:5 000. Orthoaerial image 2018.
6. Land use in local detailed plans 1:20 000. Simplified combination map 2019.
7. Strategic Master Plan for Tampere's City Centre. Land use and traffic 2016.
8. City centre development concept 2018–2030. Five-star City Centre 2018.
9. Traffic information 1:5 000. Map and other information 2019.
10. Information on the landscape and the green environment. Map 2019.
11. Information related to leisure time and tourism. Map 2019.
12. Information on the water system. Map + photo 2019.
13. Infrastructure information 1:5 000. Map 2019.
14. Ambient noise information 1:5 000. Map 2019.
15. Zone where hazardous substances must be observed 1:5 000. Map 2019.
16. Air quality information 1: 5 000. Map 2011.
17. Development history of the area. King's map 1758 and orthoaerial image 1:5 000 from years 1946, 1974, 2011, and 2018.
18. Oblique aerial photographs. Taken in 2018–2019.
19. Photographs. Taken in 2018–2019.

*Näsijärvi*



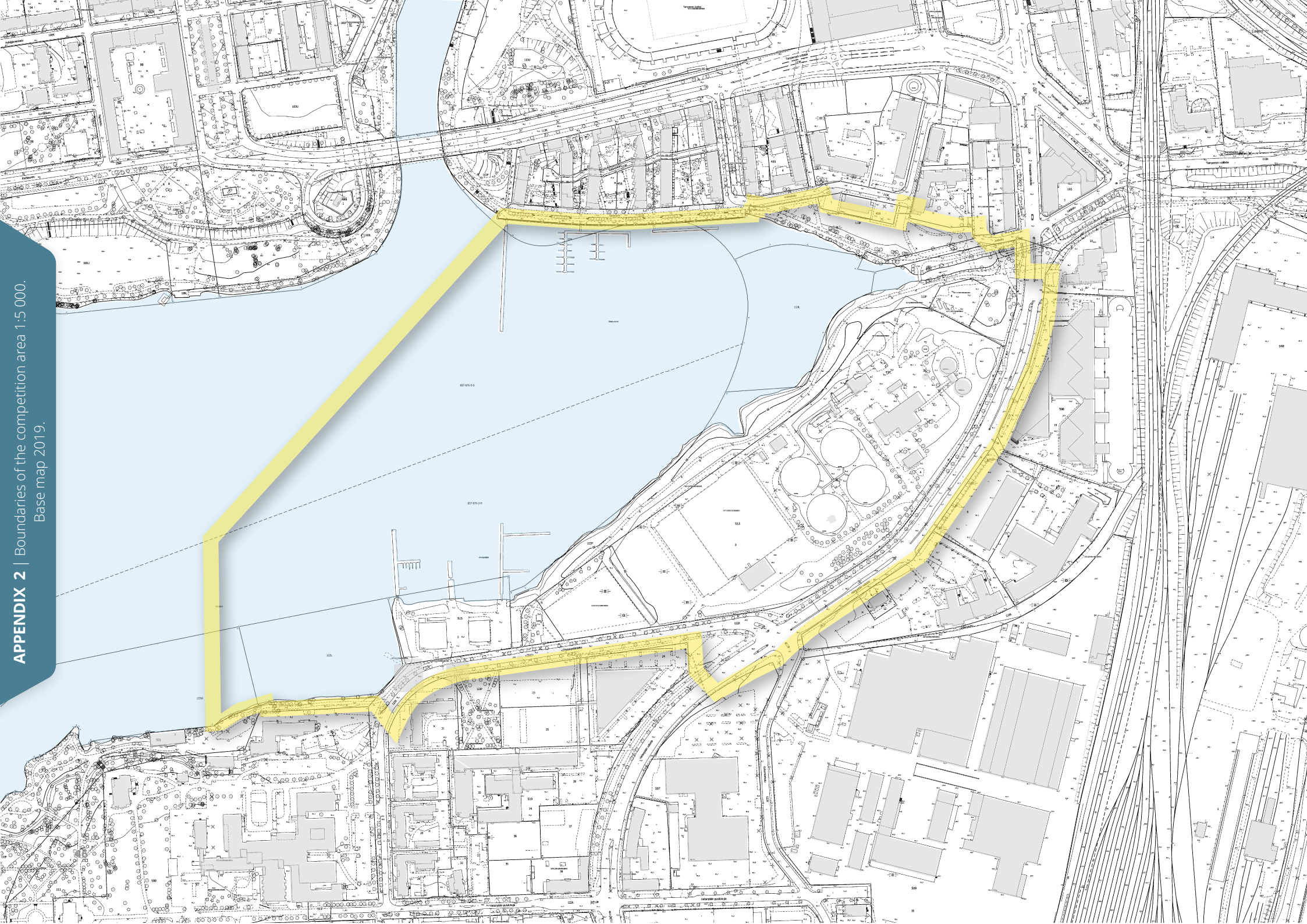
# Pyhäjärvi



© Tampereen kaupunki 2019

1: 20 000





**APPENDIX 2** | Boundaries of the competition area 1:5 000.  
Base map 2019.



### Buildings

- Existing in 2019 outside the competition area
- Existing in 2019 in the competition area
- Planned in roughly 2030, the city centre





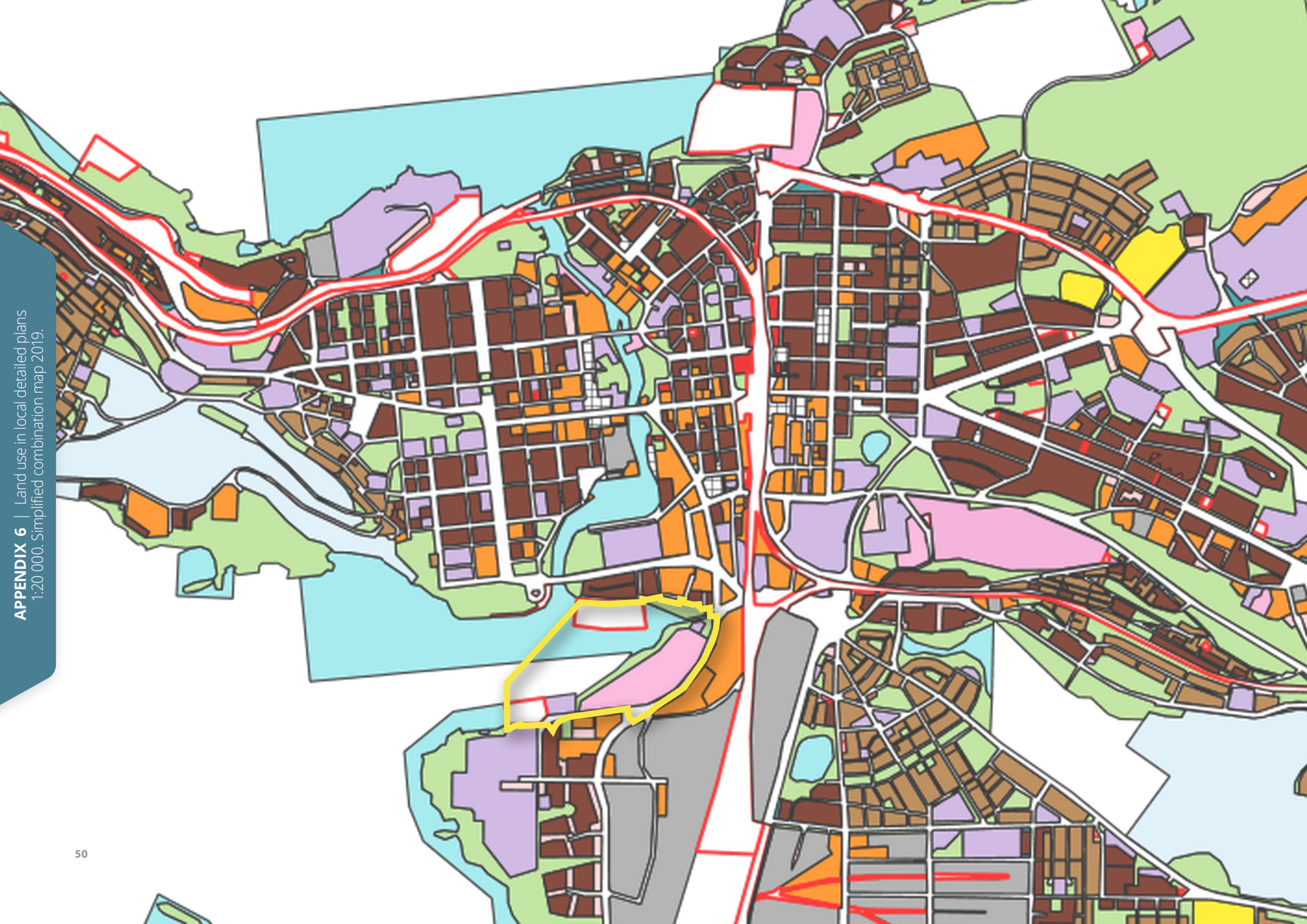
Aerial photo: © Bloom, 2018.



Pyhäjärvi

Aerial photo: © Bloom, 2018.



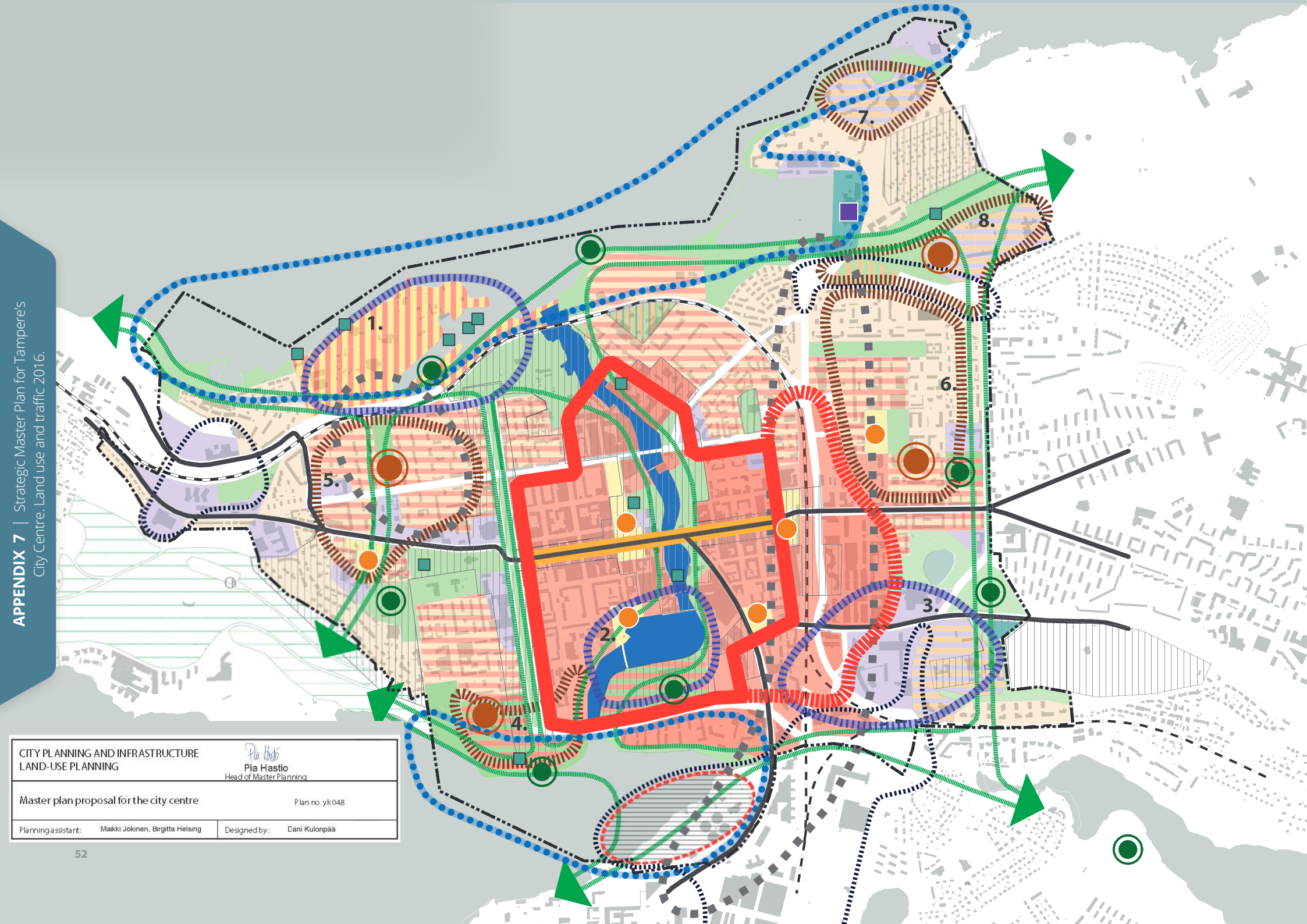


**APPENDIX 6** | Land use in local detailed plans  
1:20 000. Simplified combination map 2019.

## The main uses in the valid local detailed plans of the City of Tampere

	Block area for residential blocks of flats
	Block area for residential small houses and terraced houses
	Block area for city centre functions
	Block area for business, office, and service buildings
	Block area for industrial and warehouse buildings
	Recreational area
	Block area for public buildings
	Area reserved for maintenance
	Green buffer zone
	Traffic area
	Holiday and hiking areas
	Conservation area
	Water area
	Street area / Area that is not covered by a local detailed plan
	Square





CITY PLANNING AND INFRASTRUCTURE  
LAND-USE PLANNING

*Pia Hastio*  
Pia Hastio  
Head of Master Planning

Master plan proposal for the city centre

Plan no. yk 048

Planning assistant: Maikki Jokinen, Birgitta Helsing

Designed by: Olli Kulonpää

# Strategic Master Plan for the City Centre

MASTER PLAN PROPOSAL 10 NOVEMBER 2015

## PLAN MARKINGS AND REGULATIONS RELATING TO LAND USE

### Markings and regulations regarding the objectives for land-use development

#### BUSINESS AND INDUSTRIAL SECTOR, WORK, USE OF SERVICES



##### EPICENTRE DEVELOPMENT ZONE

The area requires the development of favourable conditions for businesses that are suitable for the epicentre, in addition to improved accessibility and a more vibrant pedestrian zone. The area must offer opportunities for random gatherings and the organisation of events. The plots will be developed based on plans that cover the entire block. The plans must promote the creation of versatile business premises through additional construction and the development of the inner courtyards. This implementation must support small ground-level stores and create an optimal business environment by reserving the ground floors of buildings that line the streets and other public areas for businesses and services. The use of the inner courtyards for business purposes must integrate neatly with the housing. In conjunction with planning, the possibility of increasing the volume of housing including the required outdoor areas for this additional housing must be investigated. Spaces suitable for public socialising and the volume of urban green areas must be increased as part of infill development. Separate private yards must be combined and pedestrian connections passing through the blocks opened to the public where possible. The plans must present the block's connection to the surrounding pedestrian network. The inner courtyards must primarily be designated for uses other than parking, and parking must predominantly be organised either as structural parking or in centralised parking facilities.



##### THE EPICENTRE'S EXTENSION ZONE

A vigorously regenerating zone that benefits from good international, national and regional accessibility. The development of the Travel and Service Centre is an integral part of the development in the area. Diverse functions for work, trade, services, leisure and housing are allowed in the area. The vitality of the area must be enhanced by creating new public spaces, by making the existing market places and squares more pleasant, and by reserving ground-level premises that connect with street space and/or public spaces for active use such as business and service premises. The linking of the surrounding functions and their easy accessibility must be considered in the planning and construction of the area. The barrier effect of the railway must be reduced by creating new connections over and/or under the railway tracks in order to connect naturally to the existing city structure and traffic routes. The connections from the area to the university, Tammela, and Kaleva must be developed.

##### HÄMEENKATU STREET

Hämeenkatu Street is the city's most important street space. Hämeenkatu must be developed as an active, diverse, pleasant, and high-quality environment by safeguarding both its cultural-historical value and the operating conditions of the business and industrial sector.



##### THE URBAN ENVIRONMENT DEVELOPMENT ZONE

The development of land use and functions in the area and local detailed planning for the area must be based on a general overall study of land use, traffic, the green environment and the prospective functions. Good links with the other city centre areas must be ensured.

##### 1. THE SÄRKÄNNIEMI, ONKINIEMI, AND MUSTALAHTI AREAS

The quality of the environment in the area, improved functionality and better accessibility of the area from the city centre must be taken into account. Infill development is allowed in the area. Functions relating to Särkänniemi and tourism must be located in the Mustalahti area in order to make it a more integral part of the city centre. The linkage between the areas and the smoothness of the traffic must be enhanced. The conditions for walking and cycling must be improved and the obstacles to these forms of movement in the surroundings must be removed. The functioning of Mustalahti Harbour must not be obstructed or disturbed.

##### 2. THE TRANQUIL WATERS OF RATINA

The area must become a high-quality and versatile part of the city centre that benefits from its proximity to water. This way, the use of its shores will increase. The market places and squares in the area must be developed as pleasant and high-quality public urban spaces. Infill development is allowed in the area. The functioning of the existing harbour must not be obstructed or disturbed.

##### 3. CAMPUS AREA FOR TEACHING, RESEARCH, AND CULTURAL ACTIVITIES, AND THE BUSINESS OPERATIONS THAT UTILISE THEM

Additional functions, such as housing and services, are allowed in the area. In local detailed planning and other planning activities, the connections within the area as well as the linking of the area to the surrounding areas must be improved.

#### HOUSING



##### ZONE FOR HOUSING-DOMINATED INFILL DEVELOPMENT

4. Eteläpuisto. The solutions for land use in the area must be based on a general overall study. The area boasts special values in terms of its green environment and recreation. The area must be designed in a way that allows for the creation of diverse areas, functions and routes that serve the entire city centre and that are suitable for recreational activities on the shores.

5. Amuri. Infill development in the area and local detailed planning for the area must be based on a general overall study. Pyynekintori Square and its surroundings must be developed as a pleasant public space.

6. Tammela. Infill development in the area and local detailed planning for the area are based on the master plan. The market places and squares in the area must be developed as pleasant public spaces. The recreational connections from Tammela and the epicentre to Kauppi must be developed.

7. Koukkuniemi. The volume of housing in the area will also be increased to cater for all rather than just specific groups. The area boasts particular values in terms of its green environment and recreation. The area must be designed in a way that allows for the creation of diverse areas and routes that serve the entire city centre and that are suitable for recreation.

8. Kauppi hospital. The volume of housing in this area will also be increased to cater for all rather than just specific groups. The area boasts particular values in terms of its green environment and recreation. The area must be designed in a way that allows for the creation of diverse areas and routes that serve the entire city centre and that are suitable for recreation. The recreational connections from Tammela and the epicentre to Kauppi must be developed. In terms of cityscape, the location of the hospital area at the end of the north-south axis must be taken into account in the development of the area.



THE DEMAND FOR PUBLIC SERVICES (NEW OR THOSE TO UNDERGO SIGNIFICANT DEVELOPMENT) CREATED BY THE INFILL OF THE CITY STRUCTURE. NORMATIVE LOCATION.

##### QUALITY CORRIDOR FOR PUBLIC TRANSPORT

Significant land-use developments that will cause greater passenger traffic will be located by the quality corridor: housing construction, in particular, will be supported. In an area with good public transport links, fewer parking spaces will be required than in other parts of the city. Easy connections to the public transport stops must be observed in all planning.

#### GREEN NETWORK AND SHORES



##### SHORE DEVELOPMENT ZONES ON LAKE NÄSÄJÄRVI AND LAKE PYHÄJÄRVI

The development of the shores must strengthen the role of Tampere as a lakeside city. Land use on the shores must be developed so that in addition to the main functions, versatile recreational services and functions as well as high-quality recreational areas are provided on the shores. The continuity of the routes along the shores and the accessibility of the shores as part of the city centre must be improved. Public use of the shores must be protected. The area has several operating harbours and boat launching sites. Their activities must be supported. The buildings, structures, equipment, and permitted volume of construction will be specified in more detailed plans.



DEVELOPMENT OR DEMAND FOR THE DEVELOPMENT OF THE GREEN AND RECREATIONAL NETWORK OR SPORTS AREA



##### GREEN AND RECREATIONAL ZONE TO BE DEVELOPED

The quality and continuity of green and recreational services in the green and recreational zone must be developed in such a way that the accessibility of Pyynekintori, Kauppi and Lake Iidesjärvi from the city centre and the connections from lake to lake are improved. The zone must be developed as a pleasant and attractive magnet for Tampere and as an important part of the urban landscape.



##### TAMMERKOSKI RAPIDS

The rapids, the surrounding landscape, the nearby buildings and the archaeological sites are a nationally significant cultural environment and an important identity factor for Tampere. Construction and other measures must support the preservation and development of this nationally significant cultural environment.



##### MARKET PLACE TO BE DEVELOPED

The station square, Keskustori Central Square, Laukontori Square, Pyynekintori Square, Sori Square, and the Tammelanatori Market Place must be developed as pleasant and active public spaces and their cultural historical values must be preserved. Business premises and parking can be located underneath the market places and the squares.



AREA PROTECTED BY THE NATURE CONSERVATION ACT

#### OTHER DEVELOPMENT



##### ZONE SUITED TO TALL BUILDING

Tall building must improve the quality of its surroundings. Tall building refers to the construction of buildings with more than 12 floors.



##### NATIONALLY SIGNIFICANT BUILT CULTURAL ENVIRONMENT (RKY 2009)

The development taking place in the area must be in keeping with the cultural environment.



##### FIXED RELIC PROTECTED UNDER THE ANTIQUITIES ACT

Any excavating at the site, or covering, modifying, damaging, removing and touching of the object are prohibited. Any plans regarding the site must be submitted to the museum authorities for their go ahead. The scope of the site must be agreed by the museum authorities.



##### SURVEY AREA

Changes to land use in the area must be integrated into the epicentre's extension and the development of the lakeside city. When carrying out these changes, the quality of the recreational connections running through the area must be improved. The regional plan has to be amended before planning for the area can begin.



##### BARRIERS AND OBSTRUCTIONS TO BE TARGETED IN THE CITY STRUCTURE IN ORDER TO IMPROVE THE TRAFFIC AND TRANSPORT ENVIRONMENT AND THE CITYSCAPE

In more detailed planning, the barrier effect caused by the traffic routes must be reduced in such a way that the linking of the surrounding areas to each other improves. In more detailed planning, the land use possibilities in the area must also be considered in such a way that the city structure, the cityscape, the traffic and transport environment, and the green connections can be improved.



##### NAISTENLAHTI POWER PLANT

The restrictions set by and the safety distances from the power plant must be observed in the planning of the surrounding areas.

#### GENERAL REGULATIONS:

Tampere's city centre shall be developed as a key centre in the Tampere Region, serving as a provincial centre and a pleasant and vital hub for the central region and the city. Tampere's city centre must be developed as a pleasant lakeside city. The operating conditions for businesses and trade must be improved.

##### Cultural environment

The city centre development will use the existing cultural environment as its foundation and its cultural values will be strengthened. In the more detailed planning of the nationally significant built cultural environments (RKY 2009) and relics, the regionally and locally significant built cultural environments and archaeological cultural heritage sites must be taken account. Special attention must be paid to preserving the industrial cultural heritage and to the special landscape features. In conjunction with the changing use of the water areas, it must be assessed, in cooperation with the museum authorities, whether or not it is necessary to carry out investigations regarding aquatic cultural heritage.

##### Traffic and transport

The city centre shall be developed as the core of this public-transport oriented city and the Travel and Service Centre as its hub. In planning and construction, the development of this pedestrian city must be supported by making the ground floors of buildings vibrant and by designing public, semi-public and semi-private spaces to high standards. Parking principles that support public transport and the pedestrian zone must be applied in the city centre.

##### Infrastructure and environmental protection

The restrictions posed by the marshalling yard for land-use development must be considered in the planning of the nearby areas, particularly in urban environment development zone 3, in the survey area, and in the southern part of the epicentre's extension zone. In the more detailed planning of the area, the underground construction activities in the city centre must be taken into account. The construction of geothermal heat wells must not disturb underground land use and infrastructure network in the future. The management of rain and drainage waters must adhere to the objectives set by the programme for the management of the rain and drainage waters in Tampere. The planning of the areas and traffic must promote the reduction of noise in the green and recreational areas, in other public outdoor areas, and in the outdoor areas within the housing blocks, in addition to promoting improved air quality.

##### Housing

The amount of greenery in outdoor areas must be increased and the volume of ground-level parking must be reduced as part of the infill development of apartment blocks. Separate private yards must be combined to create large common inner courtyards where possible. Infill development must support the settling of families in the city centre by improving, for example, the safety of outdoor areas and constructing high-quality playground areas. In the housing areas, the sufficiency and accessibility of local recreational areas, services and routes must be observed. The making of a local detailed plan must include an investigation of whether or not these goals can be best achieved with a plan for the entire block. The planning must pay special attention to the ground floor areas of buildings and how this will improve the vibrancy of the cityscape. The new building stock that will be constructed in the city centre must be versatile as regards the type of housing offered and the price level.

#### LAND USE

- CITY CENTRE FUNCTIONS AREA
- MIXED CITY CENTRE FUNCTIONS AND RECREATIONAL AREA
- MIXED CITY CENTRE FUNCTIONS AND TOURISM SERVICES AREA
- MIXED HOUSING AND CITY CENTRE FUNCTIONS AREA
- HOUSING AREA
- MIXED HOUSING AND RECREATIONAL AREA
- MIXED ADMINISTRATIVE, SERVICES, AND HOUSING AREA
- ADMINISTRATIVE AND SERVICES AREA
- MARKET PLACE OR SQUARE
- GREEN OR RECREATIONAL AREA
- AREA FOR SPECIAL FUNCTIONS
- TRAFFIC AREA
- WATER AREA

#### CITY PLANNING AND INFRASTRUCTURE LAND-USE PLANNING

Pia Hästö  
Head of Master Planning

#### Master plan proposal for the city centre

Plan no. yk 048

Planning assistant: Maikki Jokinen, Birgitta Heising

Designed by: Dani Kulonpää



CITY PLANNING AND INFRASTRUCTURE LAND-USE PLANNING	
 <b>Pia Hastio</b> Head of Master Planning	
Master plan proposal for the city centre	
Plan no. yk048	
Planning assistant: Maikki Jokinen, Birgitta Heising	Designed by: Dani Kulonpää

## Markings and regulations for traffic

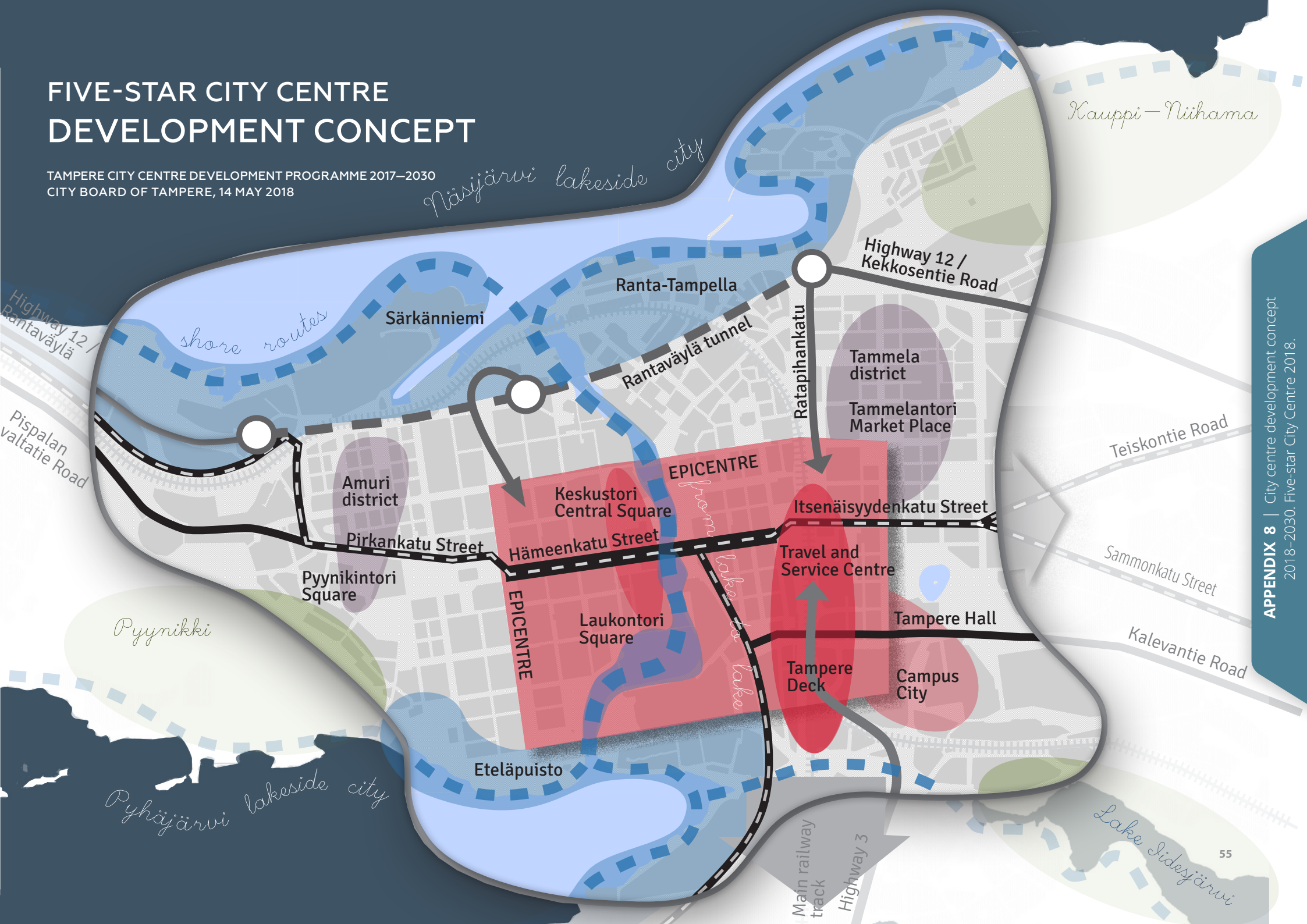
### REGULATIONS:

Planning and construction activities must improve the continuity, smoothness, pleasantness and accessibility to all of the pedestrian connections. Planning must advance the safety of pedestrians and cyclists.

- 
**TRAVEL AND SERVICE CENTRE**  
 The Travel and Service Centre will be a hub for people flow, public transport users, and various modes of transport. All plans and measures implemented in the area must support a smooth and pleasant traffic experience as well as other services that are accessible to all. The Travel and Service Centre will also be developed as a service terminal for air passengers.
- 
**QUALITY CORRIDOR FOR PUBLIC TRANSPORT**  
 Measures implemented along the quality corridor for public transport must support the use and smoothness of public transport. Pedestrian and cycling connections to the stops and bicycle parking next to the stops must be developed for better accessibility. Trams would be one suitable mode of public transport.
- 
**RAILWAY**
- 
**SLOW-SPEED ZONE TO BE DEVELOPED AS A PEDESTRIAN ZONE**  
 The traffic environment must be developed in favour of pedestrians. The conditions for pedestrian traffic must be improved in the area through pleasant, diverse, and high-quality pedestrian zones that are accessible to all, pedestrian-oriented streets, pedestrian streets, and pedestrian routes. The area must be developed in accordance with the principles of the Tampere City Centre Traffic Network Plan. With the implementation of the underground parking network, the number of parking spaces along the streets will be reduced. The urban green areas must be strengthened. In the slow-speed zone, cycling must be directed onto roads, apart from the main cycling routes.
- 
**UNDERGROUND NETWORK OF PARKING FACILITIES AND ITS EXTENSIONS**  
 Parking must be developed in accordance with the master plan for underground parking and maintenance & logistics services. Area reservations must be observed in the planning of underground land use and functions. The parking spaces in the parking facilities will replace ground-level parking, so that at least half of the current street parking spaces within the city centre ring route will be removed.
- 
**UNDERGROUND PARKING FACILITY**
- 
**NEED FOR A CONNECTION TO UNDERGROUND PARKING**
- 
**HÄMEENKATU STREET**  
 A street reserved for pedestrian traffic and public transport, also open to cyclists. Street space must be developed to improve the status of pedestrian traffic.
- 
**URBAN PEDESTRIAN AXIS**  
 The conditions for pedestrian traffic must be improved with pleasant pedestrian areas, pedestrian streets, and pedestrian-oriented streets. The land use and functions along the pedestrian axis must support the vitality and activity of the axis. The implementation of the pedestrian axis must promote small ground-level stores and the appropriate conditions for business.
- 
**IMPORTANT PEDESTRIAN ROUTE**  
 The quality and continuity of the route must be improved.
- 
**NEED FOR A PEDESTRIAN TRAFFIC CONNECTION**  
 The prerequisites for implementing this connection must be investigated in more detailed planning. The barrier effect caused by traffic routes and watercourses to pedestrians must be reduced to the greatest extent possible.
- 
**A NATIONAL MAIN ROUTE FOR VEHICLE TRAFFIC (HIGHWAY 12) AND THE UNDERGROUND SECTION OF THE MAIN ROUTE (RANTAVÄYLÄ TUNNEL)**
- 
**INTERCHANGE**
- 
**UNDERGROUND INTERCHANGE**  
 It is possible to create connections from the interchange to the underground parking network and the street network.
- 
**CITY CENTRE RING ROUTE**  
 The optimal functioning of the city centre ring route must be ensured in all planning and construction. The connections to the underground parking will be constructed next to the city centre ring route or in its immediate vicinity.
- 
**MAIN CITY CENTRE STREET**  
 The main connection used by commuters and people coming to the city centre for services. Unhindered access to the city centre ring route must be observed.
- 
**MAIN REGIONAL CYCLING ROUTE**  
 The quality of the main route must be improved by separating pedestrian and bicycle traffic onto different routes. The safety and smoothness of traffic must be enhanced at junctions.
- 
**MAIN CITY CENTRE CYCLING ROUTE**  
 The quality of the main route must be improved by separating most of the pedestrian and bicycle traffic onto different routes. The safety and smoothness of traffic must be enhanced at junctions.
- 
**CENTRALISED BICYCLE PARKING**  
 Parking will principally be located indoors or under shelter.
- 
**HARBOUR / BOAT HARBOUR**  
 The unhindered passage of waterborne traffic must be taken account of when planning the land use of the nearby areas as well as new pedestrian and cycling connections.
- 
**BOAT ROUTE FOR PASSENGER TRAFFIC (CRUISES)**

# FIVE-STAR CITY CENTRE DEVELOPMENT CONCEPT













TAMPERE CITY CENTRE DEVELOPMENT PROGRAMME 2017–2030  
CITY BOARD OF TAMPERE, 14 MAY 2018



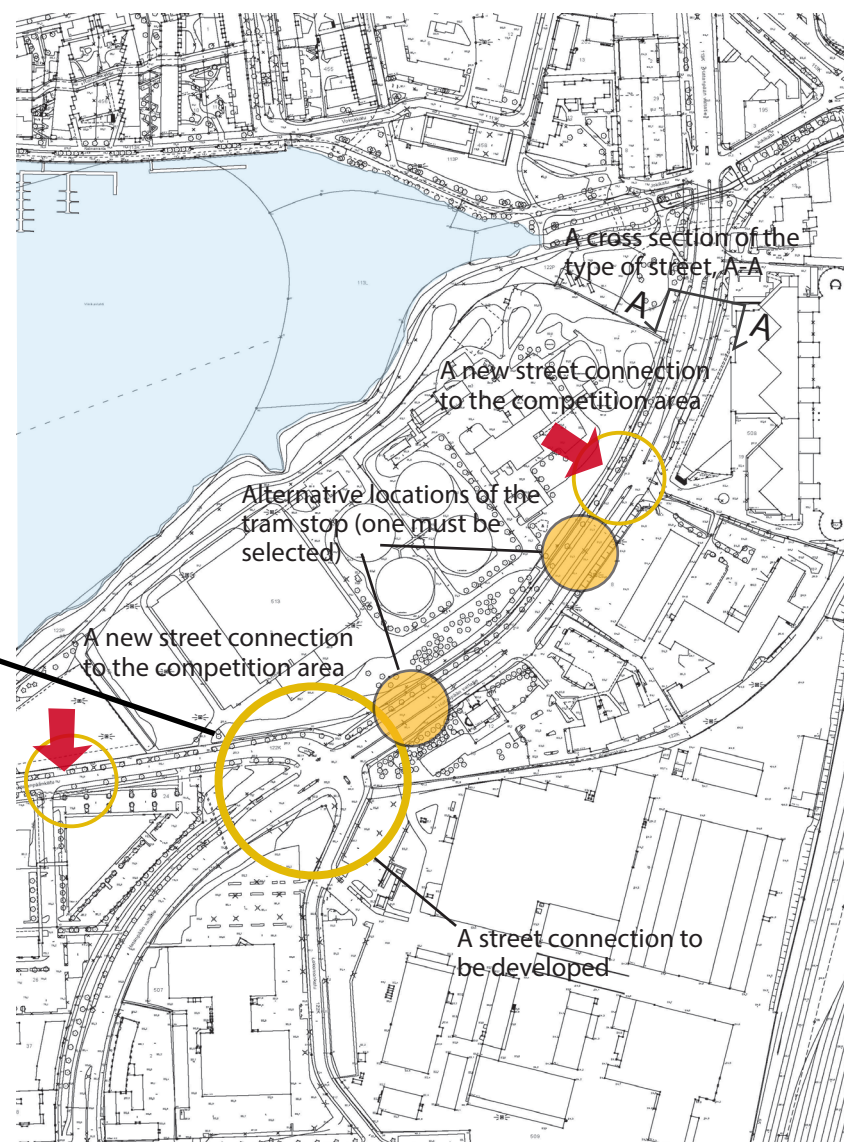
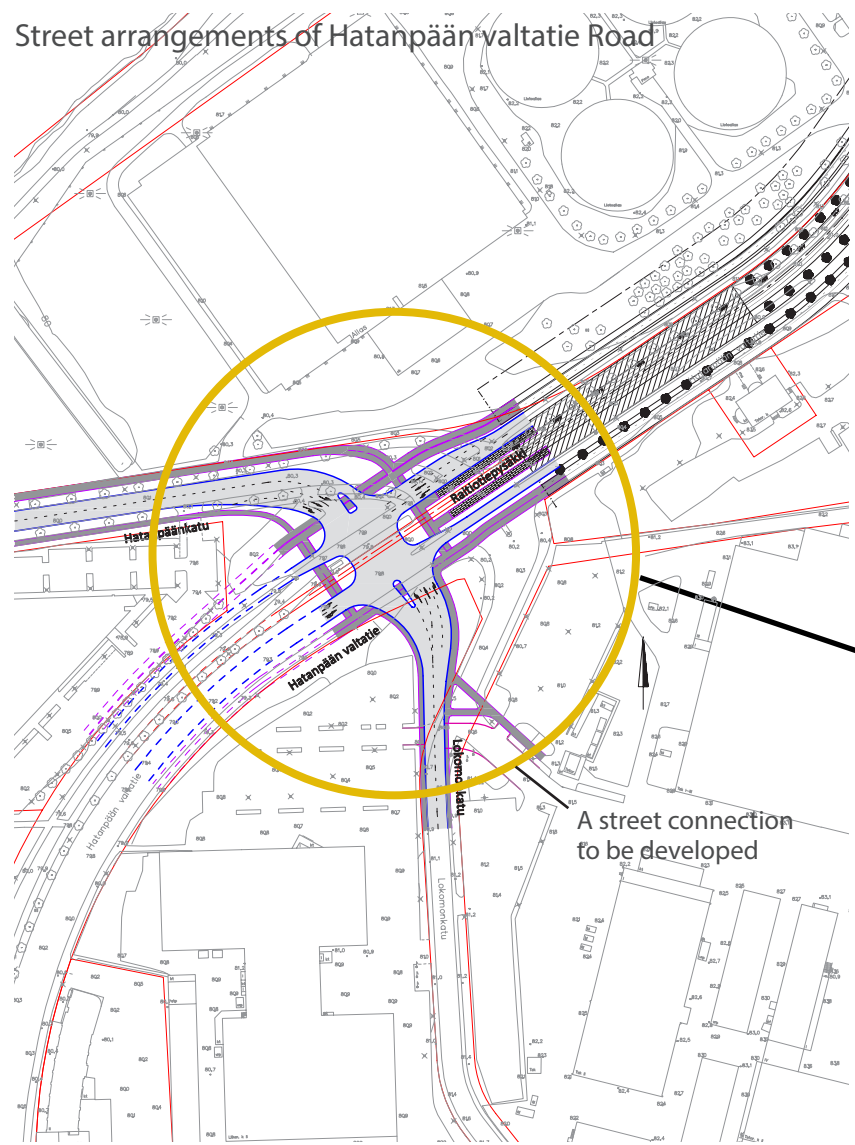




## Traffic arrangements in the competition area and connection to the transport network

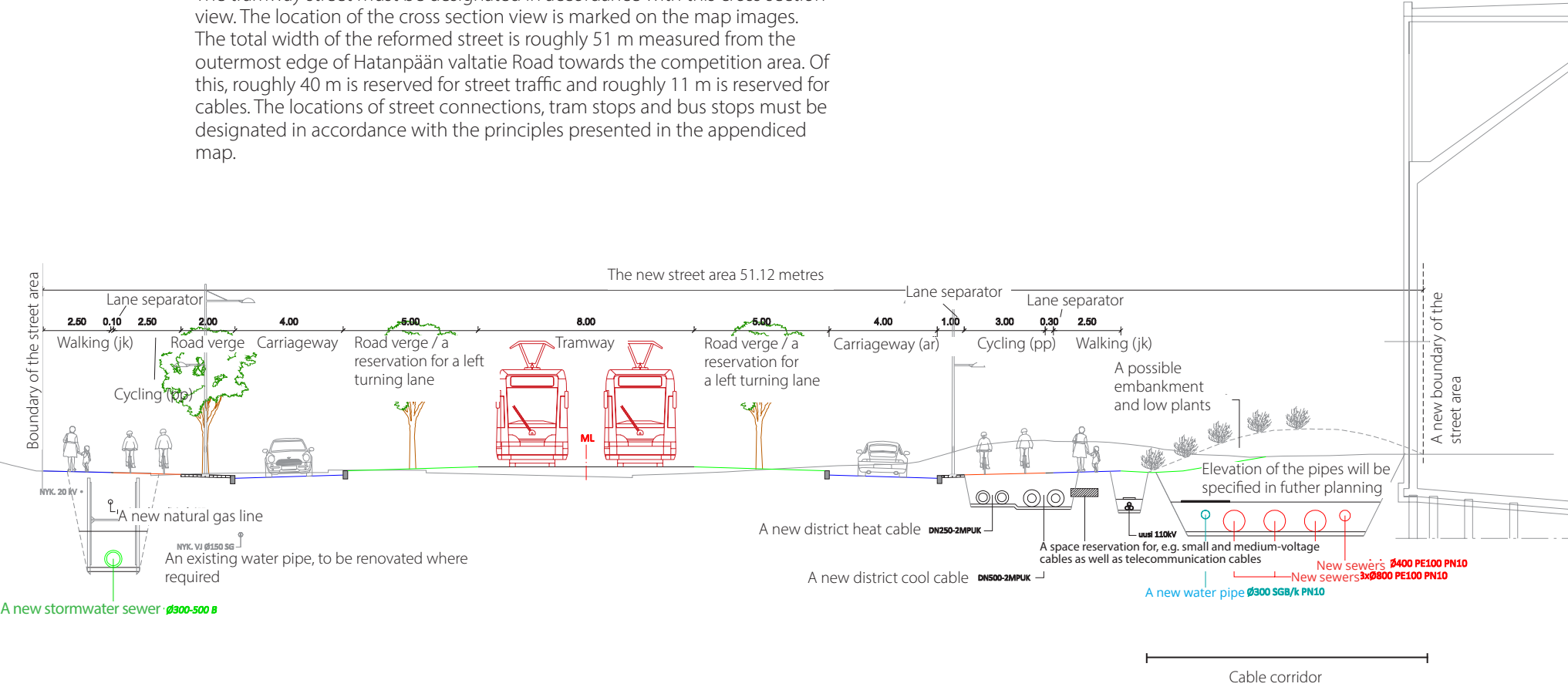
	Main street
	A street
	Railway line (connected to the marshalling yard in Viinikka and the passenger railway yard in the city centre)
	An underpass / bridge
	A new street connection to the competition area Another street connection (to be preserved)
	Traffic lights (the existing or new)
	A tramway street
	A bus street
	Alternative tram stop locations (one must be selected; there is also a bus stop in connection with the tram stop)
	A bus stop (on both sides of the street at junctions)
	A pedestrian and cycling route A need for a connection through the competition area
	A junction area to be developed



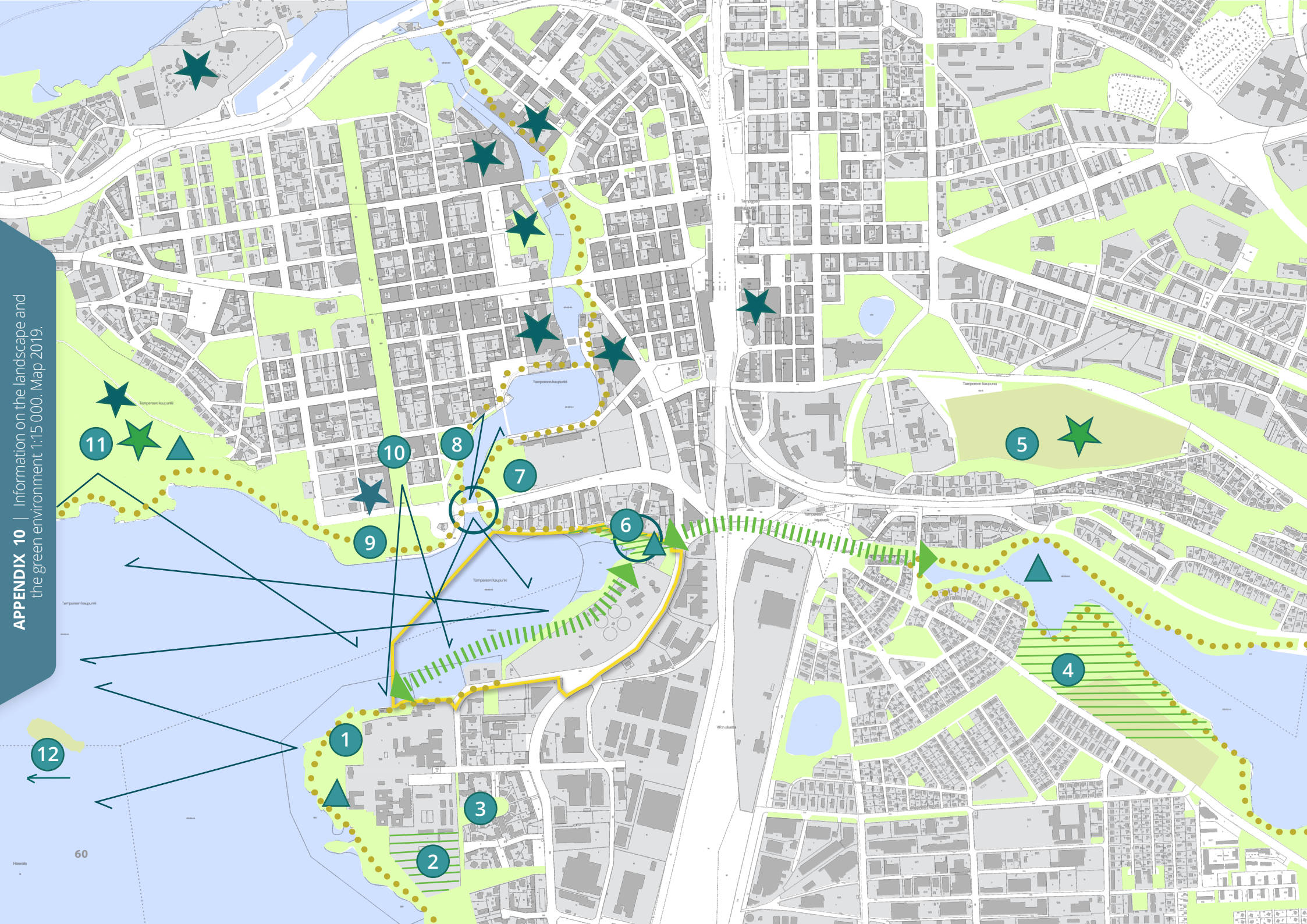


# Hatanpään valtatie Road as a tramway street; a cross section of the type of street, A-A

The tramway street must be designated in accordance with this cross section view. The location of the cross section view is marked on the map images. The total width of the reformed street is roughly 51 m measured from the outermost edge of Hatanpään valtatie Road towards the competition area. Of this, roughly 40 m is reserved for street traffic and roughly 11 m is reserved for cables. The locations of street connections, tram stops and bus stops must be designated in accordance with the principles presented in the appended map.







## Definitions of the markings:

	Green and recreational network
	An area to be developed as a green area
	A significant connection point in terms of landscape
	A green connection to be developed (recreation and ecology)
	A landmark within the greater landscape
	Significant built landmarks (smokestacks and towers)
	Significant views
	A valuable nature site
	A significant recreational and walking route

## Green area services:

- 1 Hatanpää Manor Park and the Arboretum
- 2 Gauffinipuisto Park and local playground
- 3 District playground and ball field of A. J. Reinilänpuisto Park
- 4 Iidesjärvi Nature Conservation Area, family park, and dog park
- 5 Kalevankangas esker ridge and cemetery
- 6 Höyrynpuisto Park
- 7 Ratinanniemi Festival Park, sports field, dog park, and exercise area
- 8 Local playground in Nalkalantori Square
- 9 Eteläpuisto Pop-up Park
- 10 Hämeenpuisto Esplanade
- 11 Pyyrikki esker ridge and nature conservation and outdoor recreation area
- 12 Viikinsaari outdoor recreation area



# Tampere

picture map

Näsijärvi

95,2



Pyhäjärvi

77,0



## Significant leisure time and tourism sites in the city centre of Tampere (2019 red, 2030 yellow)

- |    |   |    |  |
|----|---|----|--|
| 1  | Särkänniemi Amusement Park  | 24 | Museum Milavida                          |
| 2  | Children's Cultural Centre Rulla and Laikku Cultural House                                | 25 | Emil Aaltonen Museum                     |
| 3  | Tiitiäinen Fairy Tale Park, Pikku Kakkonen Park, Sorsapuisto Park, and Emil Aaltonen Park | 26 | Tampere Hall                             |
| 4  | Pyynikki Sports Field   | 27 | Tampere Theatre                          |
| 5  | Pyynikki Indoor Swimming Pool   | 28 | TTT Theatre                              |
| 6  | Nääshalli   | 29 | Theatre Frenckell                        |
| 7  | Tammela Stadium   | 30 | Ahaa Theatre                             |
| 8  | Ratina Stadium  | 31 | Tampere Comedy Theatre                   |
| 9  | Koulukatu Rink  | 32 | Pyynikki Summer Theatre                  |
| 10 | Santalahti recreational and festival park   | 33 | Keskustori Central Square                |
| 11 | Tampere Deck (multifunctional arena, casino, etc.)  | 34 | Laukontori Square and Laukontori Harbour |
| 12 | Mältinranta   | 35 | Pyynikintori Square                      |
| 13 | Eliander Beach  | 36 | Tammelantori Market Place                |
| 14 | Pyynikki Beach  | 37 | Naistenlahti Boat Harbour                |
| 15 | Rosendahl Beach   | 38 | Mustalahti Harbour and Event Harbour     |
| 16 | Amuri Museum of Workers' Housing  | 39 | Laukontori Square                        |
| 17 | Lenin Museum  | 40 | Ratina Harbour                           |
| 18 | Museum Centre Vapriikki   | 41 | Rowing Centre Harbour                    |
| 19 | Moomin Museum   | 42 | Tampere City Library: Metso              |
| 20 | Sara Hildén Art Museum  | 43 | Dog park                                 |
| 21 | Tampere Art Museum  | 44 | Näsinneula Observation Tower             |
| 22 | The Finnish Labour Museum Werstas   | 45 | Pyynikki Observation Tower               |
| 23 | Spy Museum  | 46 | Churches                                 |



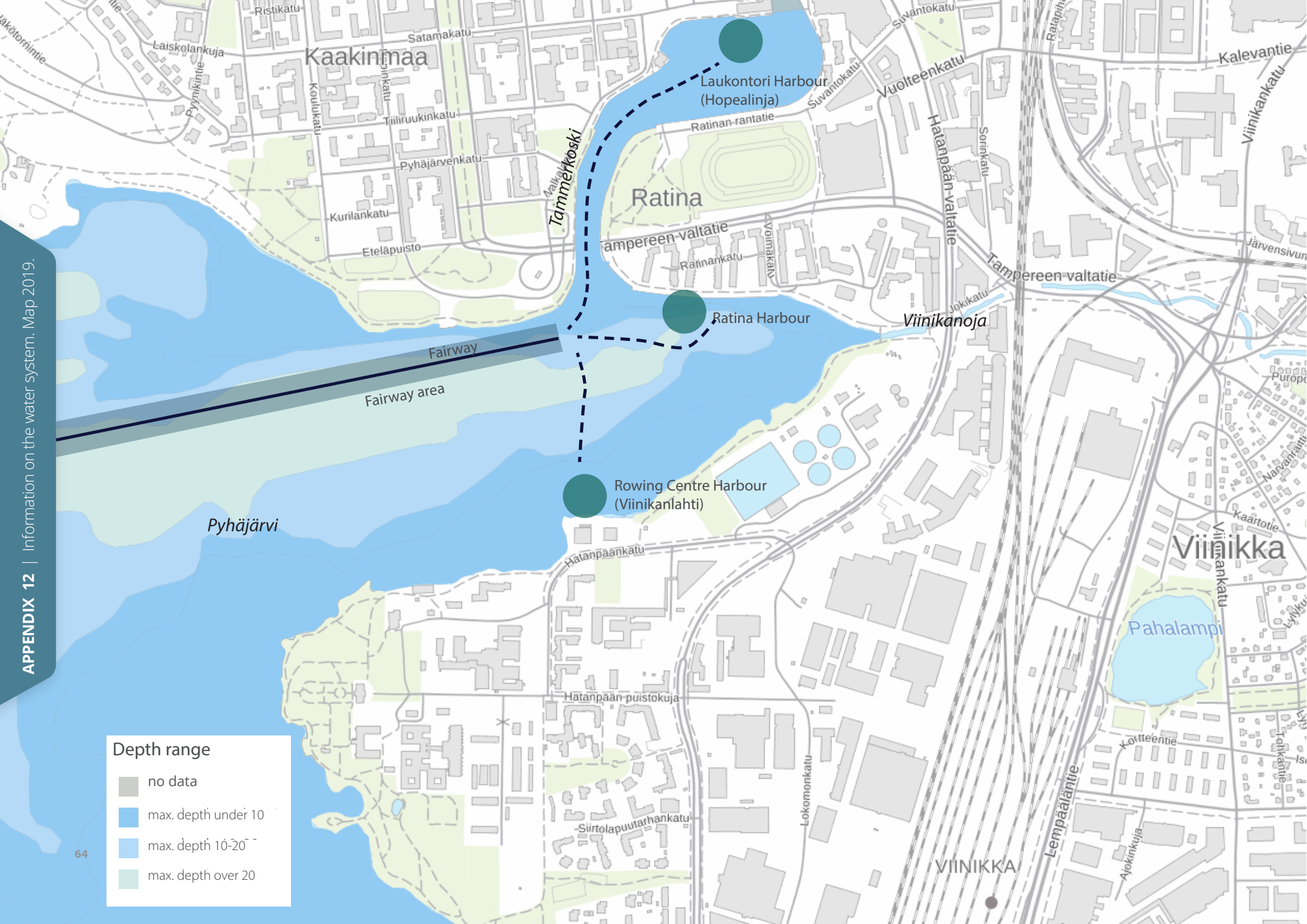













IMAGE: Rowing Centre Harbour (Viinikanlahti) Photograph City of Tampere / Minna Seppänen, 2019.

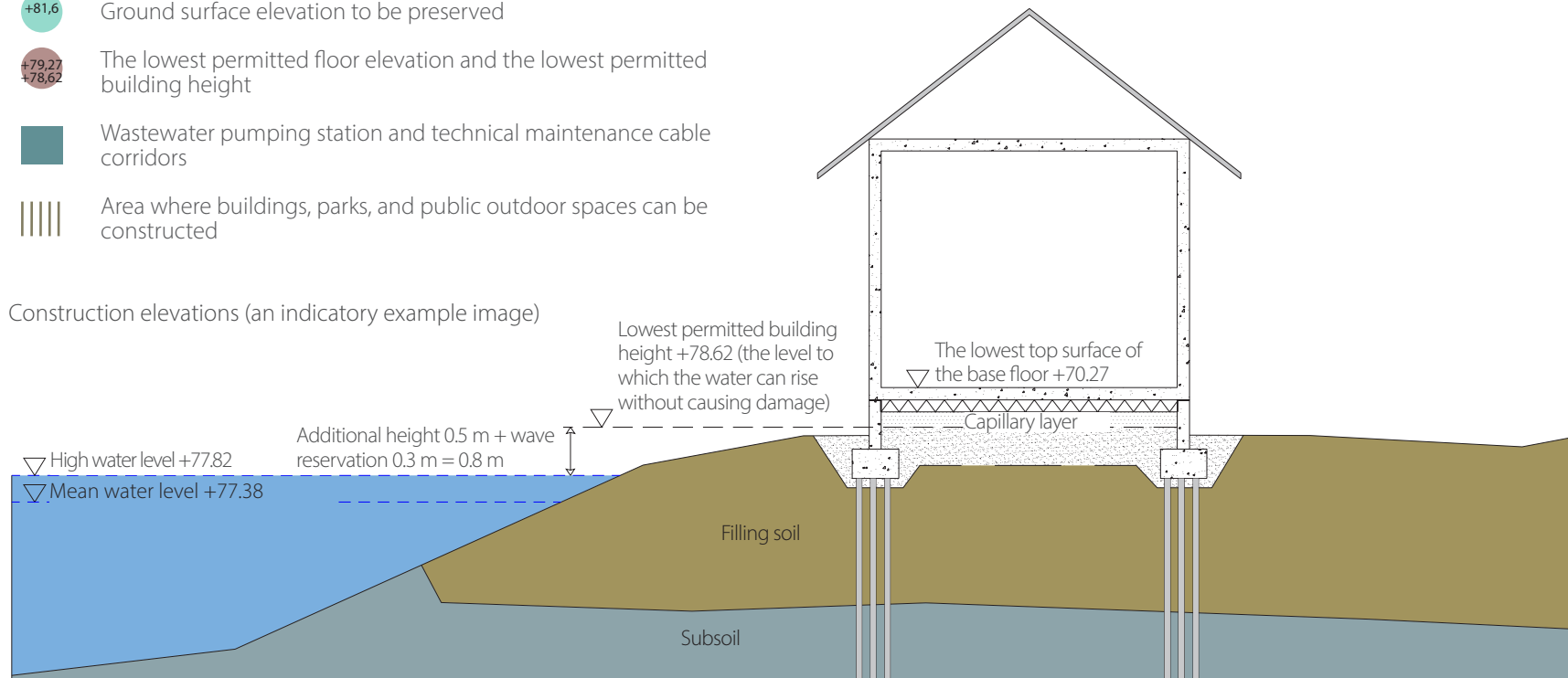




## Definitions of the markings:

-  The current land area and shoreline
-  The principally recommended outermost permitted shoreline (the border between the land area and the water, at +72.4 (N2000) of the current depth contour)
-  The secondarily recommended outermost permitted shoreline (the border between the land area and the water, at +67.4 (N2000) of the current depth contour)
-  Ground surface elevation to be preserved
-  The lowest permitted floor elevation and the lowest permitted building height
-  Wastewater pumping station and technical maintenance cable corridors
-  Area where buildings, parks, and public outdoor spaces can be constructed

Construction elevations (an indicatory example image)

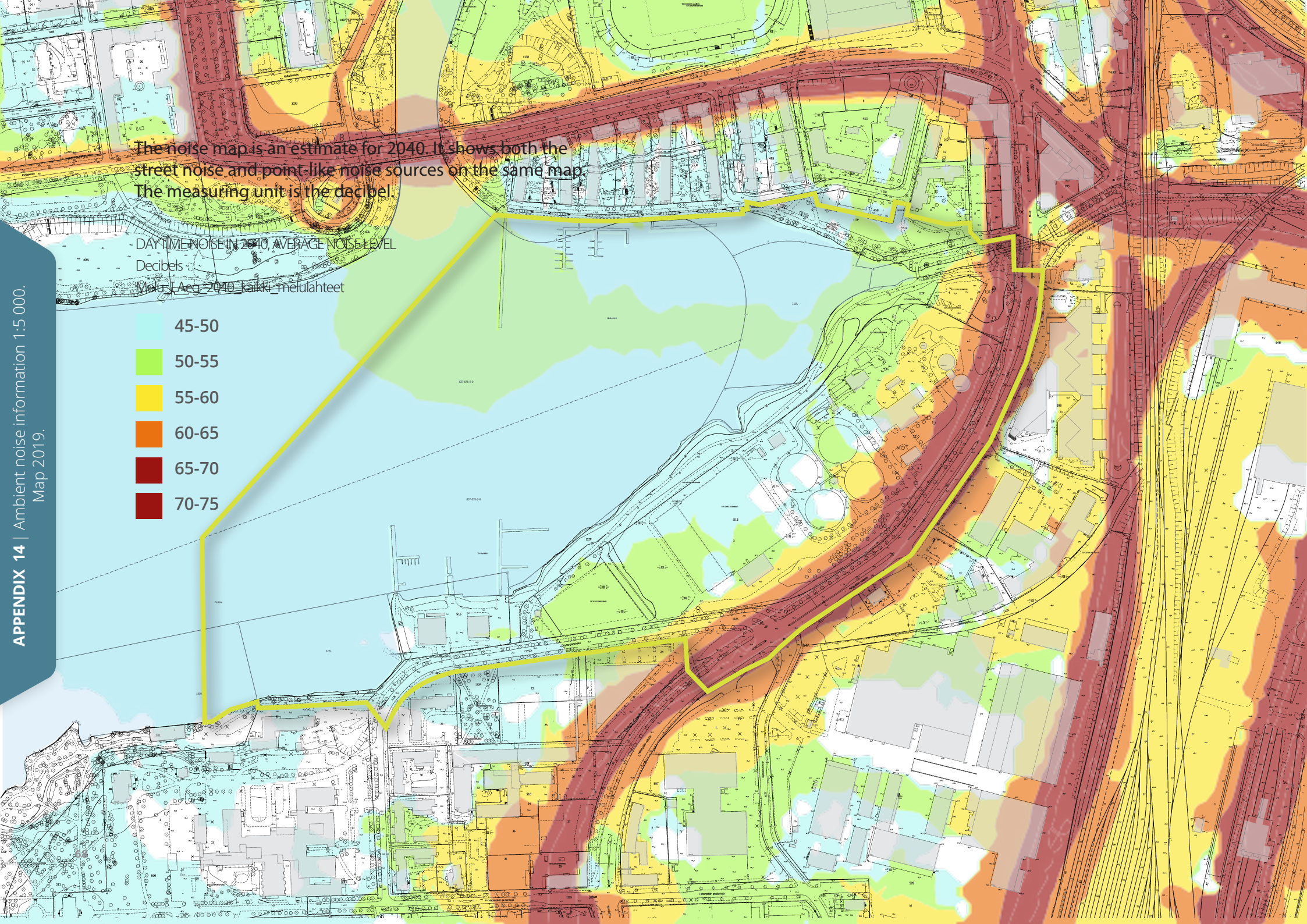
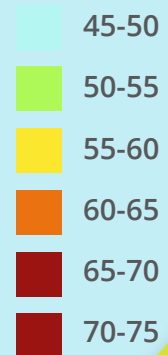




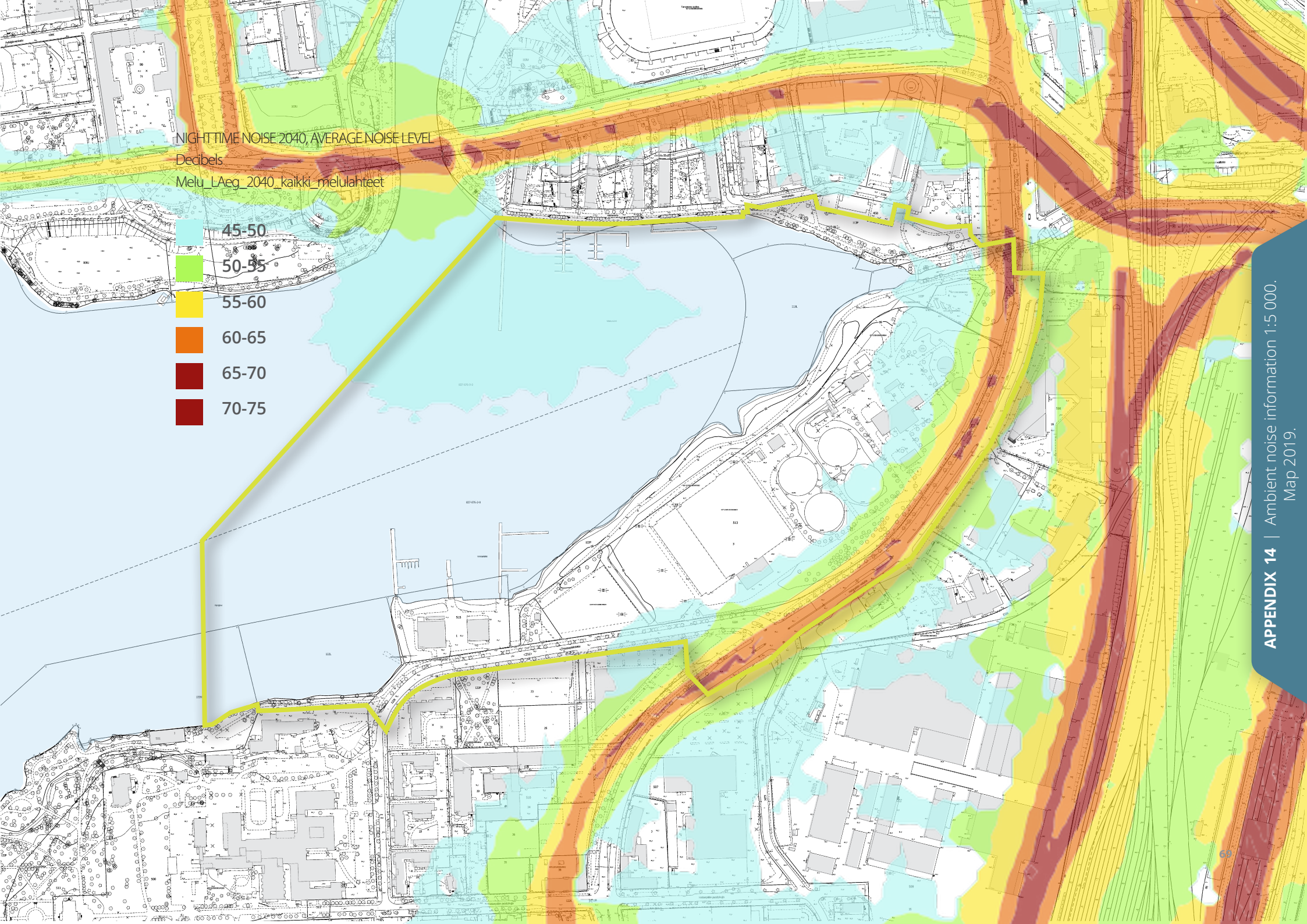
The noise map is an estimate for 2040. It shows both the street noise and point-like noise sources on the same map. The measuring unit is the decibel.

DAYTIME NOISE IN 2040, AVERAGE NOISE LEVEL  
Decibels

Metsä-Lähti 2040 kaikkien melulähteiden





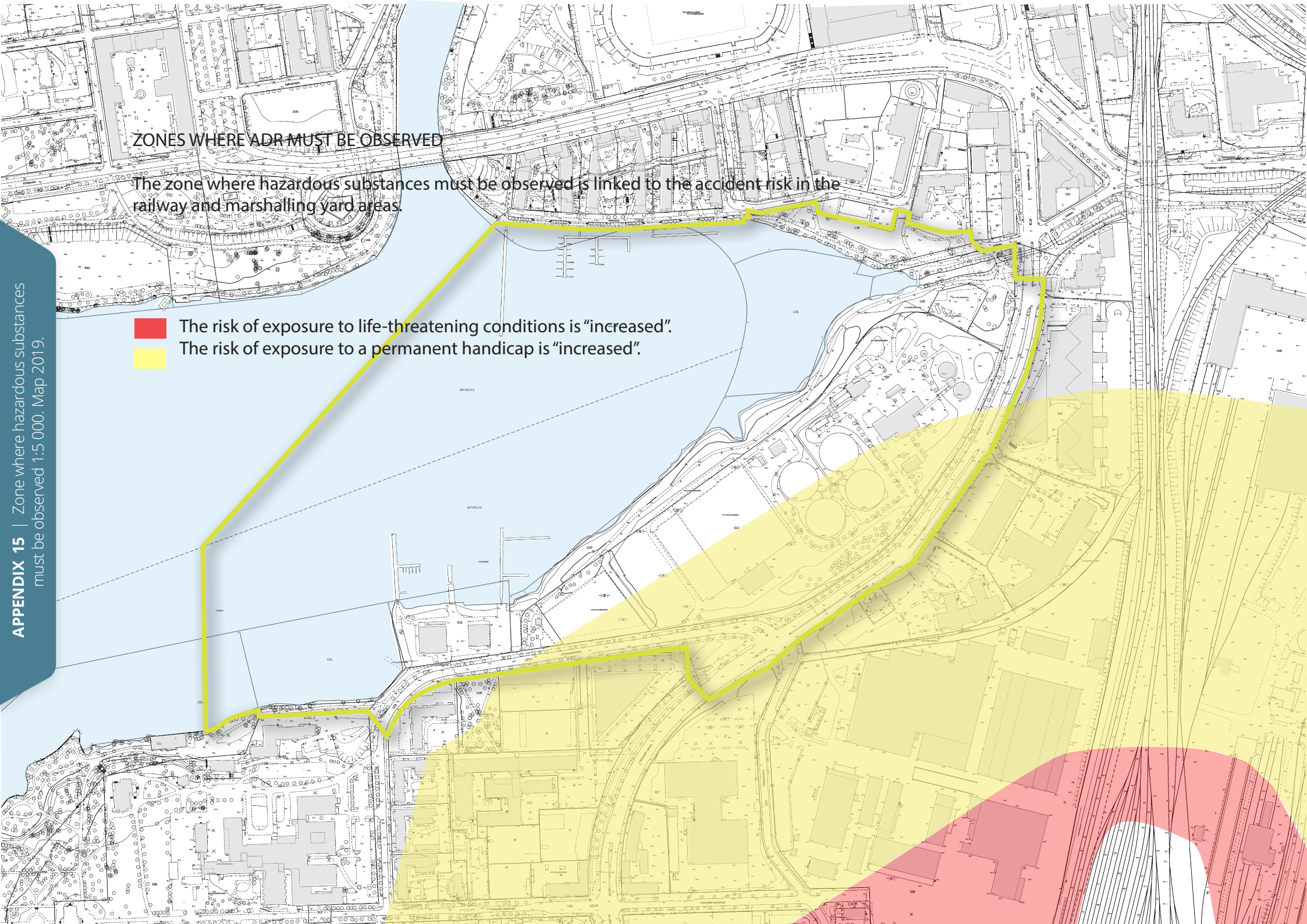




## ZONES WHERE ADR MUST BE OBSERVED

The zone where hazardous substances must be observed is linked to the accident risk in the railway and marshalling yard areas.

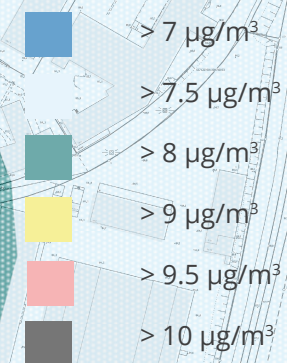
-  The risk of exposure to life-threatening conditions is "increased".
-  The risk of exposure to a permanent handicap is "increased".





The air quality modelling for 2030 completed in 2011 (the annual average is PM2.5). The concentration of particles that weakened the air quality is shown by zones. The higher the value, the higher the particle concentration of the air.

The annual average is PM2.5











King's map 1758, a part





Orthoaerial image: City of Tampere, 1946





Orthoairial image: City of Tampere, 1974





*Orthoerial image City of Tampere, 2011.*





Photograph: City of Tampere, Lentokuva Vallas, 2018













Photographs: City of Tampere, Lentokuvavallas, 2018–2019









Photographs: City of Tampere, Juho Vuolas, Minna Seppänen, Tarja Kaasalainen, 2018-2019











Organiser of the competition: City of Tampere, Five-star City Centre development programme

In cooperation with: the Finnish Association of Architects (SAFA) and the Association of Finnish Landscape Architects (MARK)

Dn TRE:2951/02.07.01/2019

Competition website: [www.tampere.fi/viinikanlahti](http://www.tampere.fi/viinikanlahti)

Competition secretary: Planest Oy / Antti Pirhonen

Data model coordinator of the competition: Tietoa Finland Oy

Editing of the competition programme: City of Tampere

Layout of the competition programme: City of Tampere

Translated by Translatinki Oy

Printed competition programme: 15 May 2019



**TAMPERE.**  
FINLAND



[www.tampere.fi/viinikanlahti](http://www.tampere.fi/viinikanlahti)

