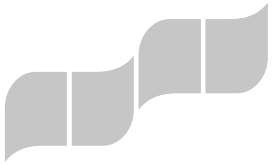
VIINIKANLAHTI

TAMPERE.
FINLAND

INTERNATIONAL URBAN IDEAS COMPETITION 2019–2020

EVALUATION MINUTES 17 APRIL 2020



COVER IMAGE: The winning competition entry Lakes & Roses of the international urban ideas competition. The visualisation shows the area viewed from Hatanpää towards the Tampere city centre in 2030. Author: Architecturestudio NOAN.

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The evaluation and the result of the competition were approved at the jury meeting held on 25 March 2020. The language of the official evaluation minutes version is English.

THE CITY OF TAMPERE

SAFA The Finnish Association of Architects (SAFA)

The Finnish Association of Landscape Architects (MARK)

Competition documents

1. Competition programme 15 May 2019
2. Competition programme for the second phase 14 November 2019
3. Evaluation minutes 17 April 2020

Competition website

www.tampere.fi/viinikanlahti

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

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1 VIINIKANLAHTI INTERNATIONAL URBAN IDEAS COMPETITION 2019-2020

1.1 NATURE OF THE COMPETITION

The City of Tampere organised an open two-phased urban ideas competition on the planning of the shore area in Viinikanlahti between 15 May 2019 and 17 April 2020. The competition area is located by Lake Pyhäjärvi and right on the southern side of the Tampere city centre. The area is one of the spearhead projects of the Tampere City Centre Development Programme 2018–2030.

The City organised the competition in cooperation with the Finnish Association of Architects (SAFA) and the Association of Finnish Landscape Architects (MARK). The task of the urban ideas competition consisted of the planning of urban architecture, landscape architecture, living and leisure environments, and green areas, as well as the integration and conceptualisation of related contents.

The aim of the City of Tampere was to discover, through the competition, the best feasible ideas to be used as a starting point for the urban and landscape planning of the area. In the future, the principal uses of the area will be housing, leisure time and recreation, which also involve functions that generate services and jobs.

1.2 COMPETITION AREA

The competition area is located by Lake Pyhäjärvi. 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 majority of the area currently consists of a wastewater treatment plant area. The shore areas currently mainly include walk-through parks and sports facilities.

In a few years, in the mid-2020s, the wastewater treatment plant will have been relocated. At that time, it will be possible to make the area part of the new active city structure as an area reserved for housing, recreation, and leisure. Before this, significant environmental restoration work must be implemented both in the land and water areas.

In the future, the Viinikanlahti area will be a city district that is connected to the city centre and whose essential characteristics are its location by the lake and its linking with the public transport services of the tramline. The population target of the competition area was 3,000 residents at the minimum. The competition area is one of the spearhead projects of the Tampere City Centre Development Programme 2018–2030 and one of the significant areas of the City of Tampere's local detailed plan programme.

The City of Tampere will continue the more detailed planning of the area and will also prepare a local detailed plan for it based on the ideas acquired through the competition. The competition area will be built in phases between 2024–2035.

Photograph: City of Tampere / Lentokuva Vallas 2018

IMAGE: 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.

1.3 THE COURSE OF THE COMPETITION

The two-phased international urban ideas competition was launched in May 2019. A total of 57 competition entries were submitted under a pseudonym in the first phase of the competition. Of these, the jury selected six for the second phase in November 2019. New and specified initial data and further guidelines were provided for these entries. The second phase competition entries were submitted in February 2020.

The result of the competition and the authors of the competition entries were announced in April 2020 in exceptional circumstances. No award ceremony or public events were organised in Tampere due to the global virus pandemic. Instead, the announcement was implemented by using digital methods. All events related to the introduction of the competition results will be organised in the autumn of 2020, if permitted by the pandemic situation.

The competition could be finished, despite the exceptional circumstances, thanks to the technology applications developed for the competition. The competition was organised by using fully digital methods from start to finish. This applied to all phases and working methods of the competition process, including the distribution of initial data, questions submitted by the competitors and related answers, the calculation of key figures, preparation and submission of competition entries, evaluation of the entries, and announcement of the results.

Overall, the competition was a success. The City of Tampere acquired a large number of alternative plans for making decisions regarding the further planning of the Viinikanlahti area. The digital working methods used in the competition proved to be successful and even inspiring. The City of Tampere will continue to develop the area, based on the entries submitted in the competition and, in particular, the winning competition entry.

Competition schedule

15 May 2019	Publication of the competition and the first phase competition programme
27 September 2019	Last day of submission of the first phase competition entries (57).
14 November 2019	Publication of the second phase competition programme and the competition entries selected for the second phase
14 February 2020	Last day of submission of the second phase competition entries (6)
17 April 2020	Publication of the results of the competition

Photograph: City of Tampere, Tarja Kaasalainen, 2020.

2 THE FIRST PHASE OF THE COMPETITION

2.1 THE COURSE OF THE FIRST PHASE

The invitation to participate and the competition programme were published on 15 May 2019. In the first phase, questions had to be submitted by 12 June 2019. A total of 42 questions were submitted and answers to them were provided on 19 June 2019. A total of 57 competition entries, equipped with a pseudonym, were submitted in the first competition phase by the deadline of 27 September 2019.

The jury approved all competition entries for evaluation at its meeting on 8 October 2019, and the entries were published on the competition website on 9 October 2019. The jury initiated the evaluation of the competition entries immediately after this. In addition to conventional methods, an electronic evaluation tool developed for the competition and, at the meetings, the City of Tampere's 3D cave were used in the evaluation. The jury was assisted by appointed workgroup members and specialists.

At its meeting on 6 November 2019, the jury decided to select six competition entries for the second phase. The jury made its decision in accordance with the goals and evaluation criteria given in the competition programme on 15 May 2019. The pseudonyms of the entries selected for the second competition phase are:

5 "Divercity"
7 "Lakes & Roses"
23 "SoBa"
37 "Pärske"
44 "Greenikka"
48 "Natural Alliance".

The contact persons of the authors of the competition entries that were selected for the second phase were notified by trusted persons in the competition organisation. The pseudonyms were published on the competition website, in the second phase competition programme, and in a press release on 14 November 2019.

2.2 EVALUATION OF THE FIRST PHASE

A overall evaluation of the first competition phase and individual evaluations of the six competition entries selected for the second competition phase and related guidelines for further development were published on 14 November 2019 in the second phase competition programme, which is, therefore, part of these evaluation minutes.

The evaluations of all other competition entries submitted in the first phase were published on 17 April 2020 in connection to these second phase evaluation minutes. All materials were also published and distributed electronically through the competition website.

Photograph: City of Tampere, Tarja Kaasalainen, 2020.

3 THE SECOND PHASE OF THE COMPETITION

3.1 THE COURSE OF THE SECOND PHASE

The second phase of the competition started on 14 November 2019, when the second phase competition programme was published. At the same time, the jury's decision regarding the six competition entries selected for the second phase was announced. The second phase competition programme included specified initial data, new planning guidelines, and information on the material that was to be submitted in the second phase.

The deadline for submitting questions concerning the second competition phase was 11 December 2019. A total of 25 questions were submitted and answers to them were provided on 18 December 2019. All six teams that were invited to participate in the second competition phase submitted competition entries by the set deadline of 14 February 2020. All six entries complied with the competition programme and were approved for evaluation by the jury at its meeting on 4 March 2020.

In addition to an electronic evaluation tool, the jury used, in the evaluation of the second phase competition entries, presentation boards printed of all the entries, 3D models in the scale of 1:1000, and the 3D cave, where the entries were examined by navigating in the 3D models, enabling the landscape and the cityscape to be viewed from new angles.

The jury made its decisions on the evaluation and the result of the competition, including the awarding of prizes and honorary mentions, at its meeting on 25 March 2020. No awards ceremony could be held due to the global coronavirus pandemic. The result of the competition was announced on 17 April 2020 by using digital means.

IMAGES: Simplified 3D models of the competition entries submitted in the second phase for the comparative evaluation by the jury.

ENTRY 23 "SOBA"

ENTRY 44 "GREENIKKA"

ENTRY 37 "PÄRSKE"

ENTRY 48 "NATURAL ALLIANCE"

3.2 OVERALL EVALUATION OF THE SECOND PHASE

Overall approach to urban planning and landscape architecture

The entries submitted in the second competition phase are diverse and differ from each other in a positive way. They contain topical development themes that reach to the urban environment of the future. In terms of urban and landscape architecture, the entries Lakes & Roses, Pärske and Greenikka stand out as the best overall solutions.

The basic urban planning idea and special characteristics presented in the first competition phase have been preserved in all entries. Similarities between the entries have increased to some extent. This was to be expected, as the preconditions of the competition programme were specified in the second phase. The freedom related to land use planning was reduced in comparison to the first phase. Despite this, all six second phase competition entries succeeded well in their further planning task.

The majority of the competitors selected for the second phase developed their entry very successfully, based on the feedback provided in the first phase and the specifying instructions provided for the second phase. In the best entries, the urban and landscape architecture have been developed both separately and together. In the best of the best entries, this has been done skilfully both as an entity and on various scales. In some of the entries, the solution is presented in cursory terms only, without specifying the urban and landscape planning of the first phase.

Fulfilling the goals of the competition

The goals and evaluation criteria of the competition are specified in Chapter 3 of the first phase competition programme and are based on the Five-star City Centre development programme 2018–2030. The goals of the competition related to the urban environment were met either well or excellently in the second phase competition entries. The goals of the competition related to the operating environment were met either moderately well or well. In the evaluation, a good overall approach was considered to be more important than the accuracy of the details.

Design guidelines related to land use, transport, and green environment that were provided in the first competition phase regarding the physical urban environment, and the additions made to these in the second phase, had, for the most part, been followed well in the second phase competition entries. Fill areas, tram stops, street junctions, and infrastructural structures were, for the most part, in the required locations and provided a starting point for urban architecture. The competitors have been able to identify alternative locations and implementation methods for the green connection that posed a challenge to the design. All second phase competition entries would be feasible. The implementing costs are highest in the entries where the harbours are located in a shallow water area and where the volume of the urban built-up shoreline is high and buildings are located close to the shoreline.

Of the goals related to the operating environment, the goal of a minimum of 3,000 new residents was met excellently in all second phase competition entries. As regards the housing services, the location of schools and daycare centres varied: some of the competitors have decided to deviate from the second phase competition programme. The buildings can easily be relocated in further planning. Surprisingly few of the competition entries emphasise the option to use the school and the daycare centre as the dominant building in the cityscape, but there are a few pleasingly creative exceptions. Surprisingly few completely new and surprising solutions related to public or semi-public construction or other aspects of the operating environment were proposed in the second phase. However, all entries could be supplemented or modified in this respect in further planning.

Reaching of the goals related to the urban environment

1. In the planning of **traffic and transport**, the second phase entries principally manage to create a city district of the future that is easy to access by all modes of travel, offers sustainable mobility, and is effectively linked to the surrounding transport network and part of the slow-speed zone of the Tampere epicentre. The best of the entries present a traffic environment that serves urban architecture and city living in a natural manner and complies with the goals of the competition. The best traffic solutions of the entries provide good starting points for further planning.

2. In the planning of **construction and architecture**, all second phase entries manage to create the required distinctive basis for the identity of the new city district. The best entries integrate the urban architecture in a natural manner with the centre of Tampere and its cityscape, without forgetting the connection to other construction on the Hatanpää headland. In the block-level planning, all entries have applied their chosen starting point in a successful and systematic manner. In the best entries, the massing of the buildings creates an interesting cityscape that also takes account of urban spaces and opening views.

3. In the planning of **urban outdoor spaces and urban green areas**, the entries are relatively exemplary. The most challenging task was to create a continuous ecological green connection in an urban environment. For the most part, the competitors have succeeded well in resolving this challenge. The mutual linking of green architecture related to parks, yards, and buildings has been resolved based on the principal solutions of each entry. The variation in the quality of the landscape architecture in terms of the surrounding environment was relatively great.

Reaching of the goals related to the operating environment

4. In the planning of **housing and lifestyle**, the entries manage to create an interesting urban environment, each entry in accordance with its starting point. The set goal has been reached well in all entries in terms of the number of residents. In some entries, the block solutions are slightly too cramped to enable good housing. In terms of the identity of housing and the lifestyle, the entries offer interesting models that are diverse and differ from each other in an interesting manner. Housing solutions and the character of the shared premises have been presented, for the most part, in a vivid manner and with a sufficient level of detail. In terms of public and housing construction, the entries include both confidently presented conventional architectural solutions and architectural solutions that create new in a fresh way.

5. The contents of **urban culture, events, and tourism** are, for the most part, based on the location of the area by water and close to the city centre. The functions mainly rely on harbours, shores, and parks. The new elements presented in the entries include an indoor market hall, a library, accommodation services, and functional and artistic parks. The lively shoreline routes and pedestrian and cycling bridges that link the area with the city centre and the landscape, proposed in some of the entries, support the goal to make the area attractive and pleasant. In some of the entries, the goal has also been implemented through the creative architecture of public buildings or through diverse and rich housing construction.

6. The level of success of fulfilling the goals related to the **business and industrial sector and know-how** varied. The best entries manage to create urban environment that includes good business locations for commercial and leisure services. Some entries include praiseworthy new solutions for office work that are integrated with housing and services by means of the location and architecture. Whilst the entries include many ideas and concepts that have potential for development, the second phase failed to produce any revolutionary ideas.

Cityscape and urban architecture

The best solutions of the competition in terms of the cityscape were included in the entries Lakes & Roses and Pärske. Both of these entries create a distinctive city structure that fits into its surroundings. The further planning of the block structure is controlled and effective in both entries. Compared to the first phase entry, most of the changes made to the entry Lakes & Roses enhance the block structure and the street network. In the entry Pärske, courtyards are too small. The entries Natural Alliance and SoBa seem to have suffered the most from the stricter preconditions of the second competition phase. This is reflected in the slight vagueness of the block structure. These two entries should have been developed more radically, as this would have made the block structure more functional in the narrower planning area of the second phase.

Making the school part of the city structure proved a challenge in many of the entries. Locating the building at the northernmost tip of the area was forbidden in the second phase competition programme. The reason for this was the new infrastructure-technical data received after the first phase and the preconditions: the size of the pumping station

and the related buffer-zone increased during the competition and the technical uncertainties of the tramway of Hatanpään valtatie Road were revealed. However, entries that place the school in the forbidden area can be modified or improved with simple methods in further planning. In the entry Natural Alliance, the school has been given a magnificent and central location by using a new kind of solution that emphasises openness and where the yard creates a market square -like space that draws the entire area together. However, no solution was presented in the second phase that would have sufficiently flexibly and feasibly combined the goals related to the cityscape and the requirements of the more detailed planning of the school.

The architectural approach of the entries varied quite a lot, as did the examination of the solutions on various scales from the block level to details and materials. Most of the entries included promising and distinctive basic architectural principles as a basis for further development. The most successful of the solutions are sufficiently strong on the level of urban architecture to withstand the pressure created by further planning and implementation and the long duration of area construction. In the best of the entries, the model blocks, related yard areas, and their connection to the environment and to the hierarchy of the public outdoor spaces have been examined in a praiseworthy manner. In the housing blocks, the layout solutions, presented in many of the entries on the level of principle, cater for the housing needs of a wide range of residents. Despite the urban character of the area, many of the entries also offered a smaller-scale housing environment and some small house -type housing in apartment blocks.

In terms of architecture, the entry Lakes & Roses represents, in its robustness and clarity, timeless urban block design with subtle brick architectural details. The entry Pärske, on the other hand, offers successful urban architecture that binds the landscape and construction skilfully together and is slightly richer in the details of its architecture than Lakes & Roses. In addition, its details highlight the basic idea of the entry. The strength of the entries Greenikka and Natural Alliance is the wooden construction that is proposed for the area. The entry Divercity is indicatory in the details of the architecture. The entry SoBa, on the other hand, proposes playful diversity as the basis of the architecture, the practical implementation of which would be too challenging.

In nearly all of the entries, diverse functional attractions were proposed to the urban environment for local residents, city centre residents, and tourists. Some of the entries proposed to the competition area functions whose vitality or content does not seem to be plausible, functional, or attractive in this area and location as part of a more extensive city structure (e.g. market square, indoor market hall, wildlife centre, and library). Some of the entries would benefit from a higher volume of content and, in particular, attractions for city centre residents and tourists. The creation of new innovative functional contents and related feasible urban architecture must be thought out and developed in further planning after the competition.

Landscape and landscape architecture

Making water a part of the city structure was considered to be an especially important aspect in the second phase evaluation together with the character and dimensioning of the shoreline zone. In all of the entries, the shoreline zones were, for the most part, sufficiently continuous and public. The character of the shoreline zone had become greener and more park-like in all of the entries when compared to the first phase entries. The character and design of the shoreline zones were different in each entry, which all create a pleasingly distinctive landscape.

The location of harbour functions in the landscape and the shoreline terrain posed a challenge in several entries, either in terms of the scale (Divercity) or as regards combining the harbour functions in a natural way with their environment and the natural conditions of the water area, including the depth contour (Pärske). In the entry Greenikka, the shore park seemed to be even too wide throughout the area. In the entry Natural Alliance, large shoreline structures are located on top of pillars without an immediate connection to water, which does not seem to be natural as a solution. In the entry SoBa, the treatment of the middle section of the shoreline zone is still relatively square-like.

Water and the lake have, in most of the second phase entries, been made part of the city structure in a number of diverse ways. In the entry Pärske, this is done by using an especially praiseworthy overall approach, where the shore landscape has been made part of the urban architecture in a magnificent manner. The entry Greenikka is

also successfully different, whilst the entry Divercity is more restrained in this respect. In the evaluation, it was considered to be important that the new city district does not prevent the Viinikanlahti water area from being visible as part of the lake landscape as a bay. This was observed quite well in most of the entries. Viewing the entries as 3D models revealed that this goal was no longer fully met in the entries SoBa and Greenikka.

The need for an ecological connection from Hatanpää to the mouth of Viinikanoja had been considered to be clearly better in the entries than in the first phase. The shore park and its ecological connection was, in most of the second phase entries, a central part of landscape architecture. The ecological connection and its continuity still posed a challenge, especially in the entry SoBa, where the shape of a cross as one of the starting points of the city structure dominated the entry and too heavily restricted the formation of a continuous green connection.

In most of the second phase entries, the mouth of Viinikanoja is designated as a green area due to e.g. technical area reservations. In the entry Lakes & Roses, the scope of the floating gardens and the absorption field raised questions, as did the scope of the absorption field in the entry SoBa. The authors of the entries Lakes & Roses and Pärske have outlined a school and/or a daycare centre at the mouth of Viinikanoja, which is against the second phase competition programme as a solution. The location of the school and the daycare centre must be changed in further planning, which can be done in both entries. The housing construction presented in the area bordering on Viinikanoja in the entry Divercity is also against the second phase competition programme, but this solution can also be modified in further planning.

In all entries, the connection of the competition area to the Hatanpää headland is more park-like and green when compared to the first phase entries. In terms of the landscape and the cultural landscape, the planning solutions of the second phase implemented by means of the green environment are, at this point, clearly better than many of the edge zones created by construction in the first phase. The entries Natural Alliance, SoBa, and Divercity have been developed in a good direction from the first phase, and the entry Greenikka includes a very interesting island-like green connection. In the entry Pärske, the harbour functions that are located by the Hatanpää headland are divided into smaller sections, but their connection to Hatanpää is, despite this, not quite natural. In the entry Lakes & Roses, the shore park has been extended skilfully near the Hatanpää headland, creating a natural connection towards Hatanpää Manor and the historical parks.

The way in which the green architecture is treated in the entries as part of the block structures varied greatly. In some of the entries, green environments continue undisrupted all the way from public parks to block and private yards. In some other entries, the courtyards are closed and private, emphasising the shared nature of public park areas. The yard solutions of the entries varied quite a lot.

In the entry Divercity, the scale is successful, the yards are light-filled, and they open out towards their surroundings. However, the model block has not been examined in much detail. In the proposal Natural Alliance, the scale of the yards is also good, and they are green and open out towards their surroundings. In the entry Lakes & Roses, the scale of the yards is fitting, but the higher slab block sections make them shady in places. In the entry Pärske, the blocks are smaller than in the first phase, making most of the yards small and possibly shady. An especially pleasing aspect was that many of the entries include small house -like housing, roof gardens, and green roofs on the top floors of the buildings. These represent welcome new solutions in the development of urban living.

The traffic environment and traffic planning

In the second competition phase, the best overall traffic and transport solutions were presented in the entries Lakes & Roses, Pärske, and Greenikka. In all of these, the transport network seems to be functional. All three take good account of different modes of travel, their hierarchical arrangement, and developing the area as part of a centre where walking is the principal mode of travel.

The vehicle and bicycle solutions of all entries have been developed in the second phase and are now functional. Only the solution of four interlinked parking facilities in the entry Greenikka seems to be doubtful in terms of both feasibility and functionality.

The tram stop has, in all competition entries, been located at the junction of Hatanpään valtatie Road and Hatanpäänkatu Street in accordance with the instructions provided for the second phase. Functional pedestrian and cycling connections have also been presented to the tram stop. In many of the entries, the stop has been taken commendably into account, also as an urban architectural theme and as part of the city structure.

The routing of the main pedestrian and, in particular, cycling routes through the planning area clearly posed a challenge to the competitors. Whilst a smooth and attractive route had to be found for the cyclists, the shoreline area was to be reserved for more peaceful modes of travel and socialising.

The entries Lakes & Roses and Greenikka both include two new bridges over the water area leading towards the city centre. The feasibility of these relatively eloquent new bridge connections must be verified in further planning.

The entry Lakes & Roses presents an especially functional network solution in terms of cycling and pedestrian arrangements: the two new bridges create smooth routes towards the centre that support the functions of the area, whilst reserving the shoreline between the bridges for more peaceful modes of travel and socialising. In this solution, the feasibility of the western bridge seems to be dubious, as the water area is wide and deep and the clearance must be sufficient to enable boat traffic to pass underneath the bridge.

COMPARISON OF KEY FIGURES

No.	Pseudonym	Competition area	Land area	Of which filled areas in the existing water area	Water area	Block areas (for construction)	Public green areas and parks	Gfa for housing	Gfa for business and office premises	Gfa for public services
5.	DIVERCITY	387 946	217 390	51 240	170 916	63 360	93 850	163 150	4 450	6 300
7.	LAKES & ROSES	387 946	198 276,60	35 191	189 669	56 144,90	87 083	182 461	10 265	4 055
23.	SOBA	387 946	223 665	56 590	164 281	71 490	76 670	164 320	6 980	4 290
37.	PÄRSKE	387 946	195 752	34 175	192 194	35 488	100 238	164 975	8 620	3 700
44.	GREENIKKA	387 946	200 209	53 956	187 736	54 766	89 560	165 000	10 000	3 900
48.	NATURAL ALLIANCE	387 946	201 858	48 422	186 092	37 351	73 978	163 040	5 460	10 012

No.	Pseudonym	Gfa for other uses	Wastewater treatment plant	Electricity of the tramway	Total gross floor area	Vehicle parking	Bicycle parking	Number of residents	Jobs	Density
5.	DIVERCITY	29 600	1 000	0	204 000	1 130	4 185	3 625.56	200	0.53
7.	LAKES & ROSES	2 366	1 000	0	199 647	1 106	4 610	4 054.69	108	0.51
23.	SOBA	10 375	1 000	0	186 465	985	4 220	3 651.56	535	0.48
37.	PÄRSKE	23 950	1 000	0	201 745	997	4 380	3 666.11	135	0.52
44.	GREENIKKA	2 700	1 000	0	182 100	945	4 450	3 666.67	150	0.47
48.	NATURAL ALLIANCE	1 089	1 000	0	180 101	936	4 345	3 623.11	275	0.46

ENTRY 5 "DIVERCITY"

3.3 INDIVIDUAL EVALUATION OF SECOND PHASE COMPETITION ENTRIES

COMPETITION ENTRY 5 "DIVERCITY"

The city structure is almost identical to the entry submitted in the first phase. The size and massing of the superblocks have been developed very little, except for some minor changes. The solution utilises public and semi-public parks systematically, so that there is a connection to the shore park from each block. The downside of the solution, which is functional in itself, is the suburban atmosphere that the system generates. The street network creates a tree-like and hierarchical structure. For this reason, the overall character of the entry is not very urban.

The blocks have been examined in very rough lines. For example, the entry does not include schemes illustrating the central principles of the block design that would clarify e.g. the opportunities for further development. Housing and related solutions have not been presented in a very vibrant manner. Approximate space reservations are presented in the examination of the ground floor, but the housing solutions and the use of the shared spaces have not been presented even in rough lines. Lake views have been little utilised in the massing of the blocks. In the master plan, nearly all apartments are connected to the shore park by means of passageways and green connections, but not by means of views. Most of the apartments open out towards a narrow city block street or a courtyard. The graduation of a semi-public park opens up some long views, but only a few apartments benefit from this.

The entry does not express a firm view on the architectural principles and the use of materials. Visualisations remain unclear and are, partly, in conflict with the perspective drawings in terms of the content. For example, the model and materials of the balconies are not specified.

The city structure of the entry represents the shore park model with broken superblocks. Private inner yards open up towards a semi-public block park or yard area that open up further towards the shore park. However, the character and profile of the area do not create a sufficiently urban atmosphere.

The model block also includes a relatively large volume of shared and commercial premises. These spaces enhance the vibrancy of the park, street, and yard spaces. If the same volume of commercial and shared premises is repeated in every block, their volume seems to be too high.

The entry is a green part of the overall lake landscape. Viinikanlahti is visible as a bay, as the harbour functions are no longer as dominating as before – the entry has been developed in the second phase and the harbour functions have been distributed. The connection between the shore square and the axis still evokes questions, as their connection with the area has not been considered in more detail.

The treatment of the shore park is unbroken, public, and green, and the scope of the shore park is also sufficiently large. Green views open up towards the shore park, also from Ratina Bridge. The ecological connection from Hatanpää to the mouth of Viinikanoja is located in the shore park; there seems to be a discontinuation point at the harbour square, as the square is very built-up. In other respects, the water theme has not been specifically made part of the city structure in the second competition phase either.

The connection to Hatanpää is park-like on the southern side of the rowing and canoeing centre. The rowing and canoeing centre has been innovatively located at the western end as the extension of the sight line from Hämeenpuisto Esplanade. The rowing and canoeing centre has, in the second phase, been developed to make it a more natural part of the entity, but the purpose of the bay on the southern side of the centre raises questions: for example, no functions that would support the city centre have been located in the surroundings of the bay. Housing construction and a parking facility have been located in the area that is reserved for the green area at the mouth of Viinikanoja.

Biodiversity, various biotopes, the treatment of stormwater, green roofs, and urban agriculture remain as some of the topical and excellent development themes of the entry Divercity, also in the second phase. However, these promising development themes have not been examined and planned further in the entry. Instead, the entry continues to rely mainly on idea and reference images in the second phase of the competition.

The theme of the natural treatment of stormwater has not been understood properly. The intention is not to lead stormwater away from the plots to be treated in public areas, but to principally treat them on the plots by various means. After this, they can be treated in public areas where needed.

Unfortunately, all of the shore park, as well as the landscape architectural aspect of the entry, have not been truly designed in more detail in the second phase either.

The functions included in the proposal are relatively diverse from the residents' point of view. They include the rowing and canoeing centre, a café, a terrace, a swimming beach, a harbour, a meadow pond, a harbour square, a playground, and a ballfield. On the other hand, there are few functions that would make the area attractive for city centre residents and tourists. The location of the ballfield, which was criticised already in the first phase, raises questions. The ballfield has been located in the best location of the new city district by the shore. This location should be reserved for functions that utilise the shoreline and the water, and serves tourists and the entire city. The proposed functions also emphasise the suburban character of the entry.

The central square and parks integrate the central services and functions that constitute the focus area of public outdoor spaces. The harbour square protrudes further into the lake and is connected to the park axis. The scale of the central square axis and its landscape architectural character, in particular, have not really been examined further, nor has their significance in terms of the cityscape been highlighted: along the axis, mainly the functions, the ballfield, and a playground have been presented.

The hierarchy of green areas has been examined in rough lines. The scale of the yards is successful. They are, for the most part, light-filled and open out towards their surroundings. The shared premises on the first floor of the model block and the related yard, park, and street areas have not been considered. The opportunities for the establishment of social interaction and community spirit remain unspecified. The character of the interesting semi-public block parks has not been examined in more detail. The northernmost block is located on top of a cable corridor, which is not permitted.

Fill areas slightly exceed the outer permitted scope of the new shoreline at the rowing and canoeing centre, the meadow pond, and the café-terrace.

The entry continues to rely, for a large part, on idea and reference images also in the second competition phase. For this reason, the profile and identity of the area, as well as the uniformity of the overall architectural and landscape architectural design, remain partly unspecified.

The transport network plan is still fairly general in nature. The street connection points to the surrounding transport network comply with the competition programme. The street network within the area is based on a relatively traditional solution, where vehicle traffic has its own space and there is a turnaround point at the end of the streets.

The role and location of cycling on these streets remain unclear. Otherwise, the pedestrian and cycling network seems to be functional, even though walking and cycling have been treated as one mode of travel (except for the sidewalks along the streets) and no hierarchy has been presented for the routes.

The connection need to the underpass leading to the city centre, as well as the linking with the outdoor and recreational routes have been observed well in the plan.

A tram stop has been located in connection with an urban square at the Hatanpäänkatu Street junction. Pedestrian and cycling connections have been proposed to the stop through the square and they seem to be functional. The scale of the square seems to be slightly excessive for the location. Vehicle parking is located in five centralised parking facilities that are located along the streets: the solution seems to be functional.

A bicycle parking solution that seems to be functional has been added to the plan. It consists of block-specific parking spaces that are located at street level, and bicycle parking facilities located in connection to two public parking facilities.

In further planning, walking and cycling must be treated as separate modes of travel and a hierarchical transport network must be prepared for them. The scope of the urban square that connects to the tram stop still needs to be examined.

ENTRY 5 "DIVERCITY"

ENTRY 5 "DIVERCITY"

STREET VIEW

ENTRY 5 "DIVERCITY"

MARINA SQUARE IN THE EVENING

ENTRY 7 "LAKES & ROSES"

COMPETITION ENTRY 7 "LAKES & ROSES"

The entry relies on tested urban planning solutions. Its merit is not in individual new solutions, but in the quiet power of the overall solution that is based on vivid and sustainable design solutions in different scales. The bearing themes have been developed systematically from the first phase.

The main lines of the block structure are based on logically justified connection needs and preconditions. The lack of special design themes and strict coordinate systems gives the entry a straightforward approach. The author has taken the liberty of forming the block structure based on the connection and cityscape needs.

Aligning the main street within the area from the tram stop towards Ratina Stadium is a simple yet effective solution. The direct "shortcut" to the city centre further away from the busy main routes is attractive in terms of pedestrian and cycling traffic. The solution activates the northeastern end of the competition area – a solution that has been proposed in surprisingly few entries. The longer bridge connection activates the boat harbour and the western end of the central square. The central square is located near the tram stop. Thanks to these solutions, the linking of the entry is good throughout the entire competition area towards the city centre.

In the examination of the blocks, the formation of various public spaces has been addressed well. Two small block parks between the shore blocks are sympathetic in scale and the adjacent community building works well. The small parks also open up the views from the row of blocks, located further from the shoreline, surprisingly effectively towards the lake.

The proposed materials seem to be natural. The roof shapes by the shoreline have been developed to be more regular. The solution strengthens the images suited to red-brick industrial architecture. At the same time, the entry has lost some of the spontaneity that was present in the first phase. However, the design could still be developed further.

Urban blocks (whose high section becomes taller towards the city centre) and harbour blocks with their strong roof shapes are the basic city structure solution. The model of two different block types is pleasing. The scale of the blocks seems to be functional and the two different block types have sufficiently distinctive characters. The blocks are connected and open up towards the shore park and public areas gently by means of openings and lower building sections. The scale of construction continues to reduce towards the shoreline. An extensive shore park is an essential part of the city structure. An atrium block that is more urban in character has been located in a central location on the edge of the square and the canal. It differs from the other housing blocks in terms of its scale and functions: the ground floor includes a large volume of commercial premises and the courtyard has been replaced with a small inner yard that resembles a light shaft.

The proposed population and volume of building rights are slightly higher than in other entries. Apartment layouts within the blocks have been outlined in principle. They seem functional and allow for diversity in apartment sizes. The ground floor functions and their connection to the street space and yard areas have been examined. The selection of various shared premises and small commercial premises is diverse and their scope is realistic.

Overall, the themes of the landscape architecture are, also in the second phase, topical and sympathetic, and stretch out to the future. The landscape profile and character of the lakeside city district is such that public outdoor spaces continue to be diverse and dynamic, whilst also enhancing biodiversity. Stormwater is also being treated in a natural manner. The stormwater treatment method has been understood correctly and has been proposed to be implemented based on surface solutions on the roofs, yards, streets, and the shore park. Dynamic shoreline meadows serve as buffer zones that enable stormwater treatment, as well as various plant, insect, and animal biotopes.

The shore park, other public areas, and landscape architecture have been examined carefully. The park is also a very feasible and controlled entity, even though it is not, as yet, especially innovative. The public outdoor spaces of the entry contain many good themes. However, some of the themes of the shore park, such as the canal in the middle section, remain cautious and even slightly dull. The proposed rose parks repeat the rose park theme of Hatanpää Arboretum – some other pleasing, repetitive, and blooming park theme could, however, be used.

The shore park is continuous and public. Viinikanlahti is perceptible as a bay. The ecological connection from Hatanpää to the mouth of Viinikanoja is located in the shore park, and the discontinuation point created by the canal has been resolved by means of a green bridge. The green connection is relatively narrow in front of the rowing and

canoeing centre. Connections to the city centre have been examined carefully and they successfully activate the swimming beach and the harbour.

Water has been made part of the city structure by means of a canal basin, a canoeing pond, and a swimming beach bay. Dynamic meadows with related small bays also bring water into the city structure. The design of the shoreline is purposeful, diverse, and smooth. Various natural environments and urban construction have been combined in a fascinating way. Harbour functions have a central location and their volume is such that they do not dominate the shoreline zone or block Viinikanlahti Bay.

The centre opens up successfully towards the lake landscape and evening sun. Ratina Bridge offers views to the diverse shoreline zone. The sight line from Hämeenpuisto Esplanade is, insightfully, directed towards a bird islet and a lighthouse. Connections to the north have been observed well. Hatanpää park has been extended to enhance the quality of the green connection. The mouth of Viinikanoja is treated as a biotope bay with floating gardens, whose implementation and scope seem to be, however, slightly unrealistic. A school and related yard area and forest have been located at the mouth of Viinikanoja. The building borders the entrance to the area in a successful manner and creates street space. However, in the instructions provided for further planning, the location was not considered to be best suited for building construction.

In the model block, a hierarchy of various green areas, yards, and spaces that support the establishment of social interaction and community spirit has been presented. Storages have also been located on the housing floors so that they are close to the apartments in a practical manner, enabling the location of shared spaces on the ground floor. Yards are relatively narrow, but their scale is, for the most part, fitting. The tall slab block building that resembles a landmark building makes the yard areas shady in places.

Private first floor premises open out towards garden terraces and balconies, whilst semi-private yards open out towards semi-public block parks that lead to public areas and the shore park. Roof gardens have also been located in the blocks, except for the gabled roof blocks by the shoreline. The blocks also include shared multifunctional spaces that open out towards the garden.

The functions of the green areas are well-suited to people of all ages, and also attractive for tourists and city centre residents. The functions include a sauna village, an aquapark, a swimming beach, an outdoor sports area, a house for boating, an arboretum, a canoeing pond, a trampoline park, skateboarding, a lookout deck, an outdoor swimming pool, a series of playgrounds, and a dog park. The ribbon of pavilion-like brick buildings in the shore landscape is still a good solution.

The scope of fill areas is moderate and economic. The bird islet exceeds the outermost permitted scope of the new shoreline, as does the swimming beach at the adjacent building.

The transport network plan is professional and clear. The street connection points to the surrounding transport network comply with the competition programme. The transport network within the area aptly observes the different modes of travel, identifies the hierarchical roles of the routes, and perceives on whose terms (i.e. which mode of travel) transport is organised in the area. The pedestrian and cycling network is practical and hierarchically organised.

The connection needs to the underpass leading to the city centre, to the outdoor and recreational routes of the shoreline, and to the main cycling routes have been resolved effectively and enable developing the shoreline section between the new bridges on the terms of pedestrian traffic. The tram stop has been located at the Hatanpäänkatu Street junction and the pedestrian and cycling connections from the competition area seem to be functional.

Vehicle parking is located in two large and two smaller centralised parking facilities in connection to entrance routes. The solution enables the street network to be implemented based on the shared space principle.

Parking facilities have been designed to be implemented as multifunctional parking hubs, whose purpose can be changed later where needed.

Bicycle parking is based on block-specific parking spaces and parking spaces located mainly in public areas.

The proposed transport network provides a good starting point, but the conditions for implementing the westernmost of the new bridge connections needs to be examined further.

View from the new pedestrian bridge

Pedestrian bridge connects the new area directly to city center and offers a recreational connection between different parts of the city. A new public sauna is located by the lake Pyhäjärvi at the end of the bridge. The cityscape at the lakefront slopes towards the arboretum and the sky reaching white towers are situated behind.

ENTRY 7 "LAKES & ROSES"


ENTRY 7 "LAKES & ROSES"
ETELÄPUISTO
HARBOUR
HARBOUR
Hoivypuisto
Public daycare & school yard
Rose Park
Ballfield
Garden Park
Plaza
Beach Park
Tram stop plaza
Tram stop
Hatanpäänkatu
Hatanpään valtatie
Sub-area plan
Sarviksenpuisto
Lokomonkatu
Hatanpään sairaala
Idmanin kartano

ENTRY 7 "LAKES & ROSES"

View from Ratina
The new Viinikanlahti area towards the city - a neighbourhood that creates a unique silhouette.
As a main element of the area identity, new interpretations of traditional brick architecture are brought in.
The shoreline is activated through series of public buildings by the waterfront. The strong motife of the roofs
creates a recognizable skyline for the neighborhood and reflects the industrial heritage of the area.

View from the central plaza
Central plaza is a place where the urban core meets the lakefront and park areas. Robust variety
of materials and the presence of the nature arise in the very centre. The new public square opens
towards the city centre and Näsinneula tower can be seen directly over the lake. Plaza is easy to
reach from all directions with any transportation mode.

View from the canal towards South-West
The scale of the streetscape is intimate and urban. Shifting block structure is
used to create surprising urban environments. Balconies and elevated small
yards functions as semiprivate zones for apartments facing the street.

View from the semipublic block garden park
Semipublic garden parks offer calm and safe meeting places for dwellers. The
design and the locations of these parks create pleasant micro climates and
green pockets inside the area.

ENTRY 23 "SOBA"

COMPETITION ENTRY 23 "SOBA"

The basic idea of the entry has remained the same in the second phase. The grid plan of the city centre continues in the same coordinate system in the competition area. The regular block system is counterbalanced by more freely designed alley-like spaces. The master plan suffers significantly from the reduced volume of fill areas. An increasingly large section of the block structure is cut off, which makes the grid plan difficult to perceive. At the same time, the interesting and fresh idea of "a third urban space" of the first phase, i.e. semi-public block sections, becomes too weak. Sections that deviate from the grid plan remain unjustified, especially in the northeastern and western ends of the area.

The connection from the tram stop to the central square and the shoreline has not been highlighted in the city structure. Although the proposed solution activates the alley connection leading to the square, the functionality of the connection could have been enhanced by changing the location of the square. The volume of squares is high. The cross-shaped harbour basin of the first phase is still visible in the design of the city space and the quay. The formalistic starting point seems to restrain the shape and size of the squares.

The feasibility of the indoor market hall depends on its size: it must not be too large. Based on the current estimate, implementing the indoor market hall is not likely in this location. Replacing the building with some other function will easily lead to a building that is significantly more closed in nature, and does not create accessible spaces in its surrounding in a similar manner. For example, a grocery store does not offer a similar overlapping of indoor and outdoor spaces even if combined with smaller commercial premises and café and restaurant functions. A critical examination of the shape of the square could have opened up more flexible opportunities for further planning.

The development of the block model was considered to be successful thanks to its bold and unprejudiced approach. The author aims to combine a closed block of an even height, which is typical of historical city centres, and a village-like block of a smaller scale. The structure of the blocks seems to be spontaneous – as if the buildings had been constructed in different eras. The good part of the solution is its distinctive character. However, the resulting cityscape is too incoherent. This impression is emphasised by the very rich selection of materials. Even though the atmosphere of the illustrations is relaxed in a positive manner, they also show that the successful implementation of the starting point would require a very high-quality architecture of individual buildings.

The entry aims to represent a new kind of fresh landscape architecture and provides an extremely rich selection of solutions, also in this respect. The lake and water have been made part of the city structure in various ways through a diverse treatment of the shoreline with its bays, coves, and basins. The treatment is, however, smaller in scale and more vivid than in the first phase. Shoreline construction and the design of the entry deviates from the traditional solutions in a positive manner, even though they are impractical and even restless.

When the model is examined in more detail, Viinikanlahti is no longer sufficiently visible as a bay. The shoreline is public and continuous, and the middle section is more built-up. The cross-shaped basin that previously dominated the city structure too heavily has been developed into a harbour area, whose scale is better suited to the area, and a shore square with an indoor market hall, a library, and a boating club building. However, the library as a significant public service and public building and the indoor market hall as a very city centre -like service that requires a significant volume of residents are not suitable functions for Viinikanlahti.

A shadow of the cross included in the first phase solution is still visible in the entry and has clearly posed a challenge for freer development of the area. The ecological connection is located in the shore park, yet remains disrupted due to the scope and small volume of plantings of the square. The connection to the eastern side of Ratina Bridge has not been examined.

The views that open up from Pyynikki are green and the volume of construction proposed for the western part of the area with the lookout towers and the boating and canoeing centre is moderate and pleasing. The end of the sight line from Hämeenpuisto Esplanade has been utilised as a fishing place. The views that open

up from Ratina Bridge are park-like and green, even though the boat harbour with related quay structures stand out from the landscape.

The mouth of Viinikanoja has been treated as an ecological entrance and a park with relatively diverse functions, where stormwater is also being treated. However, the filtration wetland proposed to be implemented at the mouth of Viinikanoja is unrealistic in the presented scope in terms of its feasibility.

The functions and services of the shoreline have been developed well in the second phase. The shoreline constitutes the backbone of the area in terms of recreation and social interaction, and its functions serve the local residents as well as city centre residents and tourists. The functions include swimming places, a diving tower, a sauna cave, a canoeing centre, a lookout tower, a water bay (which also serves as a learning environment for school children), a harbour, a boardwalk above water, fishing, playgrounds, and ballfields. The reference images of the shoreline and its functions are promising and the proposed scale is pleasing.

The entry's successful development themes are the local treatment of stormwater and the development of biodiversity in the green and water areas. Landscape architecture has been planned. The green environment and the hierarchy of green areas have been examined well, including yard areas. Public areas connect, in an interesting way, to yards via semi-public communal gathering places. Semi-public spaces have been activated through various shared and commercial spaces.

The courtyard is also a school yard, which is not the best possible solution. Roof gardens and green roofs have been located on some of the roofs that are visible as a continuous entity in the block structure on the shoreline side and also successfully support the ecological connection from Hatanpää to Viinikanoja. In addition, diverse small house -type housing has been located on some of the roof floors.

The entry includes a relatively large volume of fill areas and the outermost permitted scope of the new shoreline is exceeded slightly in the west.

The transport network plan is still relatively general, but has been developed based on the feedback provided. The street connection points to the surrounding transport network comply with the competition programme. The street network within the area consists of traditional street sections leading to parking facilities and of cycling streets. The access to the blocks by maintenance and rescue traffic is based on cycling streets. A pedestrian and cycling network has been presented. A hierarchy has also been presented for them, but they have still been treated as one mode of travel.

The plan does not take account of the linking of pedestrian and cycling routes to the surrounding transport network. The proposed solution is not especially functional or attractive. The solution does not specify the extent to which the shore route and the new bridge have been designated for cycling.

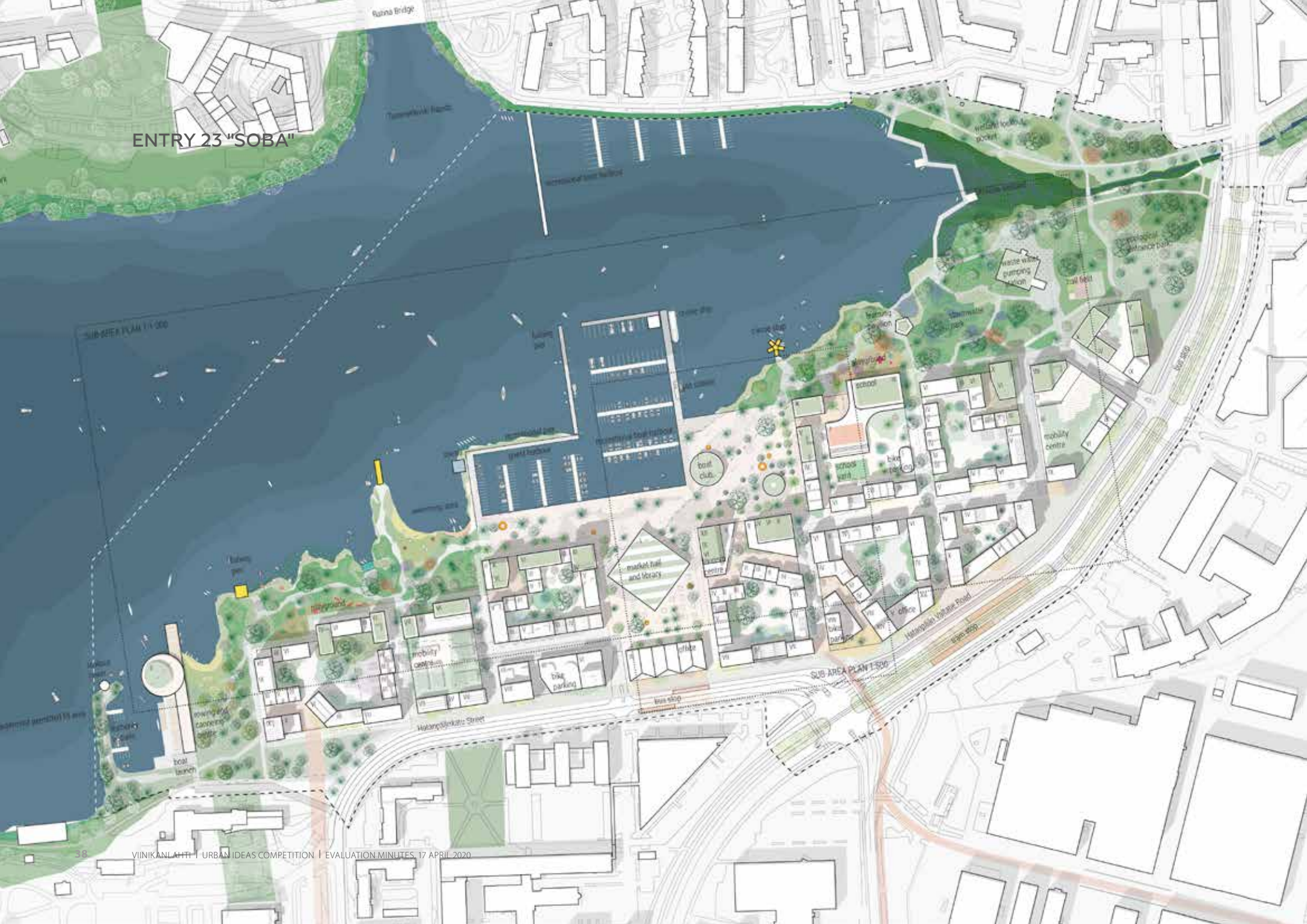
Vehicle parking is located in two centralised parking facilities that have been located in connection to entrance routes and also include centralised bicycle parking. The solution allows for implementing the rest of the street network as cycling streets. The functionality of the cycling streets in the dense structure is slightly doubtful. Parking facilities are located relatively far from the central section of the planning area, and the western parking facility, in particular, should be moved closer to the centre.

The entry has been improved in terms of bicycle parking. The entry proposes block-specific bicycle parking, which is supplemented by centralised parking facilities. The tram stop has been located at the Hatanpäänkatu Street junction, and the presented walking and cycling connections from the competition area are good. For some reason, the stop is located further north in the traffic map instead of being located at the square.

Walking and cycling must be treated as separate modes of travel and a hierarchical transport network must be prepared for them. The tram stop must be located in the vicinity of the junction and the square. The westernmost parking facility must be moved to a more eastern location closer to the centre of the area.

ENTRY 23 "SOBA"

ENTRY 23 "SOBA"



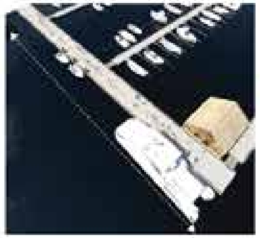
ENTRY 23 "SOBA"

AN EVENING BY THE WATER

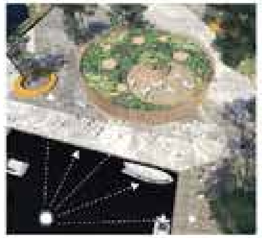
SOBA CANOE COVE

CANOE LANDING

BOARDWALK



CRUISE PIER



HARBOUR

JUMPING TOWER

CANOE CENTRE

LOOKOUT

WATER STUDY INLET

Soba Second phase

ENTRY 37 "PÄRSKE"

COMPETITION ENTRY 37 "PÄRSKE"

The basic idea of the city structure presented in this entry has remained the same in the second phase of the competition. Pärske is an urban but green, park-like proposal. In terms of architecture and landscape architecture, the entry forms a unified entity that is based on the wave-like placement of blocks along the shoreline zone. In the site plan, the entry is slightly formalistic, but no more when studied in more detail. The entry creates a clear urban structure that is based on its location by the water. Each block offers a lake view and has a connection to the green shoreline zone.

The central urban space is an insightful combination of a dense stone city and a green park environment. The connection from the tram stop is smooth and clear. The square is of a suitable size and distinctively urban at the same time as the lush park and the lake scenery are present. When approaching the lake, the atmosphere gradually becomes more park-like. A suitable amount of space has been reserved for terraces of the ground-level commercial premises that will be located on the side that opens up towards the west. The facade formed by the new city district towards the lake is successful.

The size of the blocks has somewhat decreased in the second phase of the competition. There are small nuances in the allies, created with graduated building masses. The street spaces would have been even more vigorous if low parts of the blocks would have been located to these spots. This way, the spatial hierarchy of the area would have been richer in nuances. The main street in the area does not really stand out from the other street spaces. Highlighting a collecting street space element would bring the master plan closer to the schemes that aptly crystallise the basic idea.

The size of the blocks, in relation to the height of the building masses, appears to be very tight. It may be possible to increase the size of the blocks within the framework of the basic idea, but this would probably require a reduction of the number of the blocks. The size of the playground in the middle of each block entity could be reduced. In addition, it could be examined whether the eastern and western ends could be relocated and redesigned in order to create additional space for the block structure.

The very strongly designed shoreline zone is a clear part of the landscape architecture, image and identity of the entry. Whilst being new as a design principle, it is familiar from the rapids setting of the historical city centre of Tampere. The entry excellently manages to make the lake part of the city structure. Pärske proposes a pleasing selection of lake-side settings for an urban city, including an island, bays of various shapes, canals, and a stream bed. The island and related canals to be constructed provide a natural and interesting addition to the entity. The shape of the island becomes a natural part of the shoreline, whose treatment and functions have been studied more closely in the second phase of the competition. Public art makes strolling and recreation in the area more attractive.

The design solutions for the yards are practical, but their small size poses the largest challenge. Some of them are too small. There is fairly little space for vegetation. The yards also appear to be shady, particularly due to the tower-like parts that highlight the blocks. The dwellings facing the yard also remain dark. Due to a possible need of rescue vehicles to drive to the inner yard, the surface in the yard can be harder than what is planned now. Consequently, in further planning, the blocks should be based on independent evacuation or by opening all dwellings to the street side.

The dimensioning of the green areas is vigorous. The shore park is public and continuous. The rhythm of the shore works well in terms of functions and the cityscape. In terms of scale, the harbour has been divided into two parts, on both sides of the harbour centre and its square. The solution makes the scale of the harbour more moderate, even though the solution continues to dominate the landscape of the western part and it does not create a natural connection to the valuable area of Hatanpää. On the other hand, the character of the harbour area, the location of the harbour and the limited depths arouse doubt. The harbour centre, the sauna and the lakeside restaurant create active, urban dots in the shore park. The central square is very successful and the parks pleasant. The hierarchy of the park spaces is natural and the playgrounds are situated in sheltered locations, chiefly serving local residents.

Viinikanlahti is still clearly part of the lake landscape as a bay. The sight line of Hämeenpuisto Esplanade has been aptly utilised by locating the harbour centre as the end of the sight line. The views from Ratina Bridge are dominated by the verdant shore park. The views opening up from Pyynikki have been calmed down by locating a beach at the western end.

The required ecological corridor from the valuable park area of Hatanpää to Lake Iidesjärvi is located in the shore park zone. The sensitive area at the mouth of Viinikanoja is a green area that is bordered by a school with a distinct roofline and related yard area.

However, the design guidelines did not regard the site as the most suitable place for building construction.

The entry has treated the green areas as being versatile and partly natural. The character of the landscape of the various parts of the shore park could have been designed in more detail and in a more versatile way, and not just via the functions. The entry proposes a new, fascinating idea that further promotes biodiversity: the mini arboretums on the shoreline zone as green gems and as references to Hatanpää Arboretum (a lake arboretum, an urban forest arboretum, a tree species arboretum, a blooming arboretum, etc.).

The natural treatment of stormwaters is also a development theme. The stormwater treatment principles have not been comprehensively implemented in different areas, even though the treatment of stormwaters is described in more detail. The abundance of green roofs and green gardens is positive.

The landscape architecture has been planned and developed. In the model block plan, the yard has been looked into to some degree, but the hierarchy of the green areas could have been studied further. The vigorous courtyards open up views adequately, but their scale raises questions. Areas within the blocks have been designated as outdoor play areas, which seems like a natural solution, as they are sheltered in terms of safe connections and wind conditions. Multi-functional space has been proposed to the blocks – it is new. On the other hand, the model blocks include a very large volume of shared spaces. The large volume of street-level commercial and office premises around the square appears to be difficult to implement.

In terms of functions, the green areas are suited to residents and tourists of different ages. The proposed versatile and feasible activities make the area attractive for all its users. The functions include a beach, a kiosk, a harbour and a harbour centre, a sauna, outdoor pools, a picnic area, a restaurant, an island boasting art installations and recreational areas, a playground, a ballpark, an outdoor gym, etc.

The design of the functions could have been developed further regarding the shore and the design of the shore – their character is not clear in every respect.

The illustration of the canal environment provides an interesting view of a new urban city district, as a continuum of the cultural environment of a city centre built around Tammerkoski Rapids.

The proposed filled areas are moderate and the entry respects the boundary of the furthest possible fill area.

The transport network plan has been developed on the basis of the feedback and it presents the network of various modes of travel clearly and professionally. The street connection points to the surrounding transport network comply with the competition programme. The transport network within the area aptly observes the different modes of travel, identifies the hierarchical roles of the routes and perceives on whose terms (i.e. which mode of travel) transport is organised in the area.

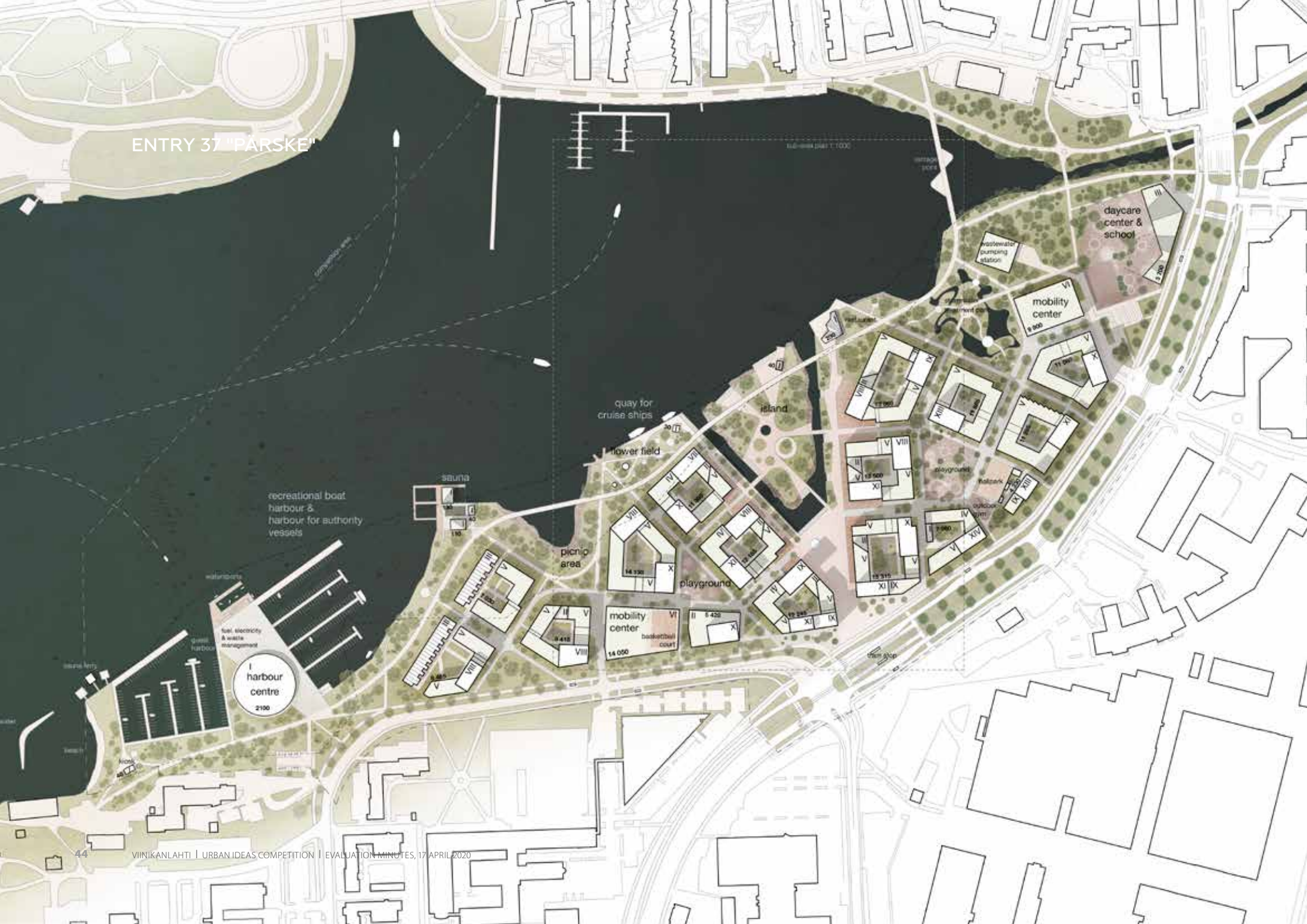
The pedestrian and cycling network is practical and hierarchically organised. The need for a connection to the underpass leading to the city centre, to the lakeside outdoor and recreational routes, as well as to the main cycling route has been well thought-out. It has been proposed that the main regional route for cycling would run across a new bridge to the shore and further towards Hatanpää Arboretum. However, the main cycling route may not run towards Hatanpää Arboretum due to factors regarding safety and pleasant conditions. This is why the main route should be turned towards Hatanpäänkatu Street. Allowing the main route to run via the island is considered to be questionable, as high-speed commuter cycling does not fit to the other activities on the island. The tram stop has been located at the Hatanpäänkatu Street junction and the presented walking and cycling connections from the competition area are good.

It has been proposed that vehicle parking be implemented in two large centralised parking facilities that will be located by the entrance routes. The solution allows the implementation of the other parts of the street network by adopting the principles of shared space. The northern parking facility could be located slightly more to the south, as this way, it would serve the central area better. It has been proposed that bicycle parking be implemented as block-specific parking spaces and as several bicycle parking spaces in public areas.

The proposed transport network aptly functions as a basic solution. The alignment of the main regional route for cycling and the location of the northern parking facility would require further planning.

ENTRY 37 "PÄRSKE"

ENTRY 37 "PARSKE"



ENTRY 37 "PÄRSKE"

ENTRY 44 "GREENIKKA"

COMPETITION ENTRY 44 "GREENIKKA"

The core idea of this entry regarding a fairly dense but breathable block structure, a green area and islands has been retained and developed consistently. The location of the main square in relation to the tram stop is natural. From both sides of the central block, a long view opens up, via the harbour basin, towards the lake. The shore promenade in the northeastern part is particularly successful. A fairly large island with its park creates a continuous green connection whilst the shore blocks border a built-up zone.

The master plan is flexible in terms of further development. The blocks consist of relatively simple building masses. The location and size of the parts of various sizes can be changed in a reasonably flexible way. The cityscape is suitably balanced, being able to create distinctive buildings and sufficient unity. The blocks have been opened adequately, preserving the connection from the inner yard to the nearby parks. On the other hand, the blocks form a clear spatial hierarchy between a public yard and a more private yard. The entry uses point blocks successfully, allowing variation to the blocks that chiefly consist of linked slab block buildings.

The basic principle of the block plans regarding parts and openings of various heights is practical, even though the solution model does not provide many new elements. In the blocks, 5–6-storey buildings have been linked to lower, row-house-like parts. The solution is successful in terms of the cityscape. The entrances to the dwellings enliven the street space – particularly further away from the central square – in the area where there does not appear to be demand for commercial premises. The proposed building type results in relatively large and multi-level dwellings, which have recently been avoided by developers in Finland. Despite this, the solution is justified. The dwelling type supports the objectives presented in the competition programme regarding versatile housing. In addition, the lower parts of the blocks can also be implemented in a way in which the upper floor entrances utilise the staircase in the higher part.

The proposed volume of utility and service spaces required in housing is too small. On the basis of the section, there are no basements in the blocks, except for the edge of Hatanpään valtatie Road. In reality, much more utility and service spaces will be located on the ground level than what is now proposed. The character of some of these facilities, such as storage and technical spaces, is closed and they will change the proposed ground-level solution considerably. In this respect, the entry has not been able to find a solution for the objective given to the second phase regarding a vibrant ground level.

Greenikka is a city structure model that is based on islands and a lush shoreline zone. In the second phase of the competition, one of the islands has been dissolved into the shoreline zone due to fill areas and preconstruction and the northeastern island has become part of the shore park. The entry can no longer utilise the islands to the full. However, the zone consisting of the islands and the shore park create an identity to the area and introduce the water and the lake to the city structure. Between the artificial islands and the mainland, there are narrow canals, a small bay and a more extensive canal basin that is linked to the main square axis. The idea is strong and clear. In this model, Viinikanlahti is no more clearly visible as a bay. It is narrowed by the harbour areas on the southern and northern sides, and the shoreline zone park appears to be too wide in places.

A key idea is to strengthen the green connection and the continuity on the verdant shoreline zone and on the islands, and to offer good opportunities for landscape architecture and activities. The western island is a sauna and swimming island, whilst the eastern island is reserved for a playground, labyrinth and an event venue. The solution is attractive for tourists. The entry presents a new part of the lake landscape – very different from others in a positive way – to the city centre area of Tampere. In addition to recreation, the proposal brings opportunities for creating a new green silhouette for the city.

The shoreline zone is continuous and public. The ecological connection runs along the shoreline zone. Close to the rowing and canoeing centre, the connection is relatively narrow and is cut off by canal bridges.

From Pyynikki, the views open up towards a green artificial island that constitutes the searched for and, in terms of design, the surprising and missing link in the ecological continuum of the shore. Saunasaari Island constitutes the end of the view from Hämeenpuisto Esplanade, and a sauna building was insightfully added to the entry in the second phase of the competition. The views from Ratina Bridge highlight the wide shore park zone, the islands, the harbours and the blocks in the central part of the area.

A carefully dimensioned stormwater park that runs through the block structure serves the eastern area.

The sensitive mouth of Viinikanoja is a green area that is proposed to be utilised as a geothermal heat storage area and for stormwater treatment. The views towards the lake are bordered by the sustainability centre and, further away, a landmark-like residential building.

The harbour and the location of the square are successful, linking to the centre of the area in a natural way. There is a most interesting connection point where the coordinate systems overlap and where the heart of the area, i.e. the square and the basins, are located. On the other hand, the solution appears to be undecided, requiring refining. The square has become rigidly schematic and has no lake views. The design of the square has become weaker in the second phase of the competition.

The entry includes adequate development themes that adhere to the Sustainable Tampere 2030 programme, aiming at carbon neutrality. In places, the fitting of the themes into the plan is problematic. For example, in yards, it is not possible – due to the parking deck solutions – to implement a planting of large trees or a natural treatment of stormwaters. In this case, it would be necessary to treat stormwaters, in contradiction to the principles, in the park area.

The landscape architecture and the hierarchy of the green areas have been planned. The proposal has undulating design. However, when studying the model, the levelling of the design turned out to be too high in places. The green environment flows pleasantly into the blocks and the treatment of the yards has been examined in the model block, for the part of plantings, routes and bicycle parking. Consequently, bicycle parking defines the yards to some extent. Communality and sociability are promoted by shared facilities, such as a bicycle workshop, a laundry room, a room for working and studying, a shared kitchen, waste management space, a space for young people, etc. The scale of individual yards is vigorous. There is a delightful abundance of other green solutions in the blocks, such as roof yards and roof gardens. Housing that resembles detached housing has been proposed to the top floors.

The green areas are diverse with functions for people of all ages and an ability to also attract tourists and people from the city centre. A very diverse selection of leisure time activities have been proposed for the islands. A connection adhering to the further planning instructions has been proposed to the eastern side of Ratina. The functions include a panoramic island, water sports, a harbour, an adventure island, beach volley, a stage on the shore, a skatepark, play and exercise areas, a ballfield, street basketball, a café, an event square, an adventure labyrinth, a beach, etc. The location of the beach is good, thanks to the good water exchange and the clean water.

The entry respects the boundary of the furthest possible fill area.

The transport network plan has been developed on the basis of the feedback. The plan presents the network of various modes of travel professionally and clearly. The street connection points to the surrounding transport network now also comply with the competition programme.

The transport network within the area aptly observes the different modes of travel, identifies the hierarchical roles of the routes and perceives on whose terms (i.e. which mode of travel) transport is organised in the area. The pedestrian and cycling network is practical and hierarchically organised. The need for a connection to the underpass leading to the city centre, to the lakeside outdoor and recreational routes, as well as to the main cycling routes, has been well thought-out. The plan proposes the main cycling route between the green corridor and a structure. This way, the shore and the island are reserved for recreation and walking.

The access by maintenance and service vehicles to the western quay remains unsolved. The tram stop has been located at the Hatanpäänkatu Street junction and the presented walking and cycling connections from the competition area are good.

It has been proposed that vehicle parking be implemented in three centralised parking facilities that also function as mobility centers. In addition, the plan proposes an implementation of three underground parking facilities along Hatanpään valtatie Road. The parking facilities have been placed next to entrance routes. The solution appears to be, otherwise, practical, but the linking of three underground parking facilities to each other via a parking facility is exceptional, and its functionality and feasibility are very questionable. The proposed parking solution allows the implementation of the other parts of the street network by means of the principles of shared space.

It has been proposed that bicycle parking be implemented as block-specific parking spaces and as several bicycle parking spaces that are located to public areas.

The basic principle of the proposed transport network is practical, but the parking solution for the northern part is unfinished.

ENTRY 44 "GREENIKKA"

ENTRY 44 "GREENIKKA"

VIEW FROM THE MAIN SQUARE

CROSS-SECTIONAL VIEW 1:1000

SUB-AREA PLAN 1:1000

ELEVATIONAL DRAWING 1:1000

ENTRY 44 "GREENIKKA"

VIEW FROM THE STORMWATER PARK

VIEW FROM THE EASTERN SUPER BLOCK


ENTRY 48 "NATURAL ALLIANCE"

COMPETITION ENTRY 48 "NATURAL ALLIANCE"

The basic principle of this entry has remained unchanged. The block structure follows a block street winding in the middle of the area. The block street is successful and spatially rich in nuances. There are small squares, "social pockets", along the street. The activities on the squares have been supported by locating small commercial and shared spaces to the corners of the blocks.

The boundary towards Hatanpään valtatie Road has been improved. The curved front of the buildings borders the street space efficiently. The main square of the area is now highlighted in a suitable way and it opens clearly from the tram stop. However, the square appears to be too large. It only opens towards Hatanpään valtatie Road and the view towards the lake is not utilised. In the perspective images, bicycle parking has been proposed to the mounds designed to the square. This solution could have been presented more closely. Despite the abundant material, the character of the central square remains unclear.

Clear principles have been formed for the scale of the residential blocks. The scales of the shore, block street and main streets deviate from each other. The block street is bordered by buildings that are 4–6 storeys high. The buildings become lower towards the lake, particularly in the corners of the blocks, offering splendid views to the lake. The feature that at first seemed to break the urban structure towards the shore turns out to be practical, when studied more closely. The difference in the nature of the spaces in the public park and in the yards is practical, except for a block on the western side of the school, where there is not much space for the yard. This lack could be fixed by placing a ballfield that has been proposed for the park in a different location.

Since the first phase of the competition, it has been characteristic of this entry to locate the school as an active focal point in the corner of the two coordinate systems. Further developed, the solution does not appear to be successful, even though it offers a new, bold approach. The ground level of the school has been divided into administrative and classroom premises, a library, a large multi-purpose space and a day care centre, all of which are located around a circular inner yard. There is no indoor connection between the premises. The solution creates a fascinating inner yard that opens up to the park and the square. The problem of the solution is its inflexibility. If a need for an indoor connection requires a more compact mass, the volume becomes a functional and visual stopper in a central location. By adopting a more compact volume, the school functions could be located, almost entirely, on the side of the school drop-off zone. This way, a more practical solution could be found for the combination of the square, the shore and the lake views.

The idea of the entry is to create a landmark to Tampere that stems from the local industrial history, its objectives being leadership in sustainability, reasonable prices and habitability. Amongst the good development themes are water harvesting, renewable energy, local food production, composting and waste management, as well as natural treatment of wastewaters.

The promising and fresh urban planning themes that were presented in the first phase of the competition have been slightly blurred and withered. The identity of the entry as a unified architectural and landscape architectural entity is not entirely convincing.

The block structure consists of closed blocks constructed by using two coordinate systems. A central public space is located at the point where these two systems overlap. The school and the day care centre are located at this point. Space for public areas has been reserved in the surroundings of the school. The central square opens excessively to the main street.

The water and the lake have been successfully integrated into the urban structure by using canal and harbour basins, a pond, lake pools for swimming, a beach, a gravel shore, as well as by the design of the shoreline zone.

Viinikanlahti can still be perceived as a bay. The sight line of the Hämeenpuisto Esplanade axis has been successfully utilised by making the rowing and canoeing centre and the harbour its end. The views from Ratina Bridge have been opened up towards the rowing and canoeing centre, the school proposed to the east, the observation deck, the active areas proposed in between the above, and the sauna building. The lush views opening up from Pyynikki are bordered by a more built-up landscape, including the rowing and canoeing centre. A suitable pedestrian and cycling bridge connection has been proposed to the sensitive mouth of Viinikanoja. A connection to the eastern side of Ratina Bridge has not been examined.

The ecological connection from the valuable park area of Hatanpää to Lake Iidesjärvi runs along the shoreline zone, and in the second phase of the competition, it has been made verdant and park-like. The shoreline zone is public and unbroken, but fairly narrow in places. Its character is built-up and square-like, especially by the rowing and canoeing centre, as well as by the school. Otherwise, the character is lush and park-like

and its functionality and activities are more developed. The plan still includes a relatively large amount of public outdoor spaces.

The design of the shoreline zone has remained strong: built canal and harbour basins and even too straight shore structures generate tension with the more natural shore park zone. The scale of the canal basin is more suitable to the urban structure. The motifs on the shore have also become clearer. A large number of shore structures have been placed on top of pillars; they dominate the shoreline excessively and have no immediate connection to the water. The solution is not successful and there are no grounds for the structure and for the implementation costs.

Amongst the good development themes are water harvesting, natural treatment of wastewaters, resource smartness, renewable energy, local food production, composting and waste management. The implementation of the themes has also been looked into to some degree: resource smartness is based on circular economy planning, and it is proposed that communality be based on the principle of shared space from yards to public areas. There are good schemes regarding the implementation method of the themes in the model block, for example.

The landscape architecture has been planned. The character of the shore has been examined, even though it appears that the shore park has been designed more on the basis of the routes than the character of the shore park.

The green environment continues to the blocks through green squares. Most of the scales of the yards are good, lush and open up aptly towards their environment, especially well on the shore. In order to activate the ground level of the yards, the entry proposes a shared yard, a place for having coffee, a communal greenhouse, a shared terrace, etc. The amount of shared spaces is quite high. The hierarchy of the green areas is missing, as is an explanation regarding what happens in the interface of a private yard and public areas.

The green areas and their functions are attractive for those who live in the area but also for tourists and those living in the city centre. The functions include a rowing and canoeing centre, a sauna and outdoor pools, a beach, a café, a park kitchen, an outdoor gym, a fishing area, a playground, a ballfield, a gravel shore, an arboretum with a basin and a flower meadow, as well as a local wildlife centre, whose location appears to be unrealistic. The illustrations refer pleasantly to a Finnish or Scandinavian lake city district, even though the growing of pines in the area may be challenging.

The entry respects the boundary of the furthest possible fill area.

The transport network plan has been developed on the basis of the feedback. The plan presents a transport network for the various modes of travel, but the presentation is still fairly general. The street connection points to the surrounding transport network now comply with the competition programme. The transport network within the area aptly observes the different modes of travel and perceives on whose terms (i.e. which mode of travel) transport is organised in the area.

For most of the blocks, the routes for maintenance and service vehicles have remained unsolved. The pedestrian and cycling network is practical. The hierarchy has not been presented, and some pedestrian and cycling routes between the blocks are missing from the transport network plan. It looks like these routes may be presented in other images.

The need for a connection to the underpass leading to the city centre and the need for a connection to the lakeside outdoor and recreational routes have been well thought-out. The tram stop has been located at the Hatanpäänkatu Street junction. It has been proposed that a pedestrian connection to the tram stop would run from the nearby square, but there is no cycling connection. The square appears to be large in its location. The plan remains to be difficult to interpret, as the solutions are different in different images. For some reason, the tram stop is located fairly far away from the junction.

It has been proposed that vehicle parking be organised in two large centralised parking facilities which also function as mobility centers and which are located close to the entrance routes. Thanks to the solution, the vehicle traffic in the other parts of the transport network in the area will calm down, but it remains unclear where maintenance, service and rescue vehicles can drive if there are only bicycle paths and sidewalks between the blocks. A symbol and explanation for bicycle parking are missing from the traffic scheme, but it has probably been proposed that bicycle parking be implemented as block-specific parking spaces. Bicycle parking in public areas has not been proposed.

In principle, the transport network is practical, but it should be developed for the part of maintenance, service and rescue vehicles, as well as for the part of the pedestrian and cycling network. The solution regarding parking in the northern part is unfinished.

ENTRY 48 "NATURAL ALLIANCE"


ENTRY 48 "NATURAL ALLIANCE"

ENTRY 48 "NATURAL ALLIANCE"


H - THE ROWING CENTRE, THE HOUSING & THE PARK


J - SAUNA - A LAKE TO LIVE IN


I - A SCHOOL FOR ALL

K - RECONNECTING TAMPERE WITH VIINIKANLAHTI

4 THE RESULTS AND RESOLUTION OF THE COMPETITION

4.1 OVERALL EVALUATION OF THE COMPETITION

With the Viinikanlahti international urban ideas competition, the City of Tampere searched for designs that combine urban planning and landscape architecture contents in a new way. In this respect, the competition was the first large scale competition of its kind in Finland and fulfilled its purpose very well.

Combining urban planning and landscape planning was not an especially conventional or easy task for the competitors. Dividing the competition into two phases was a successful working method in terms of quality and enhanced the feasibility of implementation of the entries.

A total of 57 entries were submitted in the first phase of the competition, which is a relatively large volume for an urban ideas competition organised in Finland. The quality of the design, innovativeness, and feasibility of the entries varied greatly in the first phase.

The six competitors that were selected for the second phase received, from the organisers of the competition, new initial data, specified preconditions, and instructions for developing their entry. For the most part, the competitors followed these well.

All entries submitted in the second phase were better than the ones submitted in the first phase, especially as overall plans. On the other hand, there was great variation in the amount of details and contents, and how the design ideas had been developed. The best of the entries stand out clearly.

All the second phase competitors have commendably remained true to their basic ideas presented in the first phase. In the second phase, a new kind of similarity could be seen in the individual features of the entries. This was to be expected, as the competitors had the chance to view each other's entries, evaluations, and instructions.

Large shoreline areas located in an extension of a city centre, such as the competition area, are rarely available for new construction in Finland or globally. For this reason, the site provided excellent starting points for organising an ideas competition. Devotion to the inspiring task produced a large number of very carefully prepared entries with an abundance of excellent ideas.

The competition entries enabled sustainable and carefully thought-out options to be found regarding the city structure and landscape for the development of the area according to a quick schedule. In the evaluation of the competition, the best features of the winning entries stood out from the rest of the entries. All of the alternative designs that were not chosen for the second phase and did not rank in the competition also contributed to this.

The competition entries submitted in both phases could be viewed by the public and other competitors on the competition website. They could be used as part of the dialogue and documentation of the local detailed planning process of the area, which was being implemented simultaneously, and as material in self-motivated public discussion.

Publishing the competition entries online was part of the digital working method and public urban planning process development implemented by the City of Tampere, which is related to the competition. In addition to the electronic initial data, the aerial map service, and the publication platform that serve the competitors, an electronic evaluation tool, city modelling, 3D prints, and a 3D cave were used in the evaluation of the competition.

The digital tools and working methods related to the competition and developed by the City of Tampere, together with the cooperation partners of the competition, proved to be very useful and functional. Electronic applications made the evaluation and comparison of the entries quick and easy. In addition to meetings and print products, evaluation could be carried out on a digital platform by using remote connections.

The aim of the City of Tampere was to find a basic idea, which is of high quality in terms of the cityscape but also feasible, to be used as a basis for local detailed planning and further planning. In this respect, the competition fulfilled its purpose excellently. At the same time, the City of Tampere took on the role as a trendsetter in developing urban design and digital systems for design competitions in Finland and abroad.

UPPER CLASS 11 ENTRIES	
Entry No	Pseudonym
5	DIVERCITY
7	Lakes & Roses
23	SoBa
25	Breathe
26	PARS PRO TOTO
27	ARCHIPELAGO
37	Pärske
41	ALLOY
44	Greenikka
48	NATURAL ALLIANCE
50	Tampe-READY 2034

TABLE: The division into classes of the competition entries: upper class 11 entries, middle class 29 entries, lower class 17 entries. A total of 57 competition entries, of which two are duplicates (i.e., the same entry has been submitted twice).

MIDDLE CLASS 29 ENTRIES		
Entry No	Pseudonym	
2	The new beauty in the daily life	
4	Hymy	
12	99TAMP01	
14	TAM360	
15	Eleven	
16	WATERWOOD	
17	DELTA	
18	citysplash	
20	ELLE	
22	POTKOVICA	
24	Viinikanlahti DNA	
28	Groma Locuta Causa Finita	
29	CANALQUARTERS	
31	URBAN HAVEN	
32	KIASMA	
35	Strandlines	
36	TWIST	
38	drumlin	
39	HATA	
40	Leaf	
43	WEAVE	
45	GOMMOND GROUND	Duplicate, 47
47	COMMON_GROUND	
51	Reflections on Tampere	
52	Tide	
53	a - Boards 1-6	Duplicate, 56
54	Harbour-land	
55	La Isla Ocaso	
56	Black Swan	

LOWER CLASS 17 ENTRIES	
Entry No	Pseudonym
1	NordicBlossoms
3	ES0324
6	CHDBQLXLXZ
8	Polar Frost
9	LAKESHORE
10	Tampere Green Link
11	555TALFA
13	59731
19	STELLAGROVE
21	Urban Reflections
30	Blue + Green Stream
33	STRAIGHTTOTHEWATER
34	TheThreeFors
42	SUN DANCE
46	PMP07
49	ValleyInBetween
57	wakuwaku

4.2 THE RESOLUTION OF THE JURY

At its meeting on 25 March 2020, the jury decided, by a unanimous decision, to distribute the EUR 345,000 prize sum as follows:

1st prize EUR 90,000 to **competition entry 7, pseudonym "Lakes & Roses"**
2nd prize EUR 70,000 to **competition entry 37, pseudonym "Pärske"**
3rd prize EUR 50,000 to **competition entry 44, pseudonym "Greenikka"**
Shared 4th prize EUR 45,000 to **competition entry 5, pseudonym "Divercity"**
Shared 4th prize EUR 45,000 to **competition entry 23, pseudonym "SoBa"**
Shared 4th prize EUR 45,000 to **competition entry 48, pseudonym "Natural Alliance".**

In addition, the jury decided, by a unanimous decision, to award three honorary mentions as follows:

Honorary mention to competition entry 27, pseudonym "Archipelago"

An honorary mention, especially for the central urban space of the area. The square that opens out towards the lake scenery, the sculpture-like shoreline blocks, and the school that has been successfully integrated with the city structure constitute an elegant whole.

Honorary mention to competition entry 41, pseudonym "Alloy"

An honorary mention, especially for the master plan and architecture of the entry, which connect the area successfully with the rapids setting of the epicentre of Tampere. The entry creates an interesting urban atmosphere by the shoreline without compromising on the green connection of the shore park to a significant extent.

Honorary mention to competition entry 50, pseudonym "TAMPERE-ready 2034"

An honorary mention, especially for the unprejudiced and distinctive character of the entity. The central park and related canals located in the middle of the area create, together with the diverse blocks, a large number of locations with related activities by the water.

4.3 VERIFICATION OF THE EVALUATION MINUTES

In Tampere, 25 May 2020

Jaakko Stenhäll, Deputy Mayor, Chair

Aleksi Jäntti, Deputy Mayor

Teppo Rantanen, Director

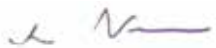
Mikko Nurminen, Director

Tero Tenhunen, Project Director

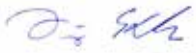
Minna Seppänen, Project Development Manager

Elina Karppinen, Head of Local Detailed Planning

Anna Levonmaa, Principal Landscape Designer



Ari Vandell, Planning Manager



Virpi Ekholm, Property Director

Helle Juul, Architect MAA

Antti Lehto, Architect SAFA

Pirjo Siren, Landscape Architect MARK

Antti Pirhonen, Architect SAFA, Secretary

4.4 JURY'S RECOMMENDATIONS

The jury recommends that the City of Tampere continues the planning of the area, based on the winning competition entry Lakes & Roses. In the view of the jury, the following aspects related to urban and landscape planning should be considered in the further planning of the winning entry:

* The quality and continuity of the green connection, the shore parks, as well as the role of the urban space of the canal basin as an architectural highlight of the city structure must be developed further.

* As regards the location of the daycare centre and the school, other options than the part of the area that borders on Viinikanoja must be examined and some other function designated for this area in their place.

* Whilst the principle of the tall building masses is good in terms of the location, their mutual scales and the entity they constitute in terms of the cityscape must be developed further.

* The technical and financial preconditions for implementing the western bridge connection and the alternatives offered by the cycling and pedestrian network must be examined.

* To ensure the unity, integrity, and sustainability of the cityscape, it is recommended that subtle materials be used in the construction.

The jury's recommendations regarding the planning are not binding on the organiser of the competition.

4.5 AUTHORS OF THE COMPETITION ENTRIES THAT WERE AWARDED A PRIZE OR AN HONORARY MENTION

Once the jury had made its decision on the result of the competition at its meeting on 25 March 2020, Tomas Westerholm, the trusted person of the competition who was also responsible for its IT system, opened the files containing the author details of the entries that were awarded a prize or an honorary mention.

THE REVEALED AUTHORS OF COMPETITION ENTRY 7, PSEUDONYM "LAKES & ROSES", THAT WAS AWARDED THE 1ST PRIZE ARE:

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THE REVEALED AUTHORS OF COMPETITION ENTRY 37, PSEUDONYM "PÄRSKE", THAT WAS AWARDED THE 2ND PRIZE ARE:

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Tapio Kangasaho, Architect SAFA ..... Heikkinen & Kangasaho Architects Ltd

Experts:
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Katariina Väätänen, Landscape Architect, high school graduate
Kalle Vaismaa, traffic expert

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THE REVEALED AUTHORS OF COMPETITION ENTRY 44, PSEUDONYM "GREENIKKA", THAT WAS AWARDED THE 3RD PRIZE ARE:

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Mirjami Myllymäki, architecture student ..... MY Architects Ltd

Antero Rummukainen, architecture student ..... MY Architects Ltd
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Ella Salminen, Architect SAFA ..... MY Architects Ltd

MY Architects Ltd, Aleksis Kivenkatu 10 E 60, FI-33500 Tampere

THE REVEALED AUTHORS OF COMPETITION ENTRY 5, PSEUDONYM "DIVERCITY", THAT WAS AWARDED THE SHARED 4TH PRIZE ARE:

Author and copyright:
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THE REVEALED AUTHORS OF COMPETITION ENTRY 23, PSEUDONYM "SOBA", THAT WAS AWARDED THE SHARED 4TH PRIZE ARE:

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THE REVEALED AUTHORS OF COMPETITION ENTRY 48, PSEUDONYM "NATURAL ALLIANCE", THAT WAS AWARDED THE SHARED 4TH PRIZE ARE:

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Helena Guedes, Landscape Architect ..... MASS lab, lda

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Pöyry Finland Ltd, P.O. Box 4, Jaakonkatu 3, FI-01621 Vantaa

THE REVEALED AUTHORS OF COMPETITION ENTRY 27, PSEUDONYM "ARCHIPELAGO", THAT WAS AWARDED AN HONORARY MENTION ARE:

Copyright: B & M Architects Ltd

Team:

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Daniel Bruun, Architect SAFA	B & M Architects Ltd
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Blake Neumann, Architect	B & M Architects Ltd
Daniel Burneo, Architect	B & M Architects Ltd
Alisa Kurganova, Architect	B & M Architects Ltd
Arvind Ramachandran, Architect SAFA	B & M Architects Ltd
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Kristaps, Kleinbergs, architecture student	B & M Architects Ltd
Heidi Peura, architecture student	B & M Architects Ltd
Tuomas Seppänen, Architect SAFA	B & M Architects Ltd
Pia Kuusiniemi, Landscape Architect MARK	LOCI Landscape Architecture
Jouni Ikäheimo, Transport Engineer	WSP Finland Ltd

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THE REVEALED AUTHORS OF COMPETITION ENTRY 41, PSEUDONYM "ALLOY", THAT WAS AWARDED AN HONORARY MENTION ARE:

Authors and copyright:

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Janne Leino, Architect	TIENO Architects Ltd
Tuomas Helin, Architect	-

TIENO Architects Ltd, Fredrikinkatu 29 A 1, FI-00120 Helsinki

THE REVEALED AUTHORS OF COMPETITION ENTRY 50, PSEUDONYM "TAMPERE-READY 2034", THAT WAS AWARDED AN HONORARY MENTION ARE:

Author:

Henry Kouva, Architect	Lukkaroinen Architects

Lukkaroinen Architects, Kauppurienkatu 12, 4th floor, FI-90100 Oulu

Photograph: City of Tampere, Tarja Kaasalainen, 2020.

5 PRACTICAL INFORMATION ABOUT THE COMPETITION

5.1 COMPETITION PUBLICATIONS AND DOCUMENTS

The language of the competition was English and in the case of all documents, the English version is the official publication. Competition documents include all documents that the procurement unit has prepared or which it refers to in order to describe or specify the subject of the competition or parts of the process. Competition programmes and evaluations have been published in the following three electronic and printed documents:

1. Viinikanlahti, international urban ideas competition, competition programme 15 May 2019
2. Viinikanlahti, international urban ideas competition, second phase competition programme 14 November 2019
3. Viinikanlahti, international urban ideas competition, evaluation minutes 17 April 2020.

The evaluation minutes of the two-phased competition, related to the decisions of the jury, were published in two parts.

1. The following were published as part of the second phase competition programme on 14 November 2019:
    - Overall evaluation of the first phase (Chapter 3)
    - Evaluations of the competition entries selected for the second phase and related further development instructions (Chapter 6).

2. The following were published in the evaluation minutes of the competition on 17 April 2020:
    - Overall evaluation of the second phase (Chapter 3.2)
    - Individual evaluations of the second phase entries (Chapter 3.3.)
    - The results and resolution of the competition (Chapter 4).

5.2 PROCUREMENT PROCESS

The competition was a design competition referred to in the Act on Public Procurement and Concession Contracts (1397/2016). The above procurement act will be applied to the procurement of any further assignment. The decision of the jury on the winner of the competition does not oblige the City of Tampere, the organiser of the competition, to further assignments after the competition.

5.3 JURY

The jury consisted of the following persons appointed by the City of Tampere:
Anna-Kaisa Heinämäki, Deputy Mayor, CPA, Chair (until 16 September 2019)
Jaakko Stenhäll, Deputy Mayor, Chair, M.Sc. (Tech.), Chair (starting on 17 September 2019)
Aleksi Jäntti, Deputy Mayor, MA (military science) (the first deputy chair)
Teppo Rantanen, Director, M. Sci (Economics and Business Administration), APA (the second deputy chair)
Mikko Nurminen, Director, M. Sci (Engineering) (the third deputy chair)
Tero Tenhunen, Project Director, Structural Architect, engineering student
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. Sci (Engineering)
Virpi Ekholm, Property Director, M. Sci (Engineering)
Minna Minkkinen, member of the City Board, BA (social services)
Pekka Salmi, member of the City Board, MA (philosophy), qualifications in real estate management

Appointed by the Finnish Association of Architects SAFA:
Helle Juul, Architect MAA, MNAL, Ph.D. (the international member of the jury, Denmark)
Antti Lehto, Architect SAFA

Appointed by the Finnish Association of Landscape Architects MARK:
Pirjo Siren, Landscape Architect MARK

5.4 JURY'S WORK GROUP

The work group prepared the evaluation work and decision proposals of the jury. The work group included members of the jury and other members appointed by the City of Tampere.

Helle Juul, Architect MAA, MNAL, Ph.D. (the international member of the jury, Denmark)
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
Timo Seimelä, Transport Engineer, Engineer
Heli Toukoniemi, Land Use Manager, M. Sci (Engineering)
Raija Tevaniemi, Project Engineer, Engineer

5.5 JURY'S EXPERTS

Where deemed necessary, the jury and the work group consulted specialists during the evaluation process. The specialists appointed for the competition by the City of Tampere were:

Timo Koski, acting Planning Manager, B. Nat. Res. (Horticulture)
Milko Tietäväinen, Construction Director, M. Sci (Engineering)
Pia Hastio, Head of Master Planning, Architect
Lauri Savisaari, Director, Culture & Leisure Services, M.Soc.Sci
Mirkka Katajamäki, Planning Architect, Landscape Architect
Marjatta Salovaara, Environmental Planner, M. Sci (Engineering), (until 31 May 2019)
Anni Nousiainen, Environmental Planner, MA (starting on 1 June 2019)
Pauli Välimäki, Development Manager, M.Soc.Sci (until 30 November 2019)
Matti Joki, Harbourmaster
Juha Kaivonen, Project Development Manager, lic. tech.
Monika Sola, Development Coordinator, M.Soc.Sci
Antti Haukka, Project Manager, M. Sci (Engineering)

5.6 COMPETITION SECRETARY AND SPECIALISTS

Antti Pirhonen, Architect SAFA, from Planest Oy was the competition secretary. His deputy was **Tuire Kujala**, Architect SAFA. The competition secretary was responsible for the scheduling and course of the competition process, the organisation and documents of meetings, the production of the evaluation minutes of the competition, and cooperation with the parties involved in the organisation of the competition. The services of the competition secretary were commissioned by the City of Tampere and he acted in cooperation with the City.

Tomas Westerholm, Architect, from Tietoa Finland Oy, and **Lari Ruotsalainen**, Chief Digital Officer and data modelling expert, from Tietoa Finland Oy, acted as the IT specialists of the competition. In addition, other named specialists of the company participated in the work. Tietoa Finland Oy was, commissioned by the City of Tampere, responsible for the competition website and all related functions, as well as for the city model of the competition, the jury's evaluation tool, and their technical and functional development.

Pekka Ranta, the Head of Finances and Procurement of the City of Tampere, acted as the specialist of the competition in matters related to procurement and procurement documentation. In procurement matters, the partners included the Finnish Association of Architects, SAFA, and the Finnish Association of Landscape Architects MARK.

5.7 THE PRODUCTION OF COMPETITION AND RELATED DOCUMENTS

Editing related to the contents of the competition documents was completed in cooperation with the jury by **Antti Pirhonen** from Planest Oy and **Minna Seppänen**, a member of the jury and the work group, from the City of Tampere and **Anna Hyyppä**, a member of the work group, from the City of Tampere.

The translations and language editing of the competition documents were completed by **Sari Eskola** and **Päivi Perasto** from Translatinki Oy.

The layout design and graphic design of the competition documents were completed by **Tarja Kaasalainen** from the City of Tampere.

The video documentation of the digital working methods of the competition was completed by **Juho Vuolas** from Vuolas Media.

5.8 COMMUNICATION AND DISTRIBUTION OF INFORMATION

The City of Tampere, the organiser of the competition, was responsible for the external communication related to the competition. This included the English and Finnish competition website, international English language press releases, and Finnish language press releases.

The competition website that served the competition process was maintained on the server of the consultant who was responsible for the IT of the competition. Visitors were directed to the competition website from the City's website through links. All materials related to the competition were published and distributed for the competitors and all interested parties on the competition website. The first and second phase competition entries published for the general public and materials related to the digital publication of the competition were published on this website.

The Finnish Association of Architects, SAFA, and the Finnish Association of Landscape Architects MARK, who participated in the organisation of the competition, managed the distribution of information and communications related to the competition through their own channels.

Photograph: City of Tampere, Tarja Kaasalainen, 2020.

6 THE COMPETITION AS PART OF URBAN PLANNING COOPERATION AND DIGITALISATION

6.1 COORDINATION OF THE URBAN IDEAS COMPETITION AND THE LOCAL DETAILED PLANNING PROCESS

The City of Tampere initiated the change of the land use in the Viinikanlahti area as a diverse and cross-administrative process in 2019. The ideas competition organised by the Five-star City Centre development programme was the first phase of the development of the new city centre district. It was implemented in active cooperation with the City of Tampere's local detailed planning and other administrative sectors.

The local detailed planning process and the urban ideas competition were implemented simultaneously. The phases were programmed and scheduled so that they were compatible and supported each other. This enabled utilising the cooperation with the authorities, which is included in the local detailed planning process. The digital systems used in the competition allowed the residents to study the competition entries smoothly as part of the dialogue and participation organised as part of the local detailed planning process.

Several studies were prepared for the local detailed planning work and the competition of the Viinikanlahti area, which is technically and environmentally challenging. It was essential for the competition and the further planning implemented after the competition that the initial data and goals of the competition could be specified sufficiently closely by means of surveys. This ensured the feasibility of the competition entries. Extensive initial data for the planning and carefully prepared competition entries were acquired through the ideas competition for use as a basis for the local detailed planning work.

After the competition, whose results were announced in April 2020, the land use planning will continue with more detailed master planning, a supplementation of surveys, and preparation of a local detailed plan. Viinikanlahti is included in the local detailed planning programme for 2022–2023, which is when the local detailed plan is scheduled to be completed. After this, based on a preliminary estimate in around 2024–2035, the surroundings of the area will be restored and the new city district will be implemented.

Project Manager Minna Seppänen was responsible for the programming and organisation related to the competition, for controlling the development of digital working methods, and for cooperation with other administrative sectors and cooperation partners. Project Architect Anna Hyyppä was responsible for the processes, surveys, and cooperation with the competition organisation of the Five-star City Centre development programme related to local detailed planning.

IMAGE: The second phase proposals were 3D printed as 1:1 000 scale models. The jury used the models in its evaluation work and they were also displayed at the public event of the local detailed plan in March 2020. *Photograph: City of Tampere / Vuolasmedia Ltd, Juho Vuolas, 2020.*

IMAGE: The digital working methods developed for the Viinikanlahti competition, the electronic publishing system, the jury's evaluation tool, and the use of the 3D cave in the evaluation proved to be very useful tools. They made the evaluation work quicker and easier in many ways. *Photograph: City of Tampere / Vuolasmedia Ltd, Juho Vuolas, 2020.*

Photograph: City of Tampere / Tietoa Finland Oy, Tomas Westerholm, 2020.

6.2 DIGITALISATION IN THE COMPETITION PROCESS

Digital working methods commissioned by the City of Tampere were taken into use in the first competition phase. The competition website created for the competition served as the distribution platform. The electronic data management system of the website enabled the automated processing of competition documents and offered a 3D information model of the built urban environment with diverse contents.

All initial data and other background information needed in the competition were distributed in an electronic format through the competition website. Clear preconditions and ready 3D documents were provided to the competitors to enable them to fully concentrate on the planning.

An effort was made to help foreign competitors understand the changing seasons and light conditions in Tampere and in the competition area. The landscape of the aerial map could be viewed in summer and with snow and ice in winter. The prevailing conditions of the competition area in terms of the day length, sunlight, and shadiness were illustrated by means of lighting modelling.

The digital initial data helped the competitors learn about the present state and the future of the area. The 3D models included in the competition material presented the built urban environment in 2019 and in 2030. This enabled the competitors to understand the changing urban entity, as a part of which their competition entry was to be prepared.

The instructions for preparing the competition entries were made as unambiguous as possible in order to ensure the comparability of the materials. For example, an exact viewing point and an optical perspective were specified for the required aerial perspective view. Exact instructions were also provided on the scales and on the bordering of the main image materials. This made the digital treatment of the materials and the mutual comparison of the entries easier.

A key figure calculator was developed for the planning and was available on the competition website. It enabled, for the competitors, an easy calculation of e.g. surface areas, gross floor areas of buildings, population, and vehicle and bicycle parking spaces used in the land use planning, ensuring compliance with the dimensioning instructions of the City of Tampere. The same key figure system was used when the entries were submitted to the competition, enabling the key figures of each entry to be automatically entered into the database for evaluation.

All materials of the competition entries were submitted electronically in both phases of the competition. Of the database and data model -based submission system, competition entries were transferred to the jury's evaluation tool and the public user interface. In the public user interface, the entries could be easily viewed by anyone, including other competitors.

The jury's evaluation tool was an encrypted user interface. It enabled the jury to also work remotely, in addition to conventional meetings. The technology of the City of Tampere's 3D cave was a great benefit. The 3D cave and its image surfaces enabled evaluating and comparing a large number of competition entries.

In the second competition phase, the competitors also submitted their competition entries as 3D models. For the jury, the six competition entries that were selected for the second phase were printed as physical scale models in the scale 1:1 000. In addition, the jury utilised the 3D cave in the examination of the landscape and cityscape of the competition entries.

The digital working methods developed for the Viinikanlahti competition, the electronic publishing system, the jury's evaluation tool, and the use of the 3D cave in the evaluation proved to be very useful tools. They made the evaluation work quicker and easier in many ways.

In the final phase of the competition process, the entire country and the world faced a state of emergency with numerous restrictions caused by a virus pandemic. The digitalisation of the competition materials and the competition system enabled the results of the competition to be published in accordance with the planned schedule on 17 April 2020.

Photograph: City of Tampere / Tietoa Finland Oy, Tomas Westerholm, 2020.

APPENDICES TO THE EVALUATION MINUTES

1. All competition entries, a summary table
2. Evaluations of the first phase competition entries
3. Second phase competition entries, presentation boards
   (evaluations in section 3)
   - Competition entry 5 Divercity
   - Competition entry 7 Lakes & Roses
   - Competition entry 23 SoBa
   - Competition entry 37 Pärske
   - Competition entry 44 Greenikka
   - Competition entry 48 Natural Alliance.

COMPETITION DOCUMENTS

1. Viinikanlahti, international urban ideas competition, competition programme 15 May 2019
2. Viinikanlahti, international urban ideas competition, second phase competition programme 14 November 2019
3. Viinikanlahti, international urban ideas competition, evaluation minutes 17 April 2020.

ALL COMPETITION ENTRIES, DIVISION INTO CLASSES

Entry No	Pseudonym	Classification	Prize/honorary mention	Author	
1	NordicBlossoms	Lower class			
2	The new beauty in the daily life	Middle class			
3	ES0324	Lower class			
4	Hymy	Middle class			
5	DIVERCITY	Upper class	4th prize	Timo Veijonsuo, Architect	Finland
6	CHDBQLXLXZ	Lower class			
7	Lakes & Roses	Upper class	1st prize	Architecturestudio NOAN	Finland
8	Polar Frost	Lower class			
9	LAKESHORE	Lower class			
10	Tampere Green Link	Lower class			
11	555TALFA	Lower class			
12	99TAMP01	Middle class			
13	59731	Lower class			
14	TAM360	Middle class			
15	Eleven	Middle class			
16	WATERWOOD	Middle class			
17	DELTA	Middle class			
18	citysplash	Middle class			
19	STELLAGROVE	Lower class			
20	ELLE	Middle class			

Entry No	Pseudonym	Classification	Prize/honorary mention	Author	
21	Urban Reflections	Lower class			
22	POTKOVICA	Middle class			
23	SoBa	Upper class	4th prize	Mandaworks Ab	Sweden
24	Viinikanlahti DNA	Middle class			
25	Breathe	Upper class			
26	PARS PRO TOTO	Upper class			
27	ARCHIPELAGO	Upper class	Honorary mention	B&M Architects Ltd	Finland
28	Groma Locuta Causa Finita	Middle class			
29	CANALQUARTERS	Middle class			
30	Blue + Green Stream	Lower class			
31	URBAN HAVEN	Middle class			
32	KIASMA	Middle class			
33	STRAIGHTTOTHEWATER	Lower class			
34	TheThreeFors	Lower class			
35	Strandlines	Middle class			
36	TWIST	Middle class			
37	Pärske	Upper class	2nd prize	Heikkinen & Kangasaho Architects Ltd	Finland
38	drumlin	Middle class			
39	HATA	Middle class			
40	Leaf	Middle class			

ALL COMPETITION ENTRIES, DIVISION INTO CLASSES

Entry No	Pseudonym	Classification	Prize/honorary mention	Author	
41	ALLOY	Upper class	Honorary mention	Tieno Architects	Finland
42	SUN DANCE	Lower class			
43	WEAVE	Middle class			
44	Greenikka	Upper class	3rd prize	MY Architects Ltd	Finland
45	COMMON GROUND	Duplicate 47			
46	PMP07	Lower class			
47	COMMON_GROUND	Middle class			
48	NATURAL ALLIANCE	Upper class	4th prize	MASS lab, lda & Pöyry Finland Ltd	Finland
49	ValleyInBetween	Lower class			
50	Tampe-READY 2034	Upper class	Honorary mention	Lukkaroinen Architecture	Finland
51	Reflections on Tampere	Middle class			
52	Tide	Middle class			
53	a - Boards 1-6	Duplicate 56			
54	Harbour-land	Middle class			
55	La Isla Ocaso	Middle class			
56	Black Swan	Middle class			
57	wakuwaku	Lower class			

1 NordicBlossoms

Key figures of the entry

Competition area:	387 946 m2
Land area:	153 011 m2
of which filled areas on the existing water area:	31 700 m2
Water area:	234 935 m2
Block areas (for construction):	80 065 m2
Public green areas and parks:	44 421 m2
Gross floor area for housing:	156 654 gfm2
Gfa for business and offices:	11 491 gfm2
Gross floor area for public services :	2 938 gfm2
Gfa for other uses:	60 912 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	232 615 gfm2
Vehicle parking, total:	1 214 spaces
Bicycle parking, total:	4 342 spaces
Number of residents:	3 481 persons
Estimated number of jobs :	45 jobs
Density (total gfm2 /comp. m2):	0.60

Jury review

Lower Class

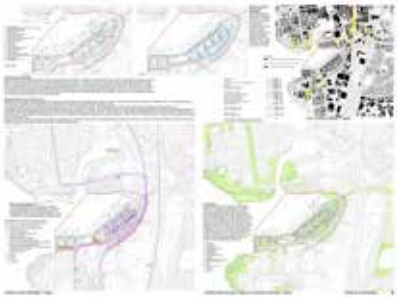
The proposal contains plenty of different ideas and has a schematic city structure. The repetition of the same elements gives the area a suburban feel. The cityscape does not reflect a diverse and pleasant city environment that complies with the goals of the competition programme.

The good development themes of the proposal include local farming and the natural treatment of stormwater. Water and the lake have not been made part of the city structure. There is a stream running through the planning area that is too linearly designed and a set of waterfalls at the mouth of Viinikanoja, whose scale is relatively large. The shoreline is continuous and public. However, the shoreline zone and related park has not been especially designed and it is monotonic in nature, as is the city structure. The lake landscape is characterised by the excessive volume of the boat harbour and the bridge that is too large in scale with related swimming places, which are located along the entire shoreline zone.

The mouth of Viinikanoja has been treated as a green area, but the block structure is not linked to the environment of Hatanpää Park in a carefully thought-out manner. A housing block facade that is even too long has been located at the eastern end of the planning area.

The green connection from Hatanpää to the mouth of Viinikanoja is located on a shore, but is narrow.

Yards are in themselves spacious and open towards the lake. The proposal includes some functions for the residents, tourists, and city centre residents.



Area Calculation

Sub-area plan

Lake Vinkanlahti

2 The New Beauty In The Daily Life

Key figures of the entry

Competition area:	387 946 m2
Land area:	150 730 m2
of which filled areas on the existing water area:	40 686 m2
Water area:	182 623 m2
Block areas (for construction):	43 450 m2
Public green areas and parks:	32 900 m2
Gross floor area for housing:	135 000 gfm2
Gfa for business and offices:	12 000 gfm2
Gross floor area for public services :	3 200 gfm2
Gfa for other uses:	3 200 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	154 020 gfm2
Vehicle parking, total:	850 spaces
Bicycle parking, total:	3 572 spaces
Number of residents:	3 000 persons
Estimated number of jobs :	850 jobs
Density (total gfm2 /comp. m2):	0.40

Jury review

Middle Class

The proposal creates a small town milieu similar to old city centres. The city structure is based on closed blocks and consists of two-to-four-storey buildings throughout the area. The location of the blocks creates fresh urban spaces but seems to be random in places. The city structure breaks off without a reason at the western end, where the block entity that extends into the water remains disconnected.

The architecture refers to old and validated basic principles with gable roofs and material choices that emphasise individual buildings. This fits well with the basic idea of the proposal where the character of the new area is created by the everyday beauty of old European city centres. The downside of accessible uniformity is the slight monotony of the design: variation in the scale would have made the entity better and added to the village-like area urban character and scale suited to a city centre area. The height of housing construction is moderate and the atmosphere is similar to a small Dutch canal town.

Water and the lake have been made part of the city structure by means of two shoreline canals, along which three housing block sections have been arranged, the western ones of which have a very geometrical design. Viinikanlahti is still successfully visible as a bay. The shores and the design of the shoreline are quite straightforward and the islands are too private in nature, even though one of the main goals was to make the shore area public and continuous. The dimensioning of the shoreline zone is relatively narrow, and the ecological corridor is discontinuous in places. The connection to Hatanpää is not natural: the long housing block creates a very built-up border towards Hatanpää and the connection to the eastern side of Ratina Bridge has not been examined. A moderate and indicative selection of functions has been proposed on the shore, especially for tourists and city centre residents.

The location and dimensioning of recreational functions are, for the most part, feasible. The city structure enables, for the most part, the implementation of pleasingly dimensioned and even large green yard environments. The symbolic presentation technique is not especially illustrative.

3 ES0324

Key figures of the entry

Competition area:	387 946 m2
Land area:	180 946 m2
of which filled areas on the existing water area:	8 000 m2
Water area:	207 000 m2
Block areas (for construction):	44 000 m2
Public green areas and parks:	66 000 m2
Gross floor area for housing:	174 240 gfm2
Gfa for business and offices:	14 610 gfm2
Gross floor area for public services :	7 700 gfm2
Gfa for other uses:	2 100 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	199 270 gfm2
Vehicle parking, total:	1 000 spaces
Bicycle parking, total:	5 300 spaces
Number of residents:	3 872 persons
Estimated number of jobs :	35 jobs
Density (total gfm2 /comp. m2):	0.51

Jury review

Lower Class

The scale of the round towers is not suited to the site and seems disconnected from the tall construction zone of the city centre. Using a canal that follows the edges of the current wastewater treatment plant as the starting point is an understandable idea that highlights the history of the area. However, the facility is not a sufficiently significant element as to justify its use as a starting point for the design of a new city district.

The canal makes water part of the city structure. A central block of eight towers dominates the lake landscape, including the shore square and harbour area. Viinikanlahti is no longer visible as a bay. The central parts of the shoreline are very square-like, with more park-like eastern and western areas. It is, for the most part, continuous and public in nature. The ball field and playground of the residential islands are small and located at the edge zone, making the area private.

Landscape architecture has not been especially designed. The shoreline is fragmented in nature and has not been treated from the recreational or ecological viewpoint. The treatment of the mouth of Viinikanoja is even too heavily built-up. The green connection from Hatanpää to the mouth of Viinikanoja is located on the shoreline and is disconnected in many places.

The proposal includes very few activities that would enhance the attractiveness of the area for the residents, tourists, and city centre residents.

4 Hymy

Key figures of the entry

Competition area:	387 946 m2
Land area:	206 406 m2
of which filled areas on the existing water area:	22 210 m2
Water area:	181 540 m2
Block areas (for construction):	61 650 m2
Public green areas and parks:	57 040 m2
Gross floor area for housing:	161 870 gfm2
Gfa for business and offices:	3 770 gfm2
Gross floor area for public services :	3 800 gfm2
Gfa for other uses:	1 880 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	171 940 gfm2
Vehicle parking, total:	981 spaces
Bicycle parking, total:	4 152 spaces
Number of residents:	3 597.11 persons
Estimated number of jobs :	232 jobs
Density (total gfm2 /comp. m2):	0.44

Jury review

Middle Class

The basic idea of the city structure is clear and its character resembles a Medieval city. The higher buildings at the outer edge surround the lower low-rise blocks of flats and terraced house blocks located at the centre of the area. Slab block buildings are repeated unvaried throughout the area. The structure would have benefitted from more extensive variation.

The street bordering on Hatanpään valtatie Road is unsuccessful as a solution. Even though this enables the implementation of a car-free pedestrian path, it also increases the size of the traffic area unnecessarily. The proposal does not include a maintenance and service traffic route to the blocks located on the shoreline side; one could be implemented, but would slightly weaken the idea of a central space that is dedicated to walking and cycling.

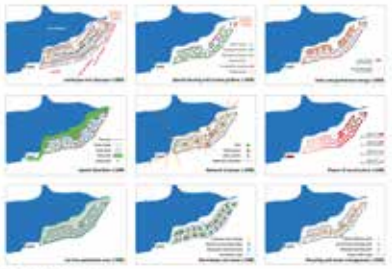
The central blocks generate a pleasing urban space but the urban spaces that are repeated almost without variation lack a hierarchy that would enhance orientation. Semi-circular block themes are magnificent and break up the long building fronts successfully. On the other hand, their unvaried design reduces their mutual impact to some extent.

The solution consists of a kind of formalistic walled city, the eastern end point of which is a landmark building, and large amphi blocks have been located by the shoreline. Shorelines consist of a public continuous shore park and the semi-public or private milieu of the amphi blocks. Viinikanlahti is still a clearly defined part of the lake landscape as a bay. The relatively extensive harbour, whose scale is quite large, borders the Hatanpää area. The harbour area remains a disconnected element that is separate from the rest of the city structure and has a hard look.

The ecological corridor is located in the shore park that close up into narrow sections in places. The shore park, whose dimensioning is sufficient, is, however, for the most part spatially and functionally monotonic and its solutions are careful. The series of functional square spaces create interesting stopping places in the otherwise linear park.

Water and the lake have not been made part of the city structure. Green areas, the yard environment, and the streetscape have been presented in rough lines only. The end line of Hämeenpuisto Esplanade has not been utilised in a particularly effective manner. A sufficient number of various functions are provided for the residents and tourists on the shore.

A technical comment: attachment images were missing.



Hymy 1 2 3 4 5 6

Hymy 2

Hymy 1 2 3 4 5 6

Hymy 5

Hymy 1 2 3 4 5 6

1 New harbor
2 Authority vessels
3 Boat launching place
4 Rowing and canoeing centre with services
5 Harbour yard
6 Waste management services
7 Tourist mooring places
8 City ferry (possibly self-steering)
9 Stormwater treatment basin
10 Work of art
11 Lighthouse sauna
12 Floating swimming pool
13 Guest house
14 Lakeside restaurant
15 Pedestrian promenade
16 The Shore Park
17 Student Hotel
18 Co-operative housing
19 Beach
20 Tram stop
21 Senior housing
22 Central square with commercial services
23 Local playground
24 Beach volley court
25 Pétanque court
26 Ballfield
27 Daycare centre and school for small children
28 Housing for elderly and second hand exchange point
29 Housing for disabled
30 Roof courtyard for the elderly and disabled
31 Inner courtyard for children
32 Green courtyard for children
33 Grilling shelter
34 Wastewater treatment plant
35 Landmark building with top floor catering facilities
36 Electricity supply station
37 Ratina harbour
38 Quai for cruise ships
39 Fuel distribution point
40 Charging point for electric engines
41 Vertical farm (two upper floors)
42 Recycling point

Overall plan

5 DIVERCITY

Key figures of the entry

Competition area:	387 946 m2
Land area:	211 164 m2
of which filled areas on the existing water area:	44 690 m2
Water area:	176 782 m2
Block areas (for construction):	63 320 m2
Public green areas and parks:	82 360 m2
Gross floor area for housing:	163 760 gfm2
Gfa for business and offices:	4 150 gfm2
Gross floor area for public services :	4 500 gfm2
Gfa for other uses:	2 000 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	175 030 gfm2
Vehicle parking, total:	920 spaces
Bicycle parking, total:	4 200 spaces
Number of residents:	3 639.11 persons
Estimated number of jobs :	140 jobs
Density (total gfm2 /comp. m2):	0.45

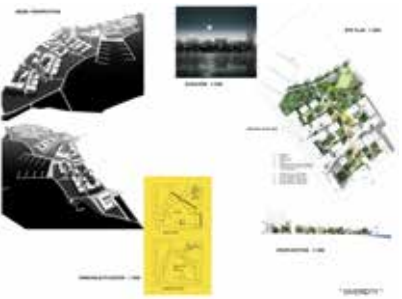
Jury review

Upper Class

The competition entry successfully provides a balance between the green and urban environments. The block structure principle that divides the superblocks into smaller subareas is practical. The massing is vibrant, creating a village-like atmosphere in the urban superblock. The inner yards open out excellently to a semi-public park in the middle of the block, which links to a wide park zone by the shore. The bordering of the block structure to Hatanpään valtatie Road is suitably assertive and the entry successfully observes the location of the tram stop. The massing of the buildings decreases, in a natural way, towards the park and the inner part of the block. However, the massing, scale and combination of different scales should be developed. This applies, in particular, to public urban spaces, whose urban architecture needs to be highlighted. The central square aptly integrates key services and functions. It forms a dominant feature for public spaces that is easy to perceive. The central square will definitely have a chance to become a place that creates an identity for the new district. As regards the cityscape, however, the central square looks – slightly too much – like a "parade square", an oversized and, possibly, windy place. The scale of the square and its nature – in terms of landscape design – as a public, pleasant space must be further developed. The connection of the park axis to the harbour should be made more subtle and it should better highlight the importance of the square to the cityscape. The bordering of the central urban spaces to fairly low buildings appears to be slightly imbalanced. However, the small scale as part of the block structure is a good feature that should not entirely be given up. The rowing and canoeing centre at the western end has a good location and it creates, together with a small boat harbour, a successful end to the city structure in relation to the Hatanpää area.

As the name suggests, Divercity consists of diverse, breaking superblocks, which are paced by an axis that runs via both trams stops (the northern one of which is removed in the second phase) and the central landmark buildings and continues to the shore. The competition entry aptly forms a lush part of the lake scenery, where Viinikanlahti is clearly seen as a bay. The shoreline zone has been treated as an unbroken and public shore park whose area is sufficiently large. At its best, a shore park can be a strong builder of an identity and image for an area (cf. Koskipuisto Park and the shoreline zone in the city centre of Tampere). However, the water motif has not been utilised to the full. The extent of the fill area and the treatment of the shoreline are realistic and feasible. The competition entry is a unified, pleasant entity with the following themes: biodiversity, various biotopes, versatile functions, semi-public block parks and a lush environment. The entry has a strong scenic, park-like character. The views opening from Pyynikki are lush and the sight line from Hämeenpuisto Esplanade to the rowing and canoeing centre, the harbour and the swimming area is pleasant. The views opening out from Ratinanranta and Ratina Bridge have been utilised in the location of the school, as well as in the location of the boat harbour and the related more built-up squares and parks. The competition entry utilises the water area more discreetly and proposes activities to the area more carefully, which makes it feasible. The shore park aptly functions – adhering to the competition programme – as an ecological corridor that runs from the valuable Hatanpää park area to Lake Iidesjärvi, even though there are several discontinuation points that can be developed. At the western end, the connection on the southern side of the rowing and canoeing centre is narrow and too built-up. The sensitive mouth of Viinikanoja is a green area. The green area continues, in a more indicatory way, via smaller block parks to blocks. The scale of the yards is successful. They are chiefly light-filled and open to parks. The solution has a potential to function as a high-quality area. The illustration of a semi-public, communal block park has a pleasing atmosphere and contains play, exercise and urban agriculture possibilities. There is something green on roofs and there are implications to various uses of the roofs. The streetscape is still schematic and requires planning.

The transport network has been described on a fairly general level. The street connection points to the surrounding transport network comply with the competition programme. The pedestrian and cycling network appears to be practical. It observes the need for a connection to the underpass leading to the city centre, as well as the lakeside outdoor and recreational routes. It has been proposed that vehicle parking be organised in three centralised parking facilities. A tram stop has been located at the junction of Hatanpäänkatu Street, next to the urban square. There is a pedestrian and cycling connection to the urban square, linking the western area to the tram stop.



6 CHDBQLXLXZ

Key figures of the entry

Competition area:	387 946 m2
Land area:	244 347 m2
of which filled areas on the existing water area:	108 926 m2
Water area:	143 617 m2
Block areas (for construction):	55 003 m2
Public green areas and parks:	80 400 m2
Gross floor area for housing:	135 000 gfm2
Gfa for business and offices:	4 000 gfm2
Gross floor area for public services :	3 000 gfm2
Gfa for other uses:	18 249 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	160 869 gfm2
Vehicle parking, total:	900 spaces
Bicycle parking, total:	3 534 spaces
Number of residents:	3 000 persons
Estimated number of jobs :	2 000 jobs
Density (total gfm2 /comp. m2):	0.41

Jury review

Lower Class

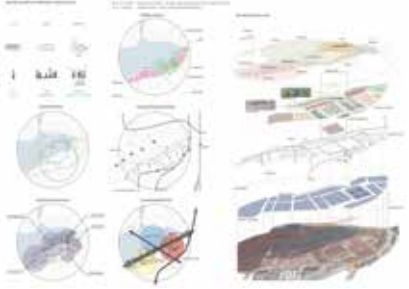
The proposal combines the historic values of the area with huge megastructure, and remains a theoretical study. It does not enable sufficiently bright apartments. The most interesting part of the proposal is the public outdoor space that utilises the various sections of the wastewater treatment plant as various public outdoor spaces and ecological systems. The proposal includes a large number of graphically imposing schemes and would have benefitted, to be more understandable, from textual content.

Water and the lake have not been extensively made part of the city structure. The lake landscape is characterised by cell-like housing and business blocks and a recreational park that utilises the wastewater treatment plant area and includes bridges, straight shore routes, and a canopy theme that dominates the shoreline even too much. Even though the proposal has recycling as an interesting theme, the entity lacks a more comprehensive and streamlined approach that would more extensively utilise housing construction. The bay of the lake is utilised extensively by means of floating, jetty-like and multi-functional elements that dominate the landscape and prevent the use of the bay for other purposes.

The shore is, for the most part, continuous and public, and has been treated as a green area except for the western part. The green connection from Hatanpää to the mouth of Viinikanoja is located on the shoreline, but is narrow at the western end of the planning area. The mouth of Viinikanoja has been treated as a green area and includes a nature-themed playground and a viewing tower. The business block makes the connection to the green area in Hatanpää too built-up. Yards seem to be very small and dark and the local detailed plan does not contain any functions for them.

The proposal includes some functions for the residents, but no attractive functions have been proposed for tourists and city centre residents.

A technical comment: the separate description was missing.



PROPOSED

1 BUILDING STRUCTURE
2 RECYCLING CRANE
3 DAY CARE CENTRE
4 ROWING/CANOEING CENTRE AND HARBOUR
5 VIEWING TOWER
6 OUTDOOR DECK
7 GREEN ROOF
8 COURTYARDS
9 URBAN PLAZAS
10 POCKET PARKS
11 PLAYGROUND
12 BALL FIELDS
13 NATURE PLAY AND PICNIC GROUND
14 CONSTRUCTED WETLAND PARK
15 WATERFRONT PROMENADE WITH DECKING
16 MIXED GROVES
17 REED BELT
18 EXISTING NATURE RESERVE
19 PUBLIC PARKING
20 BUS STATION
21 TRAM STATION AND TRAM LINE
22 DROP-OFF FOR TOURIST BUSES
23 WATER TREATMENT PLANT
24 FLUSH OUT ZONE
25 MULTIPURPOSE ELEMENT

EXISTING

A RATINANRANTA QUARTER
B HATANPAA CITY HOSPITAL
C OFFICE AND TRADES BUILDINGS
D KAAKINMAA HOUSING DEVELOPMENT
E RATINANRANTA MARINA
F RATINA SHOPPING CENTRE
G TAMPERE STADIUM
H LAIKONTORI GUEST HARBOUR
I ROWING AND CANOEING CENTRE
J VALTATIE BRIDGE
K TAMPERE BUS HUB
L FORMER RAILWAY DEPOT
M ARBORETUM, HATANPAAN MANSION AND PARK
N SARVIKSTAMPUISTO PARK
O ANGAPARK
P RATINANNIEMEN PARK
Q SOUTHERN PARK
R NALKALANTORI WATERFRONT PARK
S TAMMERKOSKI STREAM

M 1:2000

7 Lakes & Roses

Key figures of the entry

Competition area:	387 946 m2
Land area:	191 259 m2
of which filled areas on the existing water area:	28 364 m2
Water area:	196 971 m2
Block areas (for construction):	56 175 m2
Public green areas and parks:	61 133 m2
Gross floor area for housing:	171 313.50 gfm2
Gfa for business and offices:	7 147 gfm2
Gross floor area for public services :	3 807 gfm2
Gfa for other uses:	4 705 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	187 592.50 gfm2
Vehicle parking, total:	1 053 spaces
Bicycle parking, total:	4 542 spaces
Number of residents:	3 806.97 persons
Estimated number of jobs :	103 jobs
Density (total gfm2 /comp. m2):	0.48

Jury review

Upper Class

The subareas of the competition entry are well thought-out, and the entry aptly implements the objectives of the competition. The rich and weighed details are promising in terms of the creation of an urban environment, rich in nuances, in further planning.

The competition entry attains the desired urbanity. The division into two different (in terms of massing) block types is successful. The masses with flat roofs in the "urban blocks" on the side of Hatanpään valtatie Road and Hatanpäänkatu Street also include higher parts, the scale of which increases when approaching the city centre. On the shore, the "harbour blocks" have varied roof shapes, which, according to the competitor, create a strong identity for the area.

The shoreline zone feels schematic, monotonous and unsurprising. The scale of construction is lower close to the shoreline zone and it is successful at the western end, in particular, where it is aptly connected to the Hatanpää area. The ideas regarding the blocks are rich and have a potential for development. The location of the north-easternmost block must still be examined. The proposed location of the school is challenging.

The architectural basic elements are promising, and they must be further developed for the part of the shoreline blocks, in particular. The pearl necklace of pavilion-like brick buildings in the shore park functions well. The bridge connections activate the necks of the bridges, creating a new recreational loop for the area. The long bridge connection does not run by the central square but, on the other hand, it aptly connects the shore setting of Tammerkoski Rapids to the parks of Hatanpää.

The competition entry successfully highlights a city structure that is based on public transport stops. For example, a street that runs to the north-east of the tram stop connects the blocks successfully and stretches out towards a pedestrian bridge that runs to the city centre. The shorter bridge connects well towards Ratina. The feasibility of the longer bridge is a question mark but it can be solved. It is worthwhile keeping it as an important connection that complies with the competition programme.

The themes of the landscape architecture are topical and stretch out to the future. The landscape character consists of an urban lakeside city whose public outdoor spaces are diverse, dynamic and generate biodiversity. Stormwaters are treated naturally (for example, the objective is to make the meadow parks detain and treat stormwaters) and a large variety of biotopes is aimed at.

The lake has been made part of the city structure with the help of a canal basin and a pond for canoeing. Different natural environments and urban construction have been combined in a fascinating way, using a variety of ideas. Nonetheless, the harbour functions dominate a large part of the shoreline zone.

The sight line from Hämeenpuisto Esplanade is, insightfully, directed towards a proposed bird islet.Ratina Bridge offers a view to the versatile shoreline zone, to a harbour warehouse and a kayak bar. The connections to the northern shore have been well thought-out.Hatanpäänpuisto Park has been extended to the east in order to create a wider public shoreline zone. The ecologically diverse shore park and the harbour functions mix well.

The competition entry proposes that the mouth of Viinikanoja, whose natural conditions are sensitive, be developed as a delta with floating gardens. It is necessary to develop the scale of the landmark block in relation to the surrounding green area, its sensitivity and its opening towards the lake. The scale of the green area in connection to the entrance must be re-examined: at the present time, it looks more like a sports field than urban green.

The green areas and their functions are very suitable for people of all ages and attractive for tourists and city centre residents. The ecological corridor from the valuable Hatanpää park area to Lake Iidesjärvi has been presented as a diverse shore park zone that creates pleasant but, to some degree, conventional, shore construction and environment. The shoreline zone is public and unbroken.On the other hand, the design of the shoreline zone and the shoreline, as well as the overall approach, are still, to some extent, monotonous.

The green environment of the housing blocks has been studied in an indicatory way, by describing their character, such as the front gardens and terraces of the buildings, as well as the roof gardens. Stormwater treatment in all construction has been raised as an important theme. The cityscape on the southern side is still indicatory and conventional.

The transport network has been presented professionally. The street connection points to the surrounding transport network comply with the competition programme. The transport network within the area aptly observes the different modes of travel, identifies the hierarchical roles of the routes and perceives on whose terms (i.e. which mode of travel) transport is organised in the area. The pedestrian and cycling network is practical and hierarchically organised. The need for a connection to the underpass leading to the city centre, the lakeside outdoor and recreational routes, as well as the main cycling routes have been well thought-out. It has been proposed that vehicle parking be organised in centralised parking facilities from where the walking distances to the furthest housing blocks is reasonably long. A tram stop has been located at the junction of Hatanpäänkatu Street and the walking and cycling connections to the competition area are good.It has been proposed that bicycle parking be organised in seven centralised bicycle parking facilities.

8 Polar Frost

Key figures of the entry

Jury review

Lower Class

The proposal is logically structured, but the volume and scale of tall construction on the Hatanpään valtatie Road side is not suited to the location. The repetition of the same building type makes the entity monotonous, even though the massing of the inner yards looks lively in the perspective drawings.

The city structure consists of 7–9 rows of point block buildings that create an up to 30-storey wall along the main streets. The city structure model utilises the lake landscape well. However, the scale is not successful and the entity remains somewhat monotonous. The structure model creates space for yards with various functions, but also easily results in shady and dark spaces with challenging wind conditions. The lake landscape is dominated by very tall construction, which is unfounded, as the focus is especially in the Tampere station area. Water and the lake have not been made part of the city structure in any other way.

The shoreline is, for the most part, public and continuous. The shoreline zone and the yards have been designed to some extent, but the overall identity and character of the public outdoor premises remain unclear and awkward. The shoreline zone has been treated as an extensive and continuous green area, but in the west and the east, the best shoreline zone is unpleasingly characterised by extensive field-type parking areas. The best shoreline area is designated for parking also near the strand café and the bicycle centre.

The connection to the valuable Hatanpää area and the sensible mouth area of Viinikanoja is characterised by parking. The green connection from Hatanpää to the mouth of Viinikanoja is located in the shoreline zone. It is narrow and discontinuous in the west due to the parking solutions.

The proposal includes some functions for the residents, tourists, and city centre residents.

A technical comment: attachment images were missing.

9 LAKESHORE

Key figures of the entry

Competition area:	387 946 m2
Land area:	188 721 m2
of which filled areas on the existing water area:	14 830 m2
Water area:	199 225 m2
Block areas (for construction):	19 111 m2
Public green areas and parks:	135 062 m2
Gross floor area for housing:	174 400 gfm2
Gfa for business and offices:	5 900 gfm2
Gross floor area for public services :	6 876 gfm2
Gfa for other uses:	2 000 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	189 796 gfm2
Vehicle parking, total:	1 062 spaces
Bicycle parking, total:	4 584 spaces
Number of residents:	3 875.56 persons
Estimated number of jobs :	465 jobs
Density (total gfm2 /comp. m2):	0.49

Jury review

Lower Class

The driving idea of the proposal is the huge housing blocks that are constructed on top of the lake, leaving the current wastewater treatment plant area as a park. Although logical in itself, the solution has, however, resulted in a huge scale. In addition, the mechanical repetition makes the environment inhumane. The city structure is not, in practice, in any way connected to its environment, but repeats the ideas of early modernism in an awkward way.

Water and the lake have not been made part of the city structure. Unrealistically narrow slab block buildings have been located by and on top of the water, which make the shoreline zone private due to the required yard areas. In addition, boat harbours that extend far into the bay and have a private feel have been located along the entire shoreline zone.

Green areas, shoreline zone, and its functions have hardly been designed, except for the locations of the rowing centre, the daycare centre, and the centralised parking facility and some routes. Also the design of the landscape architecture is incomplete.

10 Tampere Green Link

Key figures of the entry

Competition area:	387 946 m2
Land area:	177 725 m2
of which filled areas on the existing water area:	14 100 m2
Water area:	210 221 m2
Block areas (for construction):	29 635 m2
Public green areas and parks:	75 343 m2
Gross floor area for housing:	137 870 gfm2
Gfa for business and offices:	7 020 gfm2
Gross floor area for public services :	9 380 gfm2
Gfa for other uses:	27 230 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	182 120 gfm2
Vehicle parking, total:	921 spaces
Bicycle parking, total:	3 728 spaces
Number of residents:	3 063.78 persons
Estimated number of jobs :	451 jobs
Density (total gfm2 /comp. m2):	0.47

Jury review

Lower Class

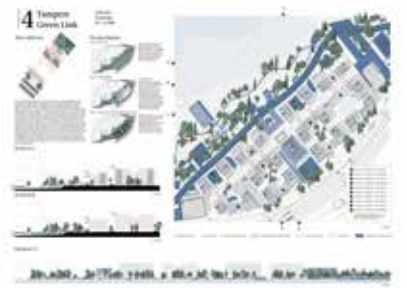
The proposal consists of three sections with different characters and is very schematic. The urban space is relatively poor. In terms of vehicle traffic, the traffic solution and parking work well. From the pedestrian point of view, the area lacks experiential spaces. The graphics of the proposal are distinctive but difficult to read.

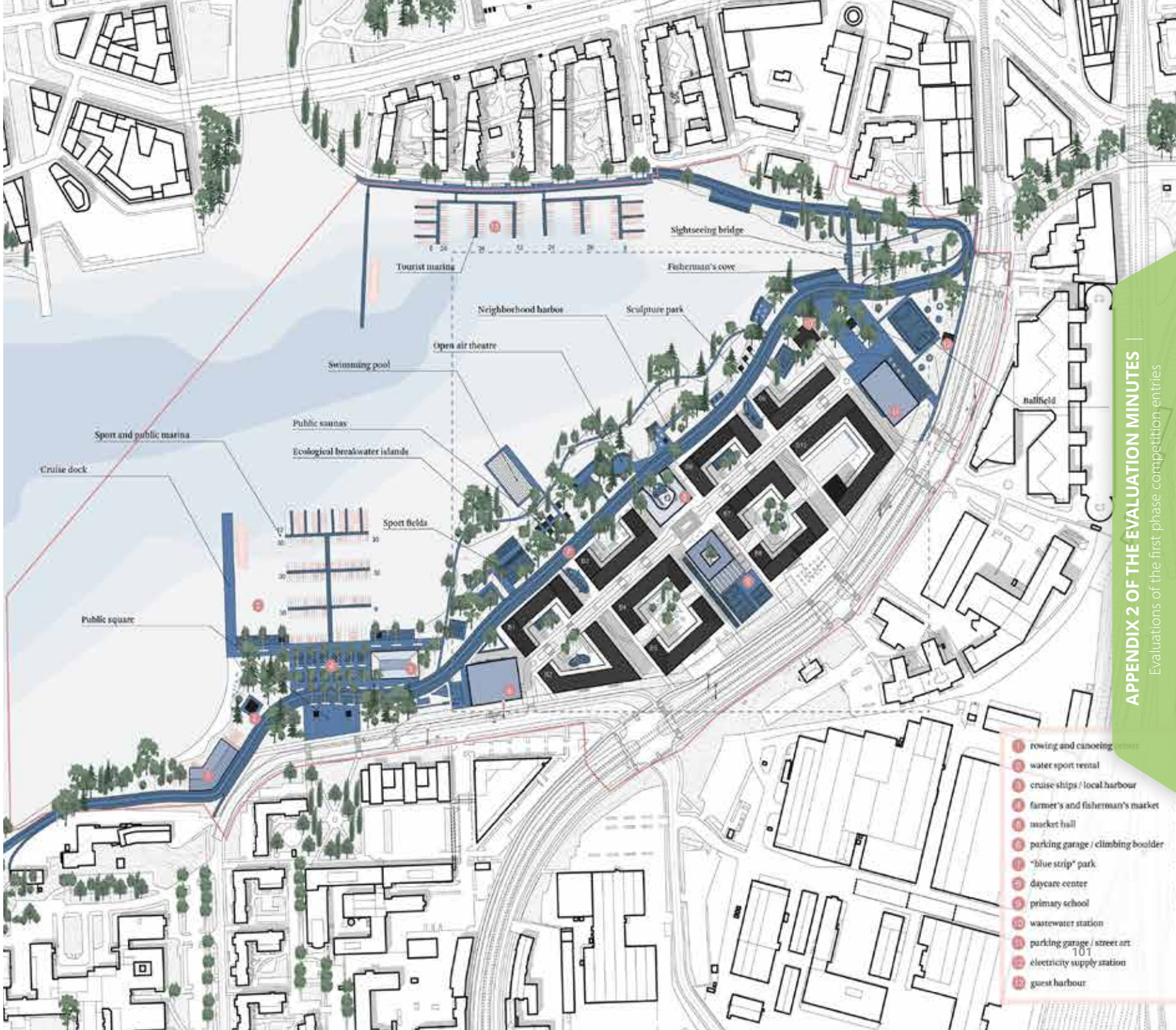
Landscape architecture has hardly been designed at all as part of the city structure. Water and the lake have not been specifically made part of the city structure, but the row of islands and the activities of the shoreline zone use them for recreation. The lake landscape is characterised by quay structures that extend relatively far into Viinikanlahti and whose location and shape should have been studied better.

The shore is public and continuous, but its spatial structure lacks character and the design is confusing. The ecological connection from Hatanpää to the mouth of Viinikanoja is located on the shoreline but is in places narrow and disrupted. In addition, the mouth of Viinikanoja does not constitute an especially pleasing entrance view into the area. The connection to the valuable Hatanpää area in the west is characterised by the long and monotonous facade of the quay.

The proposal includes plenty of functions for the residents, tourists, and city centre residents.

A technical comment: the separate description was missing.




Sightseeing bridge
Tourist marina
Fisherman's cove
Neighborhood harbor
Sculpture park
Open air theatre
Swimming pool
Ballfield
Public saunas
Sport and public marina
Ecological breakwater islands
Cruise dock
Sport fields
Public square
1 rowing and canoeing center
2 water sport rental
3 cruise ships / local harbour
4 farmer's and fisherman's market
5 market hall
6 parking garage / climbing boulder
7 "blue strip" park
8 daycare center
9 primary school
10 wastewater station
11 parking garage / street art
12 electricity supply station
13 guest harbour

11 555TALFA

Key figures of the entry

Competition area:	387 946 m2
Land area:	208 082.32 m2
of which filled areas on the existing water area:	87 632.32 m2
Water area:	179 863.68 m2
Block areas (for construction):	62 352.81 m2
Public green areas and parks:	42 199 m2
Gross floor area for housing:	142 978 gfm2
Gfa for business and offices:	5 463 gfm2
Gross floor area for public services :	3 200 gfm2
Gfa for other uses:	11 768 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	164 029 gfm2
Vehicle parking, total:	1 024 spaces
Bicycle parking, total:	3 955 spaces
Number of residents:	3 177.29 persons
Estimated number of jobs :	781 jobs
Density (total gfm2 /comp. m2):	0.42

Jury review

Lower Class

The proposal boldly excavates new area in the middle of a canal. However, housing remains relatively spiritless and anonymous, especially on the Hatanpään valtatie Road side. The repetition of the same building type and the large scale easily results in a monotonous environment and requires a lot from the architecture of individual buildings.

The square in the surrounds of the tram stop is large in size and would work better if bordered by buildings. The traffic network works but the main street looks like a boulevard-type main street of an area larger than the competition area and creates, due to its straightforward design, an impression of higher driving speeds than needed. Even though the idea of a canal city is intriguing, the proposal fails to fully justify the construction costs in relation to the achieved quality of the environment.

Housing is focused in the middle section that is bordered by canals and the harbour basin. In the west, there is a hotel and congress centre, which is even too large in scale, and a rowing centre, and the mouth of Viinikanoja has been treated even too extensively as a park with ball fields. The hotel and congress centre is large and has extensive ground-level parking, which is a weak solution in terms of the cityscape. Water and the lake have been extensively made part of the city structure. The water themes are a canal in the east and two boat harbours in the middle section, which are even too large in scale and dominate the proposal. The harbours are connected by a straight canal that flows from west to east, and is dominated by moorings.

The island in the middle section has a private feel due to the large number of housing blocks, even though the school and its yard have been located on the island and the narrow shoreline zone is very straightforward and has been treated as a square. The shore is public and continuous. The extensive harbour basin breaks the shoreline zone and the school yard restricts the use of the shoreline as a public area around the clock.

The ecological green connection from Hatanpää to the mouth of Viinikanoja is broken extensively in many places and is too narrow, except for the green area at the mouth of Viinikanoja.

The proposal includes both commercial and public functions for the residents, tourists, and city centre residents. However, the local detailed drawing does not include a playground required by the competition programme.

Ratinanranta

Höyrypuisto

SELECTED SUB-AREA PRESENTATION BOARD 4

12 99TAMP01

Key figures of the entry

Competition area:	387 946 m2
Land area:	211 550 m2
of which filled areas on the existing water area:	62 733 m2
Water area:	176 395 m2
Block areas (for construction):	194 080 m2
Public green areas and parks:	m2
Gross floor area for housing:	135 415 gfm2
Gfa for business and offices:	2 688 gfm2
Gross floor area for public services :	4 173 gfm2
Gfa for other uses:	15 076 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	157 972 gfm2
Vehicle parking, total:	785 spaces
Bicycle parking, total:	3 841 spaces
Number of residents:	3 009.22 persons
Estimated number of jobs :	555 jobs
Density (total gfm2 /comp. m2):	0.41

Jury review

Middle Class

The unprejudiced solutions of the proposal are evocative and distinctive. Dividing the area into three different type of sections provides a clear solution. Challenges are related to the relationship between these sections and the effectiveness of the basic idea in relation to the location of the area next to the inner city. Locating the towers in the middle of the forest and partly in water is a bold solution that can be seen as a reinterpretation of a forest suburb.

Despite the courageous approach, the master plan does not fit naturally in an area located immediately next to the city centre. The northernmost part, in particular, raises questions. The plan does not take a more precise view on the environment that is established around the point blocks, which will not constitute the kind of a forest presented in the proposal because of the maintenance and service traffic, and the population of the area. The other two sections are designed in an innovative manner. The bordering of the central square could have been developed so that it does not open towards the noisy Hatanpään valtatie Road to the extent proposed. The block structure of the island located at the western end of the area is interesting but seems to be disconnected and creates a very strict boundary towards the Hatanpää Mansion in terms of landscape.

Water and the lake have been made part of the city structure in a strong and excellent manner by means of a large triangular canal basin that includes islands and a boat harbour, and by means of canals in the west. The overall look is green with extensive parks, but a large part of the shoreline is too square-like. In places, the contours of the shoreline are pleasingly natural.

The proposal includes a varying and interesting mix of urban forests and parks, also on the islands and as an axis in the middle section of the area. The islands have, for the most part, been designated for private housing, which has a negative impact on the character of the shores. Viinikanlahti is, for the most part, visible as a bay, but the lake landscape is dominated even too strongly by tall point block type houses and by the location of breakwaters and quays so that they face each other. In addition, the fill area of the middle section extends too far into the bay.

The selection of functions proposed on the shore for tourists and city centre residents, in particular, is too modest. The city structure is characterised by the square residential island that is proposed in the west and includes square-like shoreline solutions. The connection to Hatanpää is not natural: the long built-up housing block creates a too built-up border towards Hatanpää and the connection to the eastern side of Ratina Bridge has not been examined. Island areas designated for housing easily become private, and the ecological corridor required by the competition programme is disrupted at the canal basin. The ecological corridor is located in the park axis of the middle section, on the island located in the middle of the canal, and in the extensive park-like section in the east. The proposal lacks a future-reaching entity of carbon sustainable architecture and landscape architecture.


VIINIKANLAHTI
Living on the edge


Tampereen Valtatie

13 59731

Key figures of the entry

Competition area:	387 946 m2
Land area:	141 913 m2
of which filled areas on the existing water area:	21 463 m2
Water area:	203 323 m2
Block areas (for construction):	32 462.91 m2
Public green areas and parks:	82 088 m2
Gross floor area for housing:	141 920 gfm2
Gfa for business and offices:	20 070.26 gfm2
Gross floor area for public services :	8 714.67 gfm2
Gfa for other uses:	0 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	171 324.93 gfm2
Vehicle parking, total:	835 spaces
Bicycle parking, total:	3 548 spaces
Number of residents:	3 153.78 persons
Estimated number of jobs :	420 jobs
Density (total gfm2 /comp. m2):	0.44

Jury review

Lower Class

The proposal includes interesting ideas in terms of building design, but the master plan and traffic planning are not successful. The street running parallel to Hatanpään valtatie Road is not justified as a solution. No hierarchy between different urban spaces is created in the area and the city structure seems to constitute a disconnected islet.

The themes of the proposal are ecological and sustainable development and multi-functional architecture.

The height of the city structure is reduced towards the lake, which enables lake views. However, the lake and water have not been made part of the city structure in any other way. Instead, a breakwater that is too massive in scale has been proposed to the lake landscape together with a too large boat harbour area.

The mouth of Viinikanoja has been treated as a park and a lookout terrace that offers excellent views and a ball field that seems to be relatively heavily built have been located there. Blocks border the mouth of Viinikanoja in a slightly undefined manner. The Hatanpää area has been connected to the planning area as a park: the green connection from Hatanpää to the mouth of Viinikanoja is located in the shoreline zone, but is relatively broken.

The shoreline is public and, for the most part, continuous. The large semi-circular theme on the eastern side of the rowing and canoeing centre and the breakwater with related connections break the shoreline zone. The shoreline zone, green areas with related connections, and landscape architecture have not been fully designed. No playground that is necessary for the residents has been presented in the local detailed plan.

Tourists and city centre residents have not been taken into account in terms of functional attractions, except for the rowing and canoeing centre, harbours, and the sauna zone.

14 TAM360

Key figures of the entry

Competition area:	387 946 m2
Land area:	135 435 m2
of which filled areas on the existing water area:	16 746 m2
Water area:	252 511 m2
Block areas (for construction):	28 682 m2
Public green areas and parks:	100 723 m2
Gross floor area for housing:	155 024 gfm2
Gfa for business and offices:	8 600 gfm2
Gross floor area for public services :	6 200 gfm2
Gfa for other uses:	gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	170 444 gfm2
Vehicle parking, total:	975 spaces
Bicycle parking, total:	4 100 spaces
Number of residents:	3 444.98 persons
Estimated number of jobs :	122 jobs
Density (total gfm2 /comp. m2):	0.44

Jury review

Middle Class

The basic idea of the proposal is clear and it successfully utilises the features of the location. The blocks open up excellently towards the lake and close on the Hatanpään valtatie Road side. The repetition of similar blocks makes the urban space amorphous. Squares between the units are identical to each other, and the new area has no natural or perceivable centre. The proposal successfully combines various scales. The low tips and the bravely urban front towards the streets of the shoreline are successful. The tall buildings seem to be slightly disconnected.

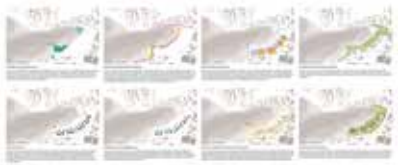
The proposed yards are peaceful oases that serve as a point of contrast to the open and active shoreline zone. The structure enables wide lake views from the housing blocks. In the proposal, water and the lake landscape do not link with the city structure but they have been utilised in the commercial and public recreational functions of the shoreline. The shoreline zone is continuous, public and park-like.

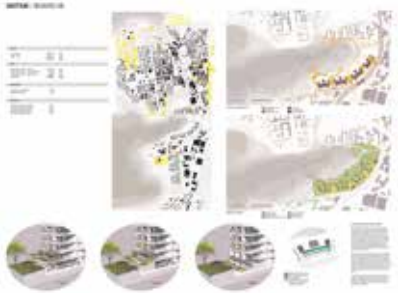
The park includes a well-dimensioned ecological connection. Shore routes are smooth and varied and have been designed in a pleasingly broad manner. The squares are attractive, but their monotony and identical design bring repetition and disturb the perceptibility of the city structure. Viinikanlahti is visible as a bay despite the harbour that extends into the bay. The restaurant and club building of the harbour is cleverly located as a landmark building at the extension of the sight line from Hämeenpuisto Esplanade.

A relatively extensive green area has been left close to the sensitive mouth of Viinikanoja with a new island that enhances diversity in front of it.

Biodiversity has been chosen as the driving theme of the development. Green areas are suited to people of all ages, but there is little to attract tourists and other residents of Tampere.

A technical comment: the separate description was missing.





15 Eleven

Key figures of the entry

Competition area:	387 946 m2
Land area:	184 361 m2
of which filled areas on the existing water area:	10 200 m2
Water area:	203 585 m2
Block areas (for construction):	40 100 m2
Public green areas and parks:	64 000 m2
Gross floor area for housing:	198 765 gfm2
Gfa for business and offices:	3 445 gfm2
Gross floor area for public services :	4 640 gfm2
Gfa for other uses:	5 410 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	212 880 gfm2
Vehicle parking, total:	985 spaces
Bicycle parking, total:	5 480 spaces
Number of residents:	4 417 persons
Estimated number of jobs :	253 jobs
Density (total gfm2 /comp. m2):	0.55

Jury review

Middle Class

The basic idea of the city structure, which is based on two different sets of coordinates, is clear. The square that is formed at the point where these two systems overlap opens windingly towards the lake. The traffic solution seems to be natural and its basic principles are successful. Most of the traffic in the area is directed directly into parking facilities. This is utilised in the treatment of urban spaces so that the environment is planned on the terms of walking.

Overall, the proposal is schematic, which is reflected e.g. in the dullness of the urban spaces. This could be developed within the framework of the overall plan by varying the size of the urban spaces more. All street spaces are relatively alley-like. The central street that runs parallel to the area might have benefitted from a wider layout. This would enable locating more functions along it and make the organisation of service and maintenance traffic easier. Now there is a risk that the connection from the junctions of the street network to the furthermost blocks is relatively poor even though the aim has been to create a pedestrian-oriented environment. The massing and architecture of the blocks is rich. However, the master plan that is based on closed blocks alone would benefit from variation even though it is clear and boldly urban as a solution. The front of the blocks towards Hatanpään valtatie Road would work better in terms of the cityscape if it bordered on the street more accurately despite the infrastructural corridor that poses a challenge.

The city structure is monotonous and the blocks do not open up towards the lake, giving the shore park an urban character. The lake and water have not been utilised as part of the city structure in other respects either, but the wavy shape of the shoreline creates playfully designed small bays, stream themes, small basins, and a small archipelago that suit the area well. The design of public outdoor spaces and green areas is very diverse, making it relatively restless and expensive to implement. The shoreline is public and continuous. Its character in the proposal has been divided into natural, urban, active, and harbour areas. The mouth of Viinikanoja has been treated by locating a landmark-like school and daycare centre building there. In other respects, the area is a green school yard, in whose design the needs of the pumping station have not been considered.

The scale of the boat harbour is too large, the breakwater creates an excessively long straight facade in relation to Hatanpää, and the green connection from Hatanpää to the mouth of Viinikanoja is too narrow in the area.

16 WATERWOOD

Key figures of the entry

Competition area:	387 946 m2
Land area:	221 854 m2
of which filled areas on the existing water area:	56 363 m2
Water area:	166 092 m2
Block areas (for construction):	43 948 m2
Public green areas and parks:	102 796 m2
Gross floor area for housing:	178 000 gfm2
Gfa for business and offices:	13 050 gfm2
Gross floor area for public services :	5 220 gfm2
Gfa for other uses:	16 500 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	213 390 gfm2
Vehicle parking, total:	1 222 spaces
Bicycle parking, total:	4 798 spaces
Number of residents:	3 955.56 persons
Estimated number of jobs :	1 370 jobs
Density (total gfm2 /comp. m2):	0.55

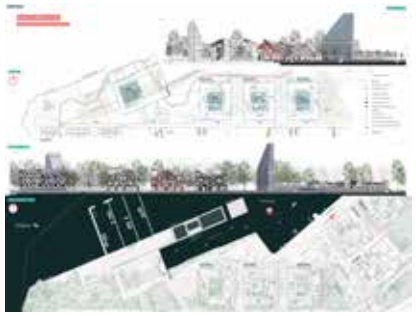
Jury review

Middle Class

Individual blocks have been examined and presented carefully and are architecturally impressive. The weakness of the proposal is the spaces that are left between the blocks, as they are large and shapeless. The proposal includes a street that runs parallel to Hatanpään valtatie Road and allows for the ecological corridor to be located on the southern edge of the area. Even though the solution can be logically justified, it causes the street space to become too large. The narrow landmark building is dramatic and magnificent, but remains disconnected from the rest of the city structure and the focus areas of tall construction in the city centre.

The entity consists of clear and repetitive major blocks in the three sections of the area, which are counterbalanced by extensive square and park areas. The scenic landmarks include the hotel on the shore, whose frame depth is unrealistic, and a hybrid building further east. The hotel dominates the lake landscape and the lake and water have not really been made part of the city structure despite the harbour basin. Most of the shoreline is very built-up and even too square-like, and the design of the shoreline is largely very straightforward. Public areas have been treated partly in an indicatory manner and the shoreline seems to be monotonous.

The views opening up from Pyynikki have been calmed down with park-like construction. The shoreline zone is partly continuous and public. The loft-type housing zone in the west makes the shoreline private. The ecological corridor from the Hatanpää park area to Lake Iidesjärvi consists of a forest park axis in an area reserved for infrastructure; however, no trees can be planted along the route. The streetscape is green. In addition, a street that seems to be redundant has been proposed next to the park zone. The ecological connection is broken at the loft-type apartment block. The sensitive mouth of Viinikanoja is designated even too extensively as a park, considering its role as an entrance to the area when arriving from the city centre direction. Green areas are suited to people of all ages. Various functions make the area attractive for tourists and people living in the city centre.



17 DELTA

Key figures of the entry

Competition area:	387 946 m2
Land area:	204 155 m2
of which filled areas on the existing water area:	45 652 m2
Water area:	183 791 m2
Block areas (for construction):	61 940 m2
Public green areas and parks:	51 000 m2
Gross floor area for housing:	150 000 gfm2
Gfa for business and offices:	5 500 gfm2
Gross floor area for public services :	3 333 gfm2
Gfa for other uses:	20 000 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	179 453 gfm2
Vehicle parking, total:	889 spaces
Bicycle parking, total:	3 838 spaces
Number of residents:	3 333.33 persons
Estimated number of jobs :	33 jobs
Density (total gfm2 /comp. m2):	0.46

Jury review

Middle Class

The city structure focuses successfully around the artificial island that is located in the middle of the area and serves as its functional core. The proposed connections link the area well with the city centre. The variation in the massing of the blocks is natural. Due to the artificial island, the city structure remains only one block wide, except for the eastern end. This makes the city district slightly one-dimensional, because the solution creates few spaces between the blocks and street corners. Tall construction is located around the main square in a natural manner, but slightly lower towers would be sufficient to create a focal point in the cityscape. The point blocks at the mouth of Viinikanoja would benefit from a clearer boundary between private and public spaces. The arrangement of the facades suffers from monotonic repetition that could be developed.

Water and the lake have been made part of the city structure by means of a fan-like artificial island and canals. The shoreline has been pleasingly and widely treated as a green shoreline park, which also includes the ecological corridor from Hatanpää to the mouth of Viinikanoja. The proposed use of the island is active recreation, meaning that the shoreline zone is public and continuous. Viinikanlahti is partly visible as a bay; at the northeastern tip of the artificial island, the connection to the northern shore restricts the bay in the east. A shared space street runs through the area from east to west.

The views opening from Pyynikki have been calmed down by lowering residential construction and making it less dense in the west. This connects the area towards Hatanpää by means of lighter construction and a shoreline park and related swimming beaches.

Green areas and the functions presented for the area are suited to people of all ages and attract both residents and tourists. The green environment winds in an indicatory manner into blocks. Green solutions are visible in the roof landscape. The streetscape is traditional and examined in rough lines only. The network of different modes of travel and trees planted in connection to them dominate the landscape too much and the solution remains spatially monotonous.

The transport network is functional and has been presented in a professional manner. The street connection points to the surrounding transport network comply with the competition programme. The transport network within the area aptly observes the different modes of travel, identifies the hierarchical roles of the routes and perceives on whose terms (i.e. which mode of travel) transport is organised in the area. The pedestrian and cycling network is practical and hierarchically organised. The new bridge connection leading to the city centre leads towards Voimakatu Street instead of the new underpass.

Vehicle parking has been designated to two centralised parking facilities. The tram stop has been located at the Hatanpäänkatu Street junction and the presented walking and cycling connections to the competition area are good. Bicycle parking has been designated to centralised bicycle parking facilities.

The area works as a soft interface between the new urban centre development of Tampere and the green shoreline of Pyhäjärvi. The area enhances the routes of pedestrian and light traffic between Hatanpää and the city centre as well as creates a recreational hub serving a broader area of the city of Tampere.

The new urban fabric of the area extends the density of the city centre while still integrating to the natural environment.

PLACES

The **strip of blocks** opens routes towards different nodes, and leans in height towards the lake creating a sound barrier from Hatanpään valtatie road. The block's height peaks in **the two towers** on both sides of **the plaza.** The semi-closed block typology opens in both ends of the area to **the park houses** which lie among the greenery. **The waterside park** buffers the residential blocks from the lake. The attractions are situated in the middle. **The educational playground** is bordered by **the canal** with **the island deck** on the lakeside connecting the area to a new direction with **the bridge**. **The breakwater harbour** shelters the island on the western side.

MASTERPLAN
1:2000

DELTA VIINIKANLAHTI INTERNATIONAL URBAN IDEAS COMPETITION

18 Citysplash

Key figures of the entry

Competition area:	387 946 m2
Land area:	188 980 m2
of which filled areas on the existing water area:	24 360 m2
Water area:	198 965 m2
Block areas (for construction):	40 885 m2
Public green areas and parks:	48 795 m2
Gross floor area for housing:	180 000 gfm2
Gfa for business and offices:	2 500 gfm2
Gross floor area for public services :	4 500 gfm2
Gfa for other uses:	4 000 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	191 620 gfm2
Vehicle parking, total:	1 082 spaces
Bicycle parking, total:	4 500 spaces
Number of residents:	4 000 persons
Estimated number of jobs :	100 jobs
Density (total gfm2 /comp. m2):	0.49

Jury review

Middle Class

A good example of tall construction that has been presented calmly and professionally. In the shore area, more robust construction and a soft and natural treatment varies. The island as a theme blocks the landscape and its necessity for the feasibility of the proposal is dubious. The entrance into the area is magnificent through a square that is bordered by tall buildings. The proposal evokes a dialogue with the city centre that is currently being planned, without competing with it. The shoreline connection is broken on the western side of the area and the scale of construction is dubious. However, the proposal clearly has potential for development.

The collector street of the area is located by the shoreline: is this solution urban in the right kind of way or should the character of the shore area be greener and lighter in terms of traffic? The urban heavy and efficient city centre that is counterbalanced by a magnificent urban shoreline park is interesting as a solution. The proposal fails to find balance between sufficient space reservations, and an excessive number of functions have been squeezed into the relatively narrow shoreline zone, which do not fit there.

Water and the lake have been made part of the city structure by means of an artificial island that offers boat homes and sauna and water sport functions. In the eastern and central parts, the shoreline is dominated e.g. by the geometrically shaped headland that is reserved for housing and the boat harbour area of the shoreline. The bay is no longer clearly visible as a bay and part of the lake landscape. At Hämeenpuisto Esplanade, the restaurant stands out as the end theme. The views from Ratina Bridge open out towards the artificial island and the boat harbours. The connection to the valuable Hatanpää area seems to be too built-up and the ecological shoreline connection is discontinuous and relatively narrow.

Major fills have been avoided in the city structure model. This has created challenges related to the scale and e.g. the shoreline park sections are very narrow. Saunasaari Island and the character of the shores of the western headland seem to be too private. Green areas are well suited to the residents of the area and other user groups. However, the market square as a function seems unrealistic in the location. The green environment continues in an indicatory manner into blocks and the yard spaces are in places narrow and shady.

The transport network has been presented in a professional manner and is functional, but a relatively major role has been given to vehicle traffic in the transport network within the area and the parking solutions located within the blocks bring vehicle traffic into the entire area. The street connection points to the surrounding transport network comply with the competition programme. A street that is used to access, e.g. the block-specific parking facilities, passes through the area. In the solution, the role of vehicle traffic in the traffic network within the area is emphasised and the pedestrian and cycling routes within the area remain slightly vague. In addition, the cycling route network lacks a connection towards the city centre in the north. Vehicle parking is proposed to be located in block-specific parking facilities and this solution seems to be functional. Public bicycle parking spaces have been proposed but no solution has been presented for resident parking. The more northern location has been proposed for the tram stop and pedestrian connections have been presented for it from the competition area. The proposal could have been developed in this respect by locating some of the parking in centralised parking facilities to be implemented in connection to the entrance routes and by changing some of the streets within the area into shared space type streets, and by supplementing the pedestrian and cycling routes.

19 STELLAGROVE

Key figures of the entry

Jury review

Lower Class

The strict grid plan of the master plan is confident and clear. The proposal does not specify how the area can be made sufficiently rich and diverse in terms of the cityscape within the framework of the strict initial starting point. Tall buildings remain slightly disconnected as a theme.

The most interesting feature of the proposal is the townhouse construction along the canals. However, these blocks are even too dense for the Finnish climate and the low light angles of the winter months. The narrow canals located next to the buildings would add quality to the housing, but their volume is too high to be financially feasible.

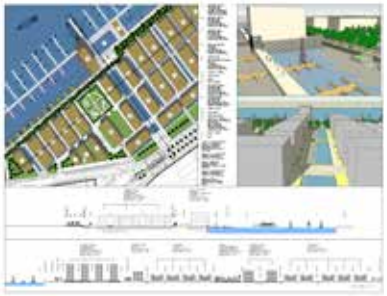
The city structure is too dense and monotonous, and undefined spaces are created along Hatanpään valtatie Road. The slab block buildings close to the shore and construction that is taller in places make use of the lake and views towards the water. The lake and water has also been made part of the city structure by means of a pleasant canal network. However, the canals remain disconnected from the lake and from each other.

The lake landscape is dominated by the hotel and the boat harbours that extend widely around it and make Viinikanlahti so narrow that it is no longer properly visible as a bay. The massive breakwater and tall construction is too heavy a way to connect the area to the valuable Hatanpää area. The mouth of Viinikanoja is also too heavily built-up.

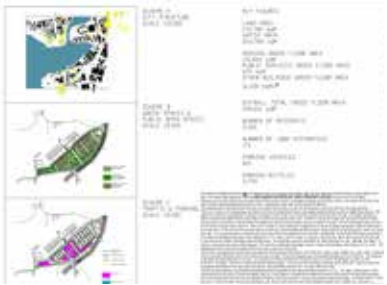
The green connection from Hatanpää to the mouth of Viinikanoja is located in the shoreline zone, but is systematically too narrow and too densely planted. Overall, the shoreline zone and green areas and their landscape architecture have not been truly designed.

The amount of functions is few and directed mainly for the residents, e.g. the rowing centre, playground, and ball field. The hotel and guest harbour have been proposed as attractions for tourists and city centre residents.

AERIAL PERSPECTIVE VIEW



TYPICAL STREET VIEW WITH CANAL



20 ELLE

Key figures of the entry

Competition area:	387 946 m2
Land area:	222 023 m2
of which filled areas on the existing water area:	58 727 m2
Water area:	165 923 m2
Block areas (for construction):	68 549 m2
Public green areas and parks:	53 744 m2
Gross floor area for housing:	173 350 gfm2
Gfa for business and offices:	12 000 gfm2
Gross floor area for public services :	9 200 gfm2
Gfa for other uses:	12 100 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	207 270 gfm2
Vehicle parking, total:	1 193 spaces
Bicycle parking, total:	4 480 spaces
Number of residents:	3 852.22 persons
Estimated number of jobs :	420 jobs
Density (total gfm2 /comp. m2):	0.53

Jury review

Middle Class

The proposal seeks to find balance between an urban and park-like shoreline. The basic idea is clear, but the blocks that extend boldly into the lake remain disconnected and private despite the successful idea.

The traffic solution does not significantly support walking and cycling and brings vehicle traffic on either side of the central block and on the edge of the shore park. The high sections of the blocks open up views towards the lake, but the massing seems to be slightly clumsy. The blocks at the western end seem to be relatively small and hardly provide any opportunities for their further development. The volume of business premises in the blocks that border on Hatanpään valtatie Road seem to be high in relation to the goals specified in the competition programme.

Water and the lake have been made part of the city structure by means of canal basins and a canal that borders the artificial island and the mainland. Due to the artificial islands located far in the open lake and the boat harbours, Viinikanlahti is not sufficiently well perceptible as a bay. The shore is only partly public and continuous: the artificial island in the east has been reserved for housing, the canal side is private shoreline, and the island is also partly private. The square headland in the middle section that extends into the bay has been designated, for the most part, for housing. The character of the shoreline varies, but is even too built-up and square-like. The views opening up from Pyynikki have been calmed down in a pleasing manner by lowering residential construction and making it less dense in the west. The shore park with sports opportunities and lower residential construction connects the area towards Hatanpää in a park-like manner.

The ecological connection has been located between the shoreline and the street as a relatively narrow green area, which has been treated in rough lines only and is spatially monotonous. The few recreational functions have been specifically directed to the residents; no functions that would attract tourists and city centre residents have been proposed in the shoreline zone.

A technical comment: the separate description was missing.

ELLE

ELLE

ELLE

ELLE

21 Urban Reflections

Key figures of the entry

Competition area:	387 946 m2
Land area:	180 750 m2
of which filled areas on the existing water area:	15 547 m2
Water area:	207 196 m2
Block areas (for construction):	30 572 m2
Public green areas and parks:	93 760 m2
Gross floor area for housing:	138 498 gfm2
Gfa for business and offices:	4 659 gfm2
Gross floor area for public services :	3 200 gfm2
Gfa for other uses:	30 255 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	177 232 gfm2
Vehicle parking, total:	901 spaces
Bicycle parking, total:	3 546 spaces
Number of residents:	3 077.73 persons
Estimated number of jobs :	120 jobs
Density (total gfm2 /comp. m2):	0.46

Jury review

Lower Class

The proposal constitutes a carefully prepared and logical entity, but does not fully fit into its location. The scale of the tall buildings is too large, even though an interesting and distinctive tension is generated between the blocks that lower towards the centre of the area and the triangular towers. The relation between private and public space is the challenge related to the lower point block buildings that are located partly in a park. A part of the park easily becomes the yard area of the residential buildings. The mixing of private, semi-public, and public spaces can potentially create urban space that is functionally and socially diverse, but the proposal remains very sketchy in this respect.

The city structure consists of five housing blocks that open up towards the lake and provide excellent lake views and large and bright yard areas for housing. Otherwise the lake and water have not been specially made part of the city structure. The relaxed, undulating shoreline zone has been treated as a relatively extensive and very green park zone. However, the treatment of the shore includes several doubtful aspects, namely the location and bordering of the private yards of the point block buildings and the scale of the square and the boat harbour of the lake visiting centre. The shoreline is public and continuous. The green connection from Hatanpää to the mouth of Viinikanoja is located in the shore park. The connection is broken at the square of the lake visiting centre and relies on the solution of the street and square green that needs to be developed further.

The connection to Hatanpää is park-like but the shore has been treated as a boat harbour area, whose scale is too extensive. The facade created by the breakwater is too long and straight next to Hatanpää. The base of the lake visiting centre consists of a planted square, whose scale is too large. The school and daycare building that serves as a landmark building and the related green yard areas are located at the mouth of Viinikanoja. The needs of the wastewater treatment plant's pumping station have been observed in their design.

The proposal includes a moderate selection of functions for the residents, tourists, and city centre residents.

22 POTKOVICA

Key figures of the entry

Competition area:	387 946 m2
Land area:	205 472 m2
of which filled areas on the existing water area:	49 509 m2
Water area:	182 764 m2
Block areas (for construction):	26 208 m2
Public green areas and parks:	123 282 m2
Gross floor area for housing:	136 140 gfm2
Gfa for business and offices:	2 620 gfm2
Gross floor area for public services :	7 260 gfm2
Gfa for other uses:	6 850 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	153 490 gfm2
Vehicle parking, total:	876 spaces
Bicycle parking, total:	4 163 spaces
Number of residents:	3 025.33 persons
Estimated number of jobs :	98 jobs
Density (total gfm2 /comp. m2):	0.40

Jury review

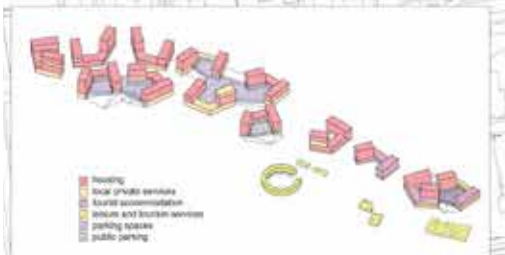
Middle Class

The proposal divides the area clearly into sections designated for tourism, natural environment, housing, and harbour activities. The solution is clear and relies logically on the goals of the competition programme. The strong conceptual approach has not, however, produced a successful result in all respects.

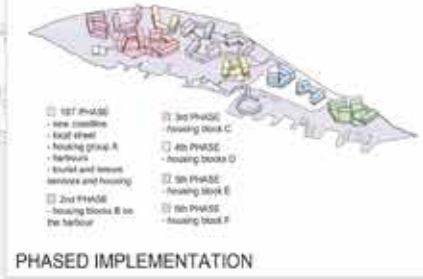
The housing block structure has been created logically by varying low and high slab block buildings. The entity is architecturally and spatially magnificent. The linking of the block structure to the surrounding environment poses, however, a challenge. The blocks constitute an islet that is surrounded by green areas, giving the new area a suburban character. In addition, some of the blocks open out towards Hatanpään valtatie Road, which is a poor solution due to the negative impacts of traffic. The headland with its public functions is attractive. However, the blocks that extend into the water seem to be artificial and the boat harbour that has been integrated with the housing blocks is not a functional solution in this scale.

Water and the lake have been made part of the city structure and landscape: the middle section has been excavated into a basin for housing blocks constructed above water. The public and continuous shoreline zone has not been designed in more detail. The shoreline has been modified strongly and, partly, restlessly with basins and bays. Paths zigzag too strongly, connections are not smooth, and quite a large number of various kinds of structures have been proposed.

Viinikanlahti is perceptible as a bay. The ecological connection from Hatanpää to Viinikanlahti is located in the shore park, which is, however, broken at the western end. The western section and the views that open up from Pyynikki have been calmed down to some extent with the swimming beach and the boating and canoeing centre. The diversity, functionality, and general look of green areas have been examined by means of various reference images, but their identity and spatial structure remains unclear due to the large number of ideas and the chosen presentation technique. Green areas are excellently suited to people of all ages and the shoreline zone with presented functions also attracts tourists. Despite its strengths, the entity remains a slightly suburban and dull forest city.



BUILT STRUCTURE PROGRAM



PHASED IMPLEMENTATION

HOUSING BLOCKS STRATEGY

DAYLIGHT STRATEGY

FREE MEASURE STRATEGY

23 SoBa

Key figures of the entry

Competition area:	387 946 m2
Land area:	241 150 m2
of which filled areas on the existing water area:	76 285 m2
Water area:	146 796 m2
Block areas (for construction):	97 900 m2
Public green areas and parks:	55 400 m2
Gross floor area for housing:	196 150 gfm2
Gfa for business and offices:	10 000 gfm2
Gross floor area for public services :	4 650 gfm2
Gfa for other uses:	8 000 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	219 420 gfm2
Vehicle parking, total:	1 185 spaces
Bicycle parking, total:	5 050 spaces
Number of residents:	4 358.89 persons
Estimated number of jobs :	660 jobs
Density (total gfm2 /comp. m2):	0.57

Jury review

Upper Class

The entry uses the grid plan of the Tampere city centre as its starting point. Vitality and variation are added to the repetitive grid plan by means of semi-public spaces located within the blocks. Alley-like connections within the blocks are interesting and have potential for development. The boat harbour has been located in the middle of the area: the location is good in itself but the scale is too large. The pattern created by the empty sections of the grid plan blocks is logical, but remains formalistic due to its impracticality. The solution causes a frustratingly long diversion in the shore route and leads to the poor usability of the quays.

The development of block types and the lively massing of buildings are especially successful. The block structure with sections of different types create a rich and unique environment. The amount of semi-public spaces seems to be relatively high and raises the question of the monotonousness of the public street space, as this is not evident from the perspective images of the entry.

Despite the defects of the entry, it has many features that have potential for development. The goals of the competition programme regarding different urban building types and lifestyles have been successfully included in the examination of the blocks. The entry combines, in a unique manner, small-scale and village-like features with the urban city block. The proposed principle is also very flexible regarding further development. Depending on the location, the number of green environment elements that may enhance e.g. the continuity of the green connection can be increased in the blocks in addition to paved and urban spaces.

The development of block types and lively massing of buildings is praiseworthy: the landscape architectural entity is the weak part of the entry in terms of the image and identity of the area. Water and the lake have been made part of the city structure mainly by means of a very large-scale harbour, which is designed in the shape of a cross. In other respects, the treatment of the shoreline is small in scale and closer to the natural world, and water is given a minor role in the city structure. The large harbour area means that Viinikanlahti is no longer clearly visible as a bay. The overall purpose of the large-scale cross and its scaling is not successful. The connection to the eastern side of Ratina Bridge has not been examined. The nature of the shoreline zone of the entry is public and the spaces are uniform. The western and eastern parts are park-like and the middle section includes extensive squares around the harbour.

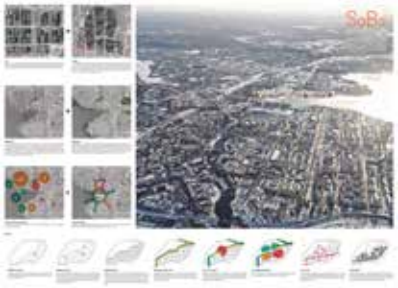
The views opening from Pyynikki are otherwise green, but are dominated by a heavy 13-floor landmark building in the west. The end of the sight line of Hämeenpuisto Esplanade has not been specifically utilised and the views opening from Ratina Bridge are partly dominated by the large cross-shaped harbour. The mouth of Viinikanoja has been treated as a green area with a pleasing border solution, and which is also used for the treatment of stormwater. In other respects, the entry's theme of the local treatment of stormwater and the development of biodiversity in the green and water areas are also well presented.

The ecological connection from the Hatanpää cultural environment to Lake Iidesjärvi, which should be wide, is disrupted in quite many places, even though in the vicinity of the cross-shaped harbour, relatively narrow yards and squares that have some planted trees and green roofs have been used to maintain the ecological connection.

The functions of the green areas are more modest, and they mainly take account of the future residents. The functions proposed for the shoreline include playgrounds, a boat launching place, a ballfield, a stormwater park, a boating and canoeing centre, and a sauna, in addition to the extensive harbour area. The green environment extends to the blocks in a more indicatory fashion. The public areas combine in an interesting way through semi-public communal premises to yards; the aim is to activate the semi-public premises also through various shared and business premises. Some of the yards are narrow and their dimensioning is small in scale. Roof gardens and green roofs are proposed on some of the roofs. The area between Hatanpään valtatie Road and Hatanpäänkatu Street and the blocks has been extensively treated as squares and as a narrow lawn and tree zone. The streetscape is very traditional.

The traffic network has been presented in a relatively simplistic manner and various aspects have not been addressed at all. The linking of the competition area to the surrounding road network has been presented in accordance with the competition programme; however, the proposed location of the western connection is challenging in terms of traffic. The traffic network inside the area has been presented in relatively broad terms and takes account of car and pedestrian traffic, but not bicycle traffic, which will possibly take place on the road.

The entry includes a street that runs through the area and to which properties locating along it are connected to. The entry does not specify how the blocks located further back and their maintenance and service traffic will be linked to this central street and how their bicycle parking will be accessed. The pedestrian network has been presented in relatively broad terms and several blocks have no pedestrian connections at all. Of the bicycle network, only the current cycling routes that border the area are presented; no cycling network has been proposed for the area and it is possible that the cyclists are meant to cycle on the road.


SoRo

24 Viinikanlahti DNA

Key figures of the entry

Competition area:	387 946 m2
Land area:	166 100 m2
of which filled areas on the existing water area:	50 500 m2
Water area:	171 400 m2
Block areas (for construction):	76 300 m2
Public green areas and parks:	95 000 m2
Gross floor area for housing:	166 100 gfm2
Gfa for business and offices:	8 300 gfm2
Gross floor area for public services :	4 400 gfm2
Gfa for other uses:	620 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	180 040 gfm2
Vehicle parking, total:	1 003 spaces
Bicycle parking, total:	4 280 spaces
Number of residents:	3 691.11 persons
Estimated number of jobs :	44 jobs
Density (total gfm2 /comp. m2):	0.46

Jury review

Middle Class

The proposal creates a robust city. The subtle and controlled scale of the blocks and variation in the materials are successful. Perspective drawings convey the atmosphere of a high quality urban environment. Tall construction has successfully been made part of a more extensive zone of tall construction. As a concept, the intertwining of an urban zone and two green routes is interesting, but taken to the plan level, the idea seems to be slightly artificial. The basic idea is not perceptible to people arriving to the area.

The series of urban spaces contained in the proposal is winding and ribbon-like. Partly for this reason, no clear, collecting, and inviting space is generated in the area. The central square connects the tram stop with the shoreline, but opens slightly illogically towards Hatanpään valtatie Road. The parking solution of the eastern block makes the street space unpleasant. The most attractive point is the western end of the shore, which is relatively far from the main connections to the area.

Water and the lake have been made part of the city structure in the eastern bay only. Harbour structures that are extended too far into the open lake make Viinikanlahti too narrow. Green areas and public outdoor spaces are diverse and carefully planned. The connections are smooth. The character of the shore is widely square-like. Even too large an area surrounding the mouth of Viinikanoja is designated as an ecology park considering the location of the area on the city centre side.

Hatanpää is connected to the area by means of a relatively narrow shore park. The required ecological connection from Hatanpää to Viinikanoja is discontinuous due to the harbour square and the shore boulevard. The connection between yards and green areas is also broken in many places. However, the ecological connection has clearly been worked on and the yard, street, and square green areas have also been presented more extensively. The natural treatment of stormwater is a clear theme of the green areas. Shore functions have been mainly directed at the residents. There are some functional attractions in the area for tourists and city centre residents.

A technical comment: the separate description was missing.

25 Breathe

Key figures of the entry

Housing in total:	141 000 m2
Business and offices:	m2
Cafés, small bars and kiosks, bakery:	870 m2
Grocery store and pharmacy:	660 m2
Office space, co-working space:	1 500 m2
Bike rental, hairdresser, gym:	1 080 m2
Small retail spaces:	1 500 m2
Hotel:	5 600 m2
Restaurants:	400 m2
In total:	11 610 m2
Public services:	area
Daycare centre and school:	3 400 m2
In total:	3 400 m2
Other activities, what?:	proposed
Recreational harbour:	800 m2
Rowing club:	1 930 m2
Public sauna:	300 m2
Visitors, residential areas:	
In total:	3 030 m2

Jury review

Upper Class

The entry is among the best in the competition as regards solutions where the park and the green connection are located in the centre of the area. The benefit of the solution is that the shoreline can be paved throughout the entire competition area, as the green connection is located elsewhere. Overall, the plan has been carefully prepared.

The master plan is, for the most part, functional. However, it could have been developed slightly further in terms of urban spaces. Now the main square is not very well linked to the pedestrian connection that opens up from the tram stop. Due to the relatively narrow planning area, the blocks surrounding the park remain somewhat narrow. The solution model would work even better in a larger planning area where the central park and the rich shoreline zone would gain significance as elements that divide the city structure into sections. The blocks of the proposal offer delightfully diverse housing types and scales of construction.

The solution is based on a central park axis. Water as an element has been made part of the city structure by means of canal basins. Harbour structures extend far into Viinikanlahti Bay, making the bay too narrow. The treatment of the shoreline zone is very square-like and built-up. It constitutes an interesting entity where squares, basins, and terraces vary. Due to the structural solution, the only park areas by the shore are at the mouth of Viinikanoja and in the west, where it serves as an element linking the area to Hatanpää.

The ecological connection is located in the central park. This connection will, however, become narrow, when the space required by trees, routes, and the proposed diverse functions are implemented in practice. The functions serve the residents and tourists well.

The transport network has been presented in a professional manner and the proposal is, for the most part, successful and has development potential. The small street running parallel to Hatanpään valtatie Road seems to be unnecessary. Whilst locating the school by the lake places a public building in a magnificent spot, related drop-off traffic crosses the park connection. The street connection points to the surrounding transport network comply with the competition programme. The transport network within the area aptly observes the different modes of travel, identifies the hierarchical roles of the routes, and perceives on whose terms (i.e. which mode of travel) transport is organised in the area. The pedestrian and cycling network is practical and hierarchically organised. The new bridge connection leading to the city centre leads towards Voimakatu Street instead of the new underpass. Pedestrian and cycling traffic have been treated as a single mode of travel and no hierarchy has been presented for the related routes. The proposal could have been developed in this respect by addressing pedestrian and cycling traffic as separate modes of travel and by specifying a hierarchy for the related routes.

Vehicle parking is located in two centralised parking facilities, and the solution seems to be functional. As regards bicycle parking, a centralised parking solution has been presented successfully for both public and resident parking. The tram stop has been located at the Hatanpäänkatu Street junction and the presented walking and cycling connections from the competition area are good.

26 PARS PRO TOTO

Key figures of the entry

Competition area:	387 946 m2
Land area:	188 876 m2
of which filled areas on the existing water area:	19 950 m2
Water area:	199 070 m2
Block areas (for construction):	50 150 m2
Public green areas and parks:	70 900 m2
Gross floor area for housing:	156 110 gfm2
Gfa for business and offices:	5 215 gfm2
Gross floor area for public services :	3 200 gfm2
Gfa for other uses:	2 000 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	167 145 gfm2
Vehicle parking, total:	903 spaces
Bicycle parking, total:	3 980 spaces
Number of residents:	3 469.11 persons
Estimated number of jobs :	365 jobs
Density (total gfm2 /comp. m2):	0.43

Jury review

Upper Class

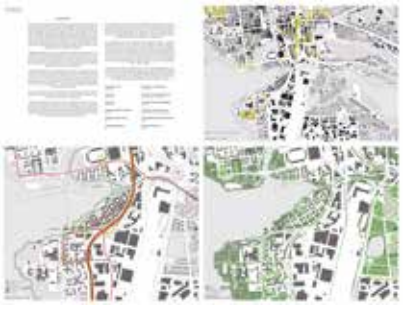
The entity has been prepared in a confident manner and its solutions are, for the most part, successful. The proposal creates a functional and dense cityscape that withstands time well. The small variation in the closed block structure and height makes the blocks pleasing. The one and same idea has been carefully extended throughout the entire proposal, which makes the area uniform in a good way. However, the same feature also makes the proposal dull and monotonous in places. This is especially well reflected in the identical repetition of massing that does not raise up to the same level with the carefully thought-out twists and turns of other block sections.

The proposal constitutes a uniform and clear entity, but the architecture makes it too dense and monotonous. The proposal is based on an elegantly designed zone of shore parks and squares. Water and the lake have been made part of the city structure in a prudent manner. The proposal would benefit from solutions related to the closeness of water. The lake and the shoreline have not been used to their full potential as regards the actual block structure and comfort of living. The harbour and the canoeing centre are located slightly aside, but the location is excellent in terms of transport.

Residents and tourists have been observed well in the functions. Green areas are diverse. The shore park flows into a playground, a café square, and a park at the mouth of Viinikanoja through wetlands, meadows, and hiking and resting spots. The school and daycare building with related yard areas reserve an unreasonable large section of the shoreline for use as a yard area during the daytime.

The ecological corridor from the Hatanpää park area to Lake Iidesjärvi is located in the shore park, but contains some narrow sections. The green area has been examined sketchily and continues into the blocks. Private yards are small in scale and offer peace and rest. Delightfully, functions, such as roof gardens, terraces, and shared premises, have been proposed for the roof landscape.

The transport network has been presented in a professional manner and is functional. The street connection points to the surrounding transport network comply with the competition programme. In the transport network within the area, vehicle traffic has been minimised. Motorised maintenance and service traffic is permitted, and transport has been planned on the terms of walking. The pedestrian network is very extensive and it is linked effectively to the new underpass in the north. A cycling network within the planning area and the linking of the area towards the city centre in the north by bicycle are missing from the proposal. Vehicle parking is located in two centralised parking facilities, and the solution seems to be functional. Bicycle parking is proposed to be implemented block-specifically. Parking spaces have also been presented for city bikes. The tram stop has been located at the Hatanpäänkatu Street junction and the presented walking and cycling connections to the competition area are good.



27 ARCHIPELAGO

Key figures of the entry

Competition area:	387 946 m2
Land area:	235 482 m2
of which filled areas on the existing water area:	70 369 m2
Water area:	152 284 m2
Block areas (for construction):	64 389 m2
Public green areas and parks:	87 650 m2
Gross floor area for housing:	171 000 gfm2
Gfa for business and offices:	15 750 gfm2
Gross floor area for public services :	7 100 gfm2
Gfa for other uses:	6 030 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	200 500 gfm2
Vehicle parking, total:	1 139 spaces
Bicycle parking, total:	5 191 spaces
Number of residents:	3 800 persons
Estimated number of jobs :	520 jobs
Density (total gfm2 /comp. m2):	0.52

Jury review

Upper Class

The proposal has been carefully studied and presented. The block structure and the transport solution are balanced. The central square opens up elegantly from the tram stop. The evening sun and long views towards the lake could be utilised better with minor further development. Block models have been successfully divided into two types. On the shoreline side, the shape of the roofs of the blocks create a recognisable entity, but the repetition of the block structure with only little variation requires further development.

The street spaces have partly been created by varying the same block shape, with the result that the spaces are too extensive and unjustified in places. The yards on the Hatanpään valtatie Road side are shady. Their scale in relation to the yard space needs to be developed further. The location of the school and its linking with senior housing and the library are successful.

Water and the lake have been made part of the city structure by means of a canal basin, two large harbours, and the western island that has been reserved for recreational use. Viinikanlahti Bay is still visible as a bay and part of the lake landscape even though the boat harbours narrows it down to some extent. The shoreline is a heavily designed, public, and continuous square-like space. The canal basin causes a detour for pedestrians. Public areas have been designed carefully, their dimensioning is good, and they are spatially varied. The character of the shoreline zone is quite built-up.

The ecological connection from Hatanpää to Viinikanlahti is in many places discontinuous from the western harbour area all the way to the central canal basin. Residents and tourists have been observed well in the functions that have been located in a natural manner.

The transport network has been presented in a professional manner and is functional. The street connection points to the surrounding transport network comply with the competition programme. In the transport network within the area, the aim is to direct vehicle traffic into the two parking facilities located along the entrance streets. Within the area, streets are shared space type routes, where transport has been designed on the terms of walking. A pedestrian and cycling network has been presented for the planning area but these two modes of transport have been treated by using only one symbol. The area is linked to the underpass of the new bridge in the north. The proposal could have been developed in this respect by addressing pedestrian and cycling traffic as separate modes of travel and by specifying a hierarchy for the related routes.

Vehicle parking is located in two centralised parking facilities, and the solution seems to be functional. Bicycle parking is proposed to be implemented block-specifically. Bicycle parking has also been presented for public areas. The tram stop has been located at the Hatanpäänkatu Street junction and the presented walking and cycling connections to the competition area are good.

28 Groma Locuta Causa Finita

Key figures of the entry

Competition area:	387 946 m2
Land area:	218 401.14 m2
of which filled areas on the existing water area:	59 653.50 m2
Water area:	169 544.69 m2
Block areas (for construction):	76 979.49 m2
Public green areas and parks:	55 580.91 m2
Gross floor area for housing:	167 033.02 gfm2
Gfa for business and offices:	3 057.24 gfm2
Gross floor area for public services :	4 203.84 gfm2
Gfa for other uses:	2 907.18 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	177 821.27 gfm2
Vehicle parking, total:	1 033 spaces
Bicycle parking, total:	4 266.40 spaces
Number of residents:	3 711.84 persons
Estimated number of jobs :	85 jobs
Density (total gfm2 /comp. m2):	0.46

Jury review

Middle Class

The proposal has been carefully prepared and is among the best examples of a city structure model where the park zone and related canals are located within the area. The canal creates a contact with water for all blocks within the area. In addition, a clear central space is created for the area. Despite the good features, the solution also has its downsides. The amount of shoreline required by the canal increases, resulting in high construction costs. The scale of the canal world is relatively large and it takes up a large part of the total surface area. Hardly any spaces are created for smaller squares or alleys. The proposal is functional in terms of traffic and cycling connections. Plenty of space has been reserved for cars and no attempt has been made to reduce vehicle traffic in the area.

The proposed pedestrian and cycling bridge is magnificent and creates a connection directly to the canal but is relatively extravagant, as it runs almost parallel to the actual shoreline. The sculpture-like roof shapes presented in the perspective drawings fit well with the entity. The blocks are massive. The proposal includes a central park in the city structure. The design of the shoreline zone is very formalistic, relatively narrow, and square-like. Park zones are located on the southern side of the shore blocks, in the eastern side of the area, and at the mouth of Viinikanoja. The design of the central park is incoherent and functions are disconnected from each other. The strong and partly monotonous winding of the paths is not purposeful.

Water and the lake connect with the city structure via a rectangular island, a related canal, and the western harbour basin. Viinikanlahti is still clearly part of the lake landscape as a bay.

The ecological zone is, in places, discontinuous around the canal. The shoreline zone is only partly continuous and public. Western major blocks are a private shore, as is the island designated for housing in the middle section. Because plenty of harbour functions have also been located at the shoreline, the proposal does not permit the use of the best lake shores for public use to a sufficient extent. Functions have been proposed in the area especially for the residents, but to some extent also for tourists and city centre residents.

29 CANALQUARTERS

Key figures of the entry

Competition area:	387 946 m2
Land area:	187 000 m2
of which filled areas on the existing water area:	25 000 m2
Water area:	200 946 m2
Block areas (for construction):	32 000 m2
Public green areas and parks:	86 900 m2
Gross floor area for housing:	158 610 gfm2
Gfa for business and offices:	7 930.50 gfm2
Gross floor area for public services :	3 300 gfm2
Gfa for other uses:	900 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	171 360.50 gfm2
Vehicle parking, total:	800 spaces
Bicycle parking, total:	4 000 spaces
Number of residents:	3 524.67 persons
Estimated number of jobs :	300 jobs
Density (total gfm2 /comp. m2):	0.44

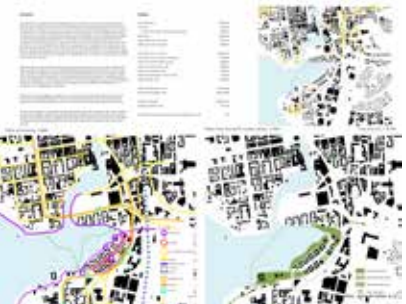
Jury review

Middle Class

The core idea of the proposal is clear. The new city district will be constructed around the canal. Even though the canal milieu is pleasing as such, the size of the planning area poses a challenge. There could be more construction in the surrounding area; at least one or two additional rows of blocks. Now the expensive solution benefits a relatively small number of blocks, half of which open out towards the lake. The planning of the outdoor premises seems to be partly unfinished. The square space that is linked to the tram stop is unnecessarily large and amorphous. The city structure also contains successful features. The sensitive variation of the square basic block works – also vertical variation could have been considered. Locating tall construction at the northern end of the area seems to be a natural solution.

The lake and water have been made part of the city structure by means of a canal, which creates a pleasing urban space around it. However, the proposal does not utilise the planning area for construction to a sufficient extent: the eastern part near Hatanpää is a park that also contains museums and public services, which seem to be disconnected from the rest of the city structure to some extent. Point blocks that serve as landmark buildings have been located at the mouth of Viinikanoja, but their visual look is dull in terms of the cityscape and the landscape.

The shoreline zone consists of a continuous public park that contains an ecological connection from Hatanpää to Viinikanoja, which is broken in places. However, green areas, the shoreline zone, and landscape architecture have not been truly designed, and in terms of functions, the green areas only offer a small number of functions for the residents, tourists, and city centre residents.



30 Blue + Green Stream

Key figures of the entry

Competition area:	387 946 m2
Land area:	204 253 m2
of which filled areas on the existing water area:	38 628 m2
Water area:	183 693 m2
Block areas (for construction):	36 510 m2
Public green areas and parks:	60 829 m2
Gross floor area for housing:	135 208 gfm2
Gfa for business and offices:	3 500 gfm2
Gross floor area for public services :	7 800 gfm2
Gfa for other uses:	6 400 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	153 528 gfm2
Vehicle parking, total:	766 spaces
Bicycle parking, total:	3 380 spaces
Number of residents:	3 004.62 persons
Estimated number of jobs :	590 jobs
Density (total gfm2 /comp. m2):	0.40

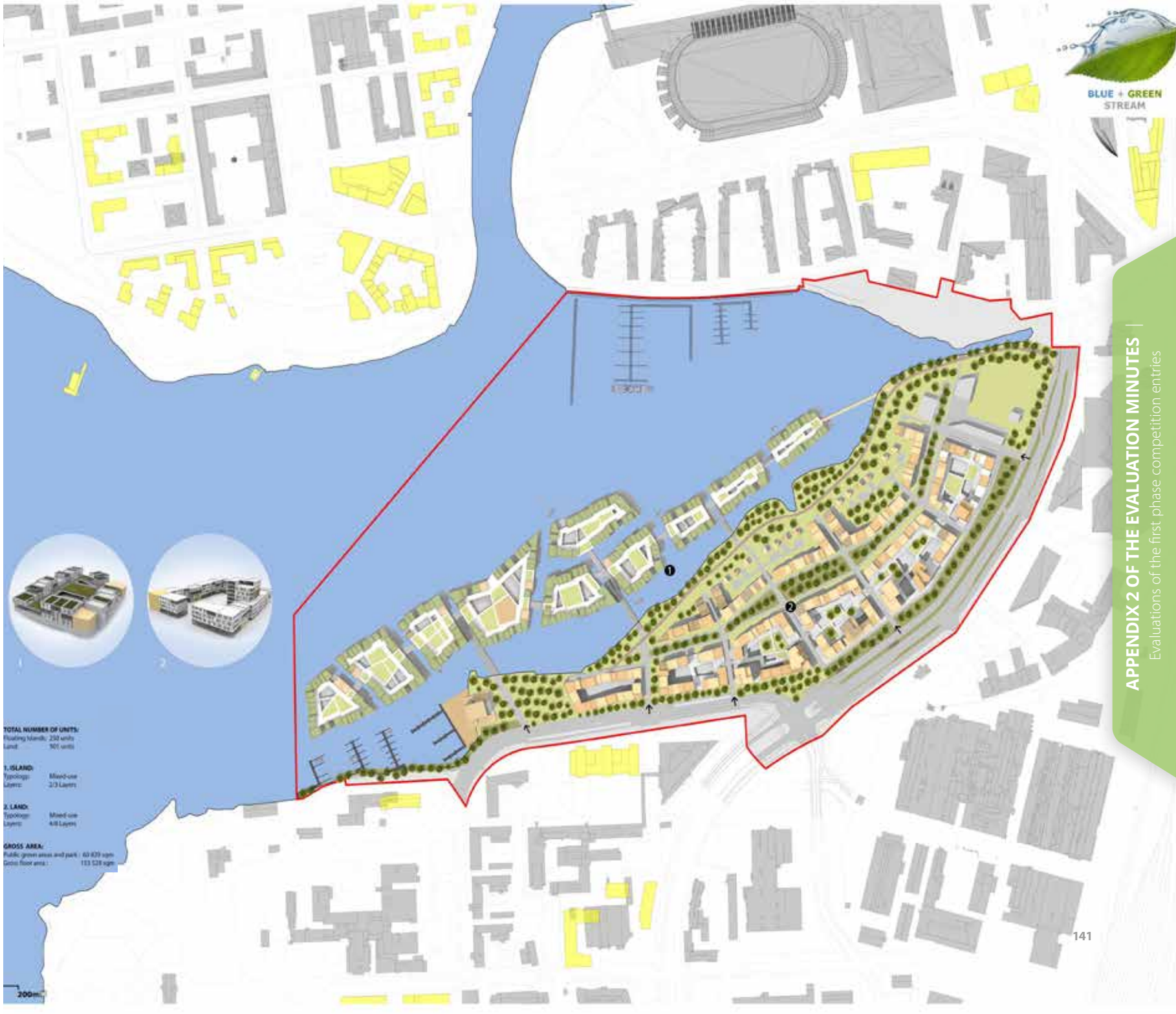
Jury review

Lower Class

The driving idea of the proposal is interesting and clear in its boldness: it preserves the current shoreline and locates some of the new construction in floating blocks. The massing of construction that is located on land has a village-like approach and sensitivity. The volume of the floating construction and the size of the units are challenging in terms of the feasibility of construction e.g. due to the large size of the units. In addition, including parking into the structures creates significant additional challenges as regards the feasibility and phasing of the structures. The proposal is a boldly utopian vision of the opportunities provided by Viinikanlahti when floating construction is used.

Water and the lake have been made part of the city structure by means of a relatively extensive island formation. However, the fill areas extend relatively far into Viinikanlahti and the bay becomes too narrow at the mouth of Viinikanoja in particular. Islands are reserved for housing only and consist solely of private island blocks. The required public and continuous shoreline zone is located on the mainland side along the original shoreline. A boat harbour is located in the surrounds of the valuable green area in Hatanpää, breaking the green connection from Hatanpää to the mouth of Viinikanoja. The green connection also includes several narrow sections.

Overall, landscape architecture has not been truly designed. In terms of functions, the green areas offer very little to the residents. Functions required by the competition programme have not been specified e.g. in the local detailed drawing; the texts include a few mentions. The attractiveness and functionality of the area have not been considered from the point of view of tourists and city centre residents.


BLUE + GREEN
STREAM
TOTAL NUMBER OF UNITS:
1. ISLAND:
2. LAND:
GROSS AREA:
200m

31 URBAN HAVEN

Key figures of the entry

Competition area:	387 946 m2
Land area:	193 446 m2
of which filled areas on the existing water area:	27 950 m2
Water area:	194 500 m2
Block areas (for construction):	42 400 m2
Public green areas and parks:	76 000 m2
Gross floor area for housing:	140 000 gfm2
Gfa for business and offices:	1 000 gfm2
Gross floor area for public services :	4 500 gfm2
Gfa for other uses:	3 000 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	149 120 gfm2
Vehicle parking, total:	700 spaces
Bicycle parking, total:	3 500 spaces
Number of residents:	3 111.11 persons
Estimated number of jobs :	100 jobs
Density (total gfm2 /comp. m2):	0.38

Jury review

Middle Class

The street that runs in the middle of the area and the housing blocks that are located on either side of it make the city structure clear but too simplistic. The solution does not create spaces intended for socialising or spaces that would particularly utilise the landscape. The Hatanpään valtatie Road side remains unstructured and the blocks open up incorrectly towards the noise. On the shore side, the blocks open up directly to the shore park, which makes the border between the public and private space unclear. The intermittent rhythm of steep roofs proposed for the blocks is dull and would benefit from further development. Floating residential buildings is an interesting and fresh idea, but their location makes the central public shore too private.

Water and the lake have been made part of the city structure by means of an artificial island, floating islands, canals, and bays. The central island with boat harbours is located relatively far into Viinikanlahti, making the bay relatively narrow.

The north-south park axis that connects the area to existing city structure in the south is a good idea. Square axes that utilise stormwater constitute an interesting recreational connection between the shoreline and the street-side green connection, but the centre of the area and the tram stop do not stand out from the city structure. The design of the shoreline zone is interesting in itself, but remains partly confusing. The dimensioning of spaces required by the functions is not realistic. The shoreline is only partly continuous and construction makes the shoreline zone widely too private.

The ecological green connection from Hatanpää to the mouth of Viinikanoja is located in the park axis and the shoreline zone. It is too narrow in places. The mouth of Viinikanoja has been presented widely as a green area and the yard and sports field of the school that is linked to it. Functions have been proposed in the area, especially for the residents but also for tourists and city centre residents.

32 KIASMA

Key figures of the entry

Competition area:	387 946 m2
Land area:	221 979 m2
of which filled areas on the existing water area:	56 786 m2
Water area:	165 967 m2
Block areas (for construction):	44 218 m2
Public green areas and parks:	177 761 m2
Gross floor area for housing:	150 000 gfm2
Gfa for business and offices:	15 900 gfm2
Gross floor area for public services :	7 563 gfm2
Gfa for other uses:	2 500 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	176 583 gfm2
Vehicle parking, total:	961 spaces
Bicycle parking, total:	3 866 spaces
Number of residents:	3 333.33 persons
Estimated number of jobs :	710 jobs
Density (total gfm2 /comp. m2):	0.46

Jury review

Middle Class

The proposal is unprejudiced and fresh. The city structure is divided into two entities with a continuous park and a magnificent public shore between them. Linking to the rest of the city structure is incomplete, even though the routes leading to the blocks have been carefully examined. Reserving the ends of the area for infrastructure is an interesting idea, but the parking spaces are relatively far away from the housing blocks located in the middle of the area. The dimensioning of the parking facilities is difficult to assess based on the presented material.

The solution is broken at the northern end, where the city structure connects towards the city centre direction. Housing blocks have been interlinked by means of masses built on top of street spaces. The solution is elegant but its architecture needs further development. For example, the perspective drawing that shows the area from the shore side reveals that the major block to be implemented is very massive. The proposed major block and its ground floor do not offer the desired variation in the pedestrian milieu.

The major block and the design of the terrain create a sculpture-like city structure and visual look that have a strong character. The scale of the proposal is too large, and the housing solutions and architecture are too monotonous. Water and the lake have been made part of the city structure by means of a canal constructed between the artificial island and the mainland. The artificial island is partly in residential use and partly consists of a boat harbour and a public swimming beach.

The mouth of Viinikanoja has been designated as an “infrastructure hill” with lookout points. The solution does not support the sensitive environment of Viinikanoja in the best possible manner. The connection to the valuable Hatanpää area by means of a sea terminal is also rough even though its facade is green. Viinikanlahti is part of the lake landscape as a bay. The design of the shoreline zone is large in scale and it is, for the most part, public and continuous.

The green connection from Hatanpää to the mouth of Viinikanoja is located on the park axis that is well dimensioned. The proposal contains functions for the residents, tourists, and city centre residents, and clear destinations and interesting sites, in particular a large swimming beach and an active shore promenade.


KIASMA

33 STRAIGHTTOTHEWATER

Key figures of the entry

Competition area:	387 946 m2
Land area:	212 949 m2
of which filled areas on the existing water area:	52 754 m2
Water area:	174 997 m2
Block areas (for construction):	41 040 m2
Public green areas and parks:	58 252 m2
Gross floor area for housing:	157 860 gfm2
Gfa for business and offices:	10 100 gfm2
Gross floor area for public services :	20 150 gfm2
Gfa for other uses:	27 600 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	216 330 gfm2
Vehicle parking, total:	4 642 spaces
Bicycle parking, total:	994 spaces
Number of residents:	3 508 persons
Estimated number of jobs :	424 jobs
Density (total gfm2 /comp. m2):	0.56

Jury review

Lower Class

Overall, the proposal is magnificent but seems to be located in a wrong place. The relationship with the environment is similar to a harbour area that has been created by filling the water area based on a rational logic – in this case, however, there is no pressure for industrial construction. Bordering on Hatanpään valtatie Road is non-existent. A long excavated canal that has a determined feel ends at an undefined green area. Connections to public transport stops have not been considered in the pedestrian routes. The perspective drawings and architecture of the proposal are successful and reflect high-quality urban construction.

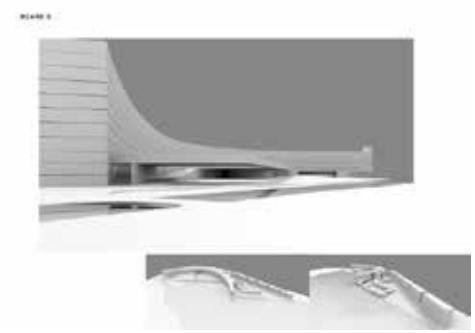
The proposal utilises the lake and water by locating the city structure far into Viinikanlahti and by locating a canal network within the city structure. However, only some of the blocks open out towards the lake. The proposal is located so far into Viinikanlahti that it dominates the lake landscape and the bay is no longer properly visible as a bay.

The character of the shoreline zone is very built-up; park areas are mainly found in the east at the mouth of Viinikanoja. There are islands that have a private feel and related moorings in the vicinity of the valuable Hatanpää area, which create a too extensive, linear facade towards Hatanpää. The shoreline is partly public and continuous. The westernmost blocks make the shore private, which has been compensated by also locating the harbour with its plentiful recreational functions in the west. Also, in other respects, the proposal includes a relatively good selection of functions that enhance the attraction of the area for the residents, tourists, and city centre residents. However, the functions of the park are not easily accessible from all housing blocks and the decentralisation of harbour functions is not preferable.

The ecological green connection from Hatanpää to the mouth of Viinikanoja is located along the streets and is broken, narrow, and contains too few trees in many places. In addition, no large trees can be located on top of the infrastructure corridor. Green areas and landscape architecture have not been extensively designed.


STRAIGHT TO THE WATER

34 TheThreeFors



Key figures of the entry

Competition area:	387 946 m2
Land area:	190 126 m2
of which filled areas on the existing water area:	25 050 m2
Water area:	197 820 m2
Block areas (for construction):	34 430 m2
Public green areas and parks:	36 610 m2
Gross floor area for housing:	151 470 gfm2
Gfa for business and offices:	8 440 gfm2
Gfa for public services :	4 140 gfm2
Gfa for other uses:	4 360 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	169 030 gfm2
Vehicle parking, total:	1 140 spaces
Bicycle parking, total:	3 450 spaces
Number of residents:	3 366 persons
Estimated number of jobs:	jobs
Density (total gfm2 /comp. m2):	0.44

Jury review

Lower Class

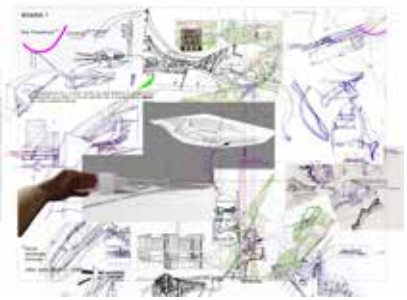
The proposal has been designed as one building. It takes very little account of the goals specified in the competition programme, e.g. relying on public transport and creating diverse urban spaces; instead, it is an independent proposal that studies the fantastic arches and spatiality of the huge complex. In this respect, the proposal contains magnificent aspects, but it remains a sketchy study as an entity.

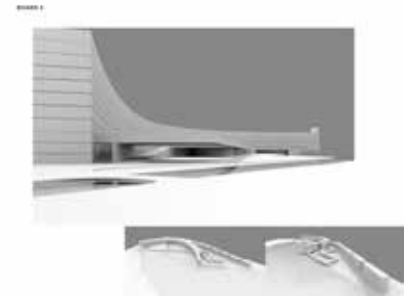
Except for the views, the city structure does not, in particular, utilise the lake or water.

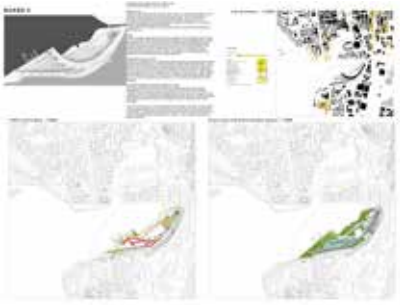
The western part of the shoreline zone is too heavily built-up with the boat harbour and the rowing and canoeing centre. The eastern part of the shoreline zone is park-like and public.

The ecological green connection from Hatanpää to the mouth of Viinikanoja is extensively broken and narrow due to the built-up character of the western shoreline zone and the location of the long building masses. Green areas and landscape architecture have not been truly designed in other respects either, and there are no functional attractions for the residents and, in particular, for tourists or city centre residents, despite the continuous and, in itself, smooth shore route. The proposed market hall is not feasible in the location – in commercial services, the area relies on the services of the city centre in accordance with the competition programme.

A technical comment: the separate description and attachment images were missing.







35 Strandlines

Key figures of the entry

Competition area:	387 946 m2
Land area:	211 893 m2
of which filled areas on the existing water area:	47 108 m2
Water area:	176 052 m2
Block areas (for construction):	95 084 m2
Public green areas and parks:	60 000 m2
Gross floor area for housing:	169 300 gfm2
Gfa for business and offices:	22 575 gfm2
Gross floor area for public services :	3 800 gfm2
Gfa for other uses:	4 300 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	200 595 gfm2
Vehicle parking, total:	1 116 spaces
Bicycle parking, total:	4 326 spaces
Number of residents:	3 762.22 persons
Estimated number of jobs :	800 jobs
Density (total gfm2 /comp. m2):	0.52

Jury review

Middle Class

The basic idea of the city structure is clear. The division into a zone of slab block buildings that are open towards the lake and closed blocks on the Hatanpään valtatie Road side is suited to the location, but very unusual as a solution. For this reason, the cityscape is unbalanced despite the clear concept. The structure that is open on the shore side offers water views quite fairly to all housing blocks. In places, the slab block buildings are very close to each other, which reduces the quality of the solution. Instead of lake views, quite many of the apartments open towards an opposing building, even though balconies offer long views towards the lake. Because of the treatment of the slab block buildings, traffic arrangements, and the park, very little urban hustle and bustle is generated on the shore; instead, the atmosphere is relatively suburban. The connection that opens from the tramway to the shoreline, on the other hand, is impressive in terms of functions and space.

Water and the lake have been made part of the city structure by means of islands, strongly defined bays, and reed bed areas. Viinikanlahti is perceptible as part of the lake landscape as a bay, even though the shoreline is heavily built-up. The design of the public and continuous shoreline zone is varied, pleasingly rhythmic, and creates interesting outdoor spaces.

Connections are smooth. The green connection from Hatanpää to the mouth of Viinikanoja is located in the shoreline zone that serves as the park axis. It is narrow in places, e.g. near the sauna and harbour in the west. The mouth of Viinikanoja has been treated as a narrow green area: housing construction restricts the views and the landscape space towards the lake. Towards Hatanpää, the connection is heavily built-up due to the location of a relatively large boat harbour in the area. A pleasing route with squares is located in the inner parts of the area. A good number of various innovative and well-dimensioned functions have been located within the area for the residents, tourists, and city centre residents.

36 TWIST

Key figures of the entry

Competition area:	387 946 m2
Land area:	221 000 m2
of which filled areas on the existing water area:	52 000 m2
Water area:	166 964 m2
Block areas (for construction):	49 240 m2
Public green areas and parks:	171 760 m2
Gross floor area for housing:	130 700 gfm2
Gfa for business and offices:	12 540 gfm2
Gross floor area for public services :	5 254 gfm2
Gfa for other uses:	gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	149 114 gfm2
Vehicle parking, total:	967 spaces
Bicycle parking, total:	3 468 spaces
Number of residents:	2 904.44 persons
Estimated number of jobs :	230 jobs
Density (total gfm2 /comp. m2):	0.38

Jury review

Middle Class

The proposal is warm-spirited and distinctive. Gabled roof masses and small and large scales have been mixed in a pleasing manner. The highlight of the city structure is the large island and the canal that runs parallel to it, and the park. Even though the idea is attractive in terms of the quality of living, the island is separated into its own world.

A proper link to the surrounding city structure is missing. More could have been got out of the canal by making it the central urban space in the area. The large volume of the shoreline increases construction costs. The parking area at the northern end of the area creates a buffer zone for the pumping station towards housing, but it is a poor solution in terms of the cityscape. The parallel street on the Hatanpään valtatie Road side does not work.

The southern shore of the island is partly private in nature, even though public pocket parks connect it to the mainland on the northern shore. Other parts of the shoreline zone are public and continuous. On the island, the design of the shoreline is intermittent and repetitive. Less than half of the shoreline zone of the mainland consists of a park, which makes the shore blocks seem disconnected. Vehicle traffic is proposed for the shore area. The park axis that starts from the Hatanpää area forms a green belt from the middle section of the area to the mouth of Viinikanoja in the east. The ecological connection is continuous and utilises stormwater well, but its feasibility as regards dimensioning is dubious. The mouth of Viinikanoja has been treated as a green area. Viinikanlahti as part of the lake landscape becomes quire narrow.

The proposal includes a good amount of functions and attractions for the residents, tourists, and city centre residents, but the dimensioning of the functions have not been examined carefully.

37 Parske

Key figures of the entry

Competition area:	387 946 m2
Land area:	196 502 m2
of which filled areas on the existing water area:	31 930 m2
Water area:	191 445 m2
Block areas (for construction):	36 799 m2
Public green areas and parks:	65893 m2
Gross floor area for housing:	162 604 gfm2
Gfa for business and offices:	9 224 gfm2
Gross floor area for public services :	4 108 gfm2
Gfa for other uses:	23 790 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	200 346 gfm2
Vehicle parking, total:	986 spaces
Bicycle parking, total:	4 170 spaces
Number of residents:	3 613.42 persons
Estimated number of jobs :	96 jobs
Density (total gfm2 /comp. m2):	0.52

Jury review

Upper Class

A magnificently urban, yet green and park-like solution. The entry forms a unified entity that is based on the wave-like placement of blocks along the shoreline zone. The idea is that each block offers lake views and has a strong connection to the green shoreline zone. Construction is moderate and mainly consists of buildings that have 4–5 floors, allowing a great deal of light into the yards despite the dense structure. Each block is highlighted by taller, slender slab block buildings that serve as landmarks.

The city structure creates a subtle shift from an urban environment to the shores of Lake Pyhäjärvi. The solutions of the master plan bind it well with the location. The basic idea of the block structure is successful. The central square that opens from the tram stop is surrounded by a more moderate scale, making the area facade suitably varied and urban. The canal network that is connected to the square and circles the island leads beautifully towards the lake. A larger space that faces the evening sun has been located in a successful manner for recreation and functions on the eastern side of the canal. The tram stop and its surroundings have not been planned comprehensively.

Areas within the blocks have been designated as outdoor play areas. This seems like a natural solution, as they are sheltered in terms of safe connections and wind conditions. The openings of the blocks provide views from the inner areas towards the environment. Buildings with 14–15 floors form a wavy set of blocks that closes the Hatanpään valtatie Road and Hatanpäänkatu Street direction. The solution is functional, but clearer grounds are needed for the location of tall construction.

The proposed architectural variation of the blocks seems fitting. Each block is visually divided into smaller parts, creating a rich and balanced environment. However, the confident approach makes the architecture slightly unsurprising.

The rhythm of the shore works well in terms of functions and the cityscape. The restaurant, guest harbour, and canoeing club create active and urban points along the shore park. The solution at the western end of the shore consists of a small-scale canoeing club building, whose location near the Hatanpää area is good. Despite its low height, the building has potential to serve as a prestigious public building also when viewed further away from the opposing side of the bay. The north-western tip of the fill areas exceeds the outer permitted scope of the new shoreline implemented by filling. The ratio between the fill area and the living area is the second best in the upper class.

The sensitive area at the mouth of Viinikanoja is a green area that is bordered by a school with a distinct roofline and related yard area. The location of the school at the mouth of Viinikanoja near the pumping station seems to be a natural solution.

The very strongly designed shoreline zone is a clear part of the landscape architecture, image, and identity of the entry. Whilst being new as a design principle, it is also familiar from the rapids setting of the historic city centre of Tampere. The entry excellently manages to make the lake a part of the city structure. Pärske proposes a pleasing selection of lake-side settings for an urban city area, including an island, bays of various shapes, canals, and a stream bed.

The significance of the tram stops is established by opening up the square, canal, and island axis towards the shore from the stops and by locating a hybrid building, a so-called mobility center, adjacent to one of the stops.

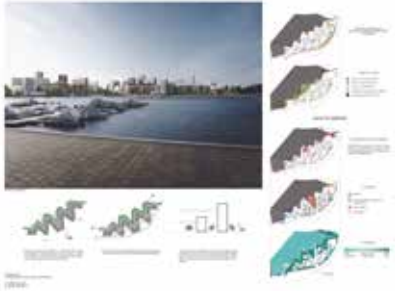
Viinikanlahti is still clearly part of the lake landscape as a bay. The end of the sight line of Hämeenpuisto Esplanade has not been specifically highlighted: the end consists of a shore embankment and a boat harbour. The views from Ratina Bridge are marked by the rowing and canoeing centre, a public sauna, and areas between them that contain swimming areas, parks, and flower meadows.

Views from Pyynikki have been calmed down by locating a boat harbour at the western end, which is bordered on one side by a narrow park headland. The targeted ecological corridor from the valuable park area in Hatanpää to Lake Iidesjärvi is located in the shore park zone. The rental point and small office of the harbour with related parking constitutes a short discontinuation point.

The shoreline zone is continuous and public in its entirety. Green areas are proposed to be treated as diverse areas, some also more naturally maintained. The entry also brings up the option to establish mini-arboretums in the shoreline zone as kinds of vegetation gems and a reference to Hatanpää Arboretum. The entry proposes green roofs and yard areas and parks for stormwater treatment.

The parks are pleasing, and the island and related canals to be constructed provide a natural and interesting addition to the entity. The island merges naturally with the shoreline, thanks to its shape. Its treatment and functions should be examined more closely in further development. The hierarchy of the park premises is natural and the playgrounds are situated in sheltered locations.

In terms of functions, the green areas are suited to residents of all ages, and also for city centre residents and tourists. The proposed diverse and realistic functions make the area attractive. The green environment continues through semi-public areas to the blocks in the form of e.g. yards and green roofs. In these respects, the entry is clearly more indicatory.



38 Drumlin

Key figures of the entry

Competition area:	387 946 m2
Land area:	184 800 m2
of which filled areas on the existing water area:	18 800 m2
Water area:	203 000 m2
Block areas (for construction):	62 900 m2
Public green areas and parks:	88 870 m2
Gross floor area for housing:	135 000 gfm2
Gfa for business and offices:	7 735 gfm2
Gross floor area for public services :	5 425 gfm2
Gfa for other uses:	0 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	148 780 gfm2
Vehicle parking, total:	830 spaces
Bicycle parking, total:	3 500 spaces
Number of residents:	3 000 persons
Estimated number of jobs :	200-250 jobs
Density (total gfm2 /comp. m2):	0.38

Jury review

Middle Class

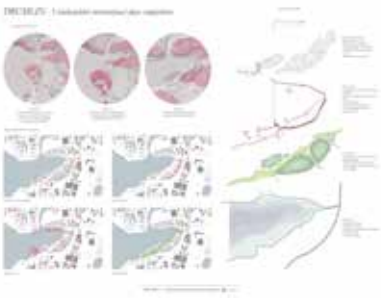
The massing of the proposal has sensitivity originating from the examination of the concept from the landscape point of view. The basic idea of the city structure including the traffic solutions is clear. However, the unclear hierarchy of public spaces is problematic. There is no easily perceivable connection to the shore from the tram stop.

On the shore park side, the bordering created by the point blocks towards the public park should be developed further. The small island with its housing buildings remains disconnected, too private, and awkwardly connected even though it has been innovatively linked to a boat harbour.

Water and the lake have been made part of the city structure by means of an artificial island, a canal located on the southern side of the area, and the canal of the western boat harbour. Because the scale of the island is moderate and the boat harbour is in the west, Viinikanlahti is perceptible as part of the lake landscape as a bay.

There is a contrast in the design of the shoreline zone with a more natural eastern shore park zone and the artificial island designated for housing on the western side. The shore is partly public and continuous, but park functions constitute disconnected islets and lack a clear identity. Except for the hotel, the artificial island is designated for housing that extends over the water. The entire island is, for the most part, private in nature. The water theme located on top of the infrastructure corridor at the edge of Hatanpään valtatie Road is a flaw.

There is a continuous green connection in the shore park from the southern side of the boating and canoeing centre to the mouth of Viinikanoja. The proposal includes some functions for the residents, tourists, and city centre residents.



39 HATA

Key figures of the entry

Competition area:	387 946 m2
Land area:	217 000 m2
of which filled areas on the existing water area:	66 000 m2
Water area:	157 000 m2
Block areas (for construction):	80 400 m2
Public green areas and parks:	68 000 m2
Gross floor area for housing:	161 200 gfm2
Gfa for business and offices:	1 000 gfm2
Gross floor area for public services :	4 000 gfm2
Gfa for other uses:	780 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	167 600 gfm2
Vehicle parking, total:	918 spaces
Bicycle parking, total:	4 157 spaces
Number of residents:	3 582.22 persons
Estimated number of jobs :	64 jobs
Density (total gfm2 /comp. m2):	0.43

Jury review

Middle Class

The city structure of the proposal is clear, but the cityscape it creates is too cold. The five major blocks, point blocks, and the school and the parking facility that are located between them create a rational impression. The structure does not support the creation of a unique identity. The entity continues the scale of the southern shore of Ratina in a logical way, but does not support the goals of the competition programme regarding a city district that is diverse and rich in nuances.

The main square between the school and the housing block is declarative and makes hardly any use of the lake views. The traffic and parking solution minimises traffic in the area. The maintenance and service traffic connection that passes through the blocks seems to be a poor solution in relation to the volume of construction.

Water and the lake have not been particularly made part of the city structure. The filled areas extend relatively far into the bay, creating a large shore park and an ecological connection from Hatanpää to the mouth of Viinikanoja. The shoreline is public and continuous. The design and spatial arrangement of the shoreline zone are slightly dull and traditional. The major blocks constitute city and block structures that lack diversity. Viinikanlahti is, for the most part, seen as part of the lake landscape as a bay even though the harbour narrows it down. Connections are smooth and clearly hierarchical.

The solutions of the green area and the important and interesting stormwater squares repeat each other and create a less diverse urban space. The hot spot at the centre of the area is not sufficiently interesting and does not stand out in order to generate a clear goal.

The proposal includes functions mainly for the residents; there are fewer attractions and functions for tourists and city centre residents.

A technical comment: attachment images were missing.


"HATA"
1


3


"HATA"
4


"HATA"
5


"HATA"
6


"HATA"
12000 kam2
40000 kam2
45000 kam2
25000 kam2
25000 kam2
15000 kam2
5000 kam2
playground
car parking

40 Leaf

Key figures of the entry

Competition area:	387 946 m2
Land area:	m2
of which filled areas on the existing water area:	m2
Water area:	m2
Block areas (for construction):	m2
Public green areas and parks:	m2
Gross floor area for housing:	gfm2
Gfa for business and offices:	gfm2
Gross floor area for public services :	gfm2
Gfa for other uses:	gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	620 gfm2
Vehicle parking, total:	spaces
Bicycle parking, total:	spaces
Number of residents:	0 persons
Estimated number of jobs :	jobs
Density (total gfm2 /comp. m2):	0.00

Jury review

Middle Class

The proposal is carefully prepared and the author justifies the solutions well, even though not all of them are perfect for this location. The cityscape is created by combining various scales, including the tower blocks of the main square and the three-storey buildings at the edges of the area. The rich massing is promising.

The division of the blocks could have been organized slightly differently especially on the Hatanpään valtatie Road side. Now the blocks are urban in accordance with the competition programme, but their density could have been reduced without this having a negative impact on the proposal. The highest masses would work better if lowered a little: next to the main square located at the centre of the area, they are not connected to the tall construction areas of the city centre. The connection to the city centre works and the area has a clear central square. Routes to the tram stops have not been considered at all, which is a significant failure as regards the goals of the competition programme.

Water and the lake have been made part of the city structure by means of four multipart canals. Green squares undulate in the shoreline zone through the canals. The character of the shore is, however, too built-up and there is an unjustified amount of expensive shore structures and embankment. Viinikanlahti Bay is still visible as a bay and part of the lake landscape, even though boat harbours narrow it down on both sides. The public and continuous shoreline zone has been designed in rough lines only.

The requirement of an ecological green connection from Hatanpää to the mouth of Viinikanoja is not met. Also connections from the blocks to the pleasant parks are poor. The connection located along Hatanpään valtatie Road on top of the infrastructure corridor is narrow and not all related plantings are realistic. Connections to the shoreline zone break off in many places. The actual park mainly consists of the mouth of Viinikanoja, the yard of related daycare centre and school, and the surroundings of the rowing centre. The bordering of the Hatanpää area is too straightforward at the long breakwater of the boat harbour and the green connection does not extend all the way to Hatanpää Manor Park.

The proposal includes a good selection of functions for the residents, tourists, and city centre residents. The local detailed plan does not seem to include an actual playground. The seasonal nature and safety aspects of the aquapark raise questions, if it is the only play area. Business premises are located in each housing block, which makes the total volume too high.

A technical comment: the separate description was missing.

41 ALLOY

Key figures of the entry

Competition area:	387 946 m2
Land area:	226 000 m2
of which filled areas on the existing water area:	61 500 m2
Water area:	163 000 m2
Block areas (for construction):	53 000 m2
Public green areas and parks:	70 500 m2
Gross floor area for housing:	184 000 gfm2
Gfa for business and offices:	16 500 gfm2
Gross floor area for public services :	4 100 gfm2
Gfa for other uses:	1 660 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	206 880 gfm2
Vehicle parking, total:	1 158 spaces
Bicycle parking, total:	4 700 spaces
Number of residents:	4 088.89 persons
Estimated number of jobs :	41 jobs
Density (total gfm2 /comp. m2):	0.53

Jury review

Upper Class

The basic idea of the first phase proposal in terms of the city structure is functional. Most of the blocks are closed blocks that border close to the shoreline. The two blocks next to the shore park extend boldly into the water. The advantage of the solution is that it gives the shore park an urban character without losing the green connection. The downside is that the two blocks that extend into the water dominate the landscape strongly and disrupt the long views from the shore park towards the lake. The centre of the area consists of various sections and creates plenty of new kinds of spaces; perhaps even too many in relation to the size of the area. The two-storey construction in the western part of the area is the weakest link of the proposal. The solution creates a luxury detached housing area in a location that is significant in terms of landscape, which is a poor solution for an area that is to be constructed so close to the city centre.

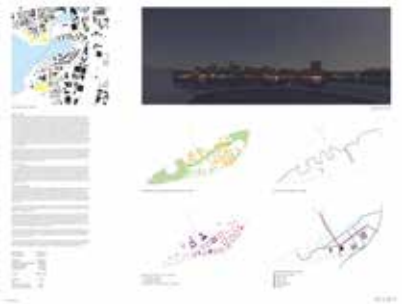
In terms of transport, the proposal is functional. Whilst confident, the proposal fails to offer new solutions to support walking and cycling. The proposed solution that creates a connection across the lake by two interconnected bridges is unique, but could be challenging to implement e.g. due to the height required by large vessels travelling towards the city centre in the north. The connection towards the city centre on the mouth of Viinikanoja side could have been developed further.

Water and the lake have been made part of the city structure in an interesting manner by means of a water sports centre, long canals, and canal basins, which modify the shoreline heavily and make it extremely built-up. Two headlands reserved for a hotel, housing, and other functions extend to Viinikanlahti Bay. The shoreline is public and continuous, as a hybrid block has also been proposed for the western headland.

Viinikanlahti is visible as a bay and part of the lake landscape even though the views are restricted by the pedestrian and cycling traffic connection bridge that leads to the eastern shore of Ratina. The green connection from Hatanpää to the mouth of Viinikanoja includes a few narrow sections and is located in the shore park. The connection to Hatanpää consists of low construction that is even too small in scale and is located in the shore park and the park like environment. The planning of the green areas is sketchy. A sufficient amount of functions has been proposed for the residents and tourists.

The playground located on the roof is a dubious solution. It would be more natural to locate the playground at ground level in terms of its implementation, maintenance, and usability. The squares take up even too much space. Some of the yards are small and shady. Idea images of the treatment of the shoreline zone suggest excellent landscape architecture.

The traffic plan seems to be functional but the incomplete definitions of the markings make it difficult to assess the plan. The plan offers a very traditional transport solution where vehicle traffic is given a relatively major role in the traffic network within the area. As regards vehicle parking, the proposal includes interesting ideas related to robotic parking and other means of smart parking. No bicycle parking solution has been proposed. The proposal could have been developed further by making some of the streets within the area shared space type streets and by supplementing the pedestrian and cycling routes towards the underpass leading to the new city centre.



42 SUN DANCE

Key figures of the entry

Jury review

Lower Class

The basic ideas of the proposal as regards preserving the green connection, the shoreline, and the greenness of Hatanpään valtatie Road are sympathetic, but the result is not successful in terms of the cityscape. The proposal fails to create a sufficient connections to the location and the city structure remains a disconnected islet.

As regards tall construction, the cityscape is discontinuous and dull from the pedestrian point of view. The blocks that are located on water have been carefully examined and create a pleasing living environment. Construction is too heavily focused on the protected Hatanpää area and is not perceptible as an extension of the city centre.

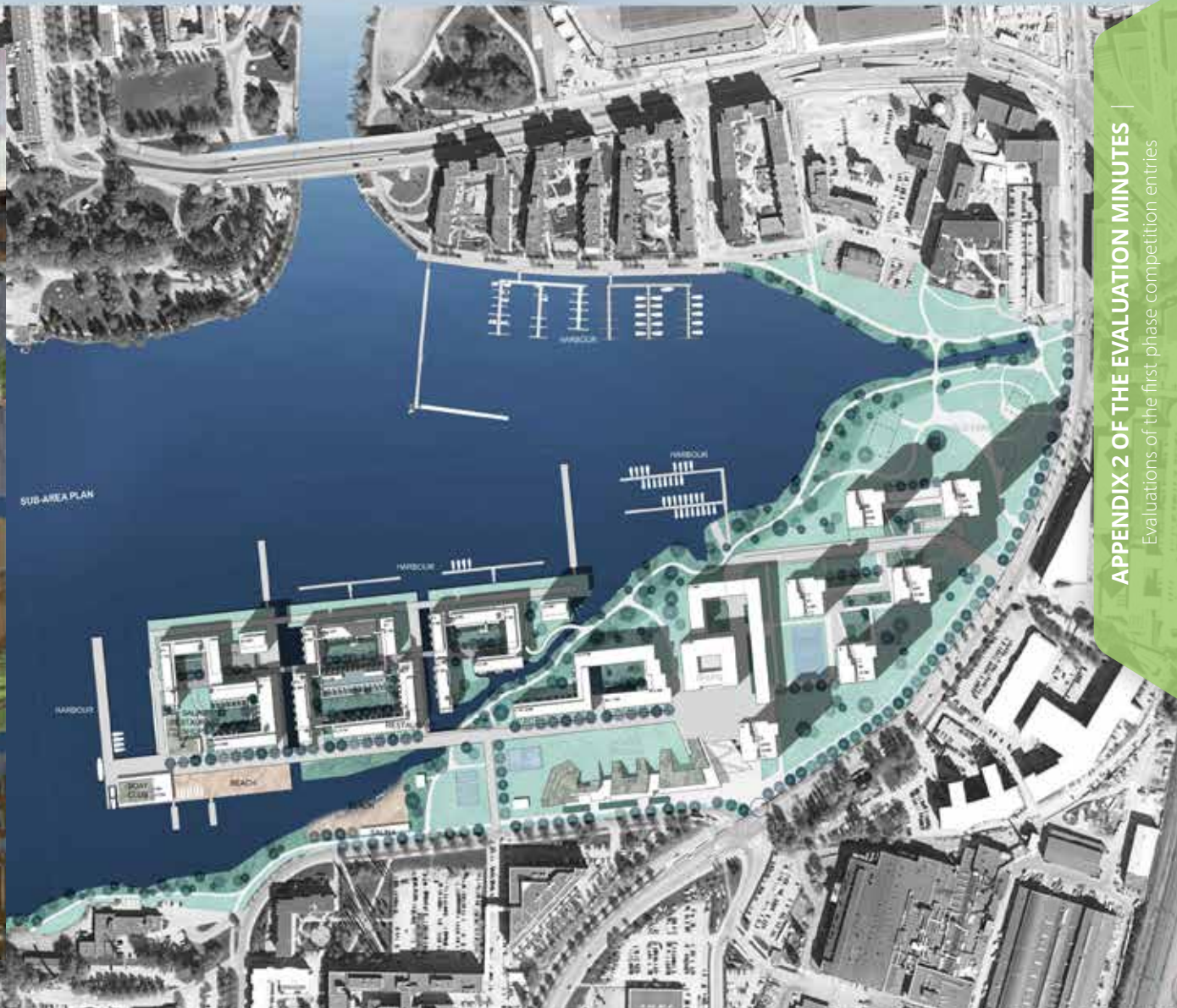
Water and the lake have been made part of the city structure by means of artificial islands and canals that separate them. The proposal modifies the lake landscape of Viinikanlahti too heavily and the bay is no longer visible as a bay. The city structure of the shoreline zone is fragmented. On the mainland, the shoreline zone is continuous, park-like, and public. The zone is too narrow in some places and also serves as the ecological green connection from Hatanpää to the mouth of Viinikanoja. Harbour functions have been decentralised, which makes their maintenance and provision of services difficult. Green areas, functions, and landscape architecture have not been truly designed. The attractiveness and functionality of the area have not been especially considered from the point of view of tourists and city centre residents, except for the saunas and swimming beaches.

A technical comment: attachment images were missing.

SUNSET PLAZA WITH SCHOOL YARD

CANAL AND PARKING BRIDGE

QUARTER P COURTYARD WALKWAY WITH RESCUE ROUTE



43 WEAVE

Key figures of the entry

Competition area:	387 946 m2
Land area:	m2
of which filled areas on the existing water area:	222 946 m2
Water area:	165 000 m2
Block areas (for construction):	m2
Public green areas and parks:	70 000 m2
Gross floor area for housing:	138 000 gfm2
Gfa for business and offices:	11 130 gfm2
Gross floor area for public services :	6 970 gfm2
Gfa for other uses:	12 550 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	169 270 gfm2
Vehicle parking, total:	950 spaces
Bicycle parking, total:	385 spaces
Number of residents:	3 066.67 persons
Estimated number of jobs :	600 jobs
Density (total gfm2 /comp. m2):	0.44

Jury review

Middle Class

The basic idea of the proposal is to divide the area logically into three zones: a combined office and point block building that serves as a noise barrier, a graduated block of flats, and an artificial island on the shoreline that includes detached houses. However, each element contains problematic features. Locating a parallel street on the Hatanpää side is not a functional solution in terms of the cityscape. Residential buildings of the middle zone open elegantly towards the lake, but the squares are too large and gloomy. The artificial island on the shoreline with its detached houses creates public space and opens views from the park. In practice the solution does not, however, support the public nature of the shoreline. Despite the presented goals, the island creates a private luxury that extends almost from one end of the competition area to the another, which does not support the city's goal to make the shores public. The traffic solution fails to specify comprehensively how the vehicle traffic of the island will be organised.

Water and the lake have been made part of the city structure by means of extensive and narrow islands that are principally reserved for housing, and the narrow canals that are created between them. Due to the chosen solution, fill areas extend relatively far into Viinikanlahti. This restricts the perceptibility of Viinikanlahti as part of the lake landscape as a bay. Islands make the design of the shoreline zone to flow peacefully. The shoreline is public and continuous. Housing designed for the island makes it too private.

The green connection from Hatanpää to the mouth of Viinikanoja is located in the shore park and partly on the islands. The connection is broken in places. The mouth of Viinikanoja has been treated as an extensive green area. The green area entity is quite sketchy. Some of the block yards are shady and underdimensioned.

The proposal includes some functions for the residents, tourists, and city centre residents. The proposed swimming pool feels unrealistic in the area. There are few actual functions in the parks, and also a playground seems to be missing.

Weave

Weave

Weave

44 Greenikka

Key figures of the entry

Competition area:	387 946 m2
Land area:	213 262 m2
of which filled areas on the existing water area:	54 073 m2
Water area:	174 684 m2
Block areas (for construction):	61 209 m2
Public green areas and parks:	86 720 m2
Gross floor area for housing:	185 000 gfm2
Gfa for business and offices:	10 000 gfm2
Gross floor area for public services :	4 250 gfm2
Gfa for other uses:	2 250 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	202 120 gfm2
Vehicle parking, total:	1 150 spaces
Bicycle parking, total:	6 500 spaces
Number of residents:	4 111.11 persons
Estimated number of jobs :	100 jobs
Density (total gfm2 /comp. m2):	0.52

Jury review

Upper Class

The basic idea of the proposal is clear: recreational islands and a diverse shore park, along which an urban block structure, continue from the direction of the city centre towards Hatanpää in a variation of a compact closed block. There are functional zones between the residential blocks that include the central square with its dock basin, daycare centre and school, and park axes. The entry connects nicely with its surroundings in all directions.

The entry consists promisingly of two block types, which are varied to create richness into the urban fabric. The blocks are located in a varying manner around a compact inner yard or a larger and more open courtyard, creating an interesting series of spaces. The location of the tallest building mass in the urban city centre solution must be examined more closely.

The project is a great example of how all housing types can be given direct access, both visually and physically, to water as a recreational asset. It is successful in creating water-related landscape elements, such as wetlands and islands and connecting them with the urban structure.

Promoting the quality of life is important as a guideline in promoting good living and supporting strong communities. The creation of a sustainable neighbourhood is an important vehicle in strengthening inclusion and in addressing equity and social sustainability. Urban areas designed in a humane way can foster initiatives aiming to prevent loneliness and isolation through the sense of belonging, inclusivity, and social cohesion.

The strongest qualities of the entry are in the ecological sustainability. The entry could be further developed into a comprehensive sustainable neighbourhood. The aspects of social sustainability could be included through inclusion and equity. The proposed functions and services lead in this direction already, but they could be more thoroughly conceptualized.

As a point of contrast to the built-up environment, the image and identity of the area is created by the shoreline zone that utilises artificial islands in the west and the east, but has an otherwise very geometric and cubical design. Between the artificial islands and the mainland, there are narrow canals, a harbour, and a more extensive canal basin that is linked to the main square axis. The idea is strong and clear.

The city structure model is based on two artificial islands that are designated for recreational use. The western island is a sauna and swimming island, whist the eastern island is reserved for a playground and labyrinth. In the Tampere city centre area, the idea makes part of the lake landscape different in many ways in a positive way, creating opportunities for not only recreation but also tourism and creating a new green silhouette.

From Pyynikki, the views open out towards a green artificial island that constitutes the searched for and, in terms of design, the surprising and missing link within the ecological continuum of the shore. A part of Saunasaari Island forms the end of the view along Hämeenpuisto Esplanade. The blocks in the middle part of the area and the boat harbour with its built-up shore sections are highlighted in the views from Ratina Bridge.

An axis-type stormwater park is proposed in the middle of the eastern section. The dimensioning of the park could still be examined to e.g. shorten vehicle connections to parking facilities.

The sensitive mouth of Viinikanoja is a green area, whose views towards the lake are bordered by a residential block that serves as a landmark.The shoreline zone is continuous and public, except for the slab block buildings of the western block that extend all the way to the lake.

Green areas are diverse with functions for people of all ages and an ability to also attract people from the city centre and tourists. A very diverse selection of leisure time activities have been proposed for the islands. No connection required by the competition programme has been proposed for the eastern side of Ratina, which must be examined in further development. The entry creates opportunities for new urban greenery.

The treatment of the yards has been examined in an indicatory manner only. Occasional green roofs add colour to the roof landscape. In general, the green solutions of the blocks must be examined further.

The proposed transport network solution is relatively comprehensive, but no pedestrian network has been proposed; it seems that the entry is unfinished in terms of traffic. The symbols/ line types used are difficult to interpret. The entry proposes several street connections to Hatanpäänkatu Street and Hatanpään valtatie Road, which is against the competition programme, in addition to which some of these connections are poorly located in terms of functionality and traffic safety. Some of the connections are plot connections, which are not accepted to Hatanpään valtatie Road. No pedestrian routes have been proposed, but the cycling network seems to be functional and has been arranged hierarchically. The need for a connection to the underpass leading to the city centre has been observed and the outdoor and recreational routes of the shore and the main cycling routes have been proposed.

Vehicle parking has been partly located in centralised parking facilities, but some of the parking has been implemented block-specifically and some underground. This is only possible if the current ground level is elevated. Bicycle parking is proposed to be implemented block-specifically. The tram stop has been located at the Hatanpäänkatu junction with a cycling connection through the square. The square located at the junction must be developed further.

45 COMMON GROUND

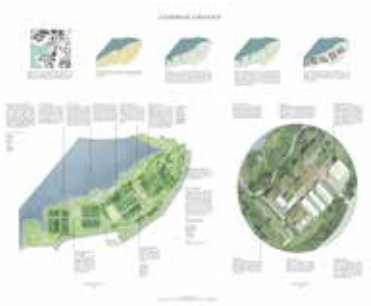
Key figures of the entry

Competition area:	387 946 m2
Land area:	226 661 m2
of which filled areas on the existing water area:	71 633 m2
Water area:	161 285 m2
Block areas (for construction):	66 532 m2
Public green areas and parks:	160 129 m2
Gross floor area for housing:	135 000 gfm2
Gfa for business and offices:	2 090 gfm2
Gross floor area for public services :	5 000 gfm2
Gfa for other uses:	0 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	142 710 gfm2
Vehicle parking, total:	770 spaces
Bicycle parking, total:	3 400 spaces
Number of residents:	3 000 persons
Estimated number of jobs :	50 jobs
Density (total gfm2 /comp. m2):	0.37

Jury review

Duplicate of 47

Duplicate of the entry 47.



46 PMP07

Key figures of the entry

Competition area:	387 946 m2
Land area:	200 531 m2
of which filled areas on the existing water area:	38 497 m2
Water area:	187 415 m2
Block areas (for construction):	44 649 m2
Public green areas and parks:	60 623 m2
Gross floor area for housing:	130 608 gfm2
Gfa for business and offices:	8 730 gfm2
Gross floor area for public services :	5 234 gfm2
Gfa for other uses:	1 538 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	146 730 gfm2
Vehicle parking, total:	822 spaces
Bicycle parking, total:	3 200 spaces
Number of residents:	2 902.40 persons
Estimated number of jobs :	447 jobs
Density (total gfm2 /comp. m2):	0.38

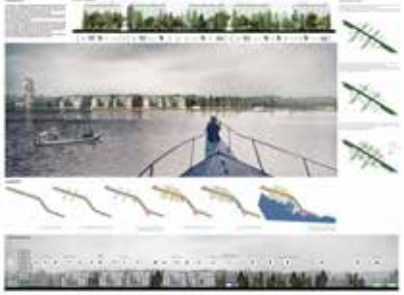
Jury review

Lower Class

The green connection is located in the middle of the area. The solution is well-justified, but the block structure created around it remains schematic despite being logical. The landmark block at the end of the park remains too disconnected in the presented scale and location, even though the idea is good. The repetition of the blocks would benefit from variation, as the view from the lake seems to be too monotonous. The urban spaces include very few meeting places. The city structure, which is spatially straightforward, would require accurate planning in terms of functions and landscape architecture in order to create a pleasing urban environment.

The city structure consists of housing blocks that open out towards the lake, the shore, or green areas between the blocks. The blocks create a rhythm around the central park that is located in an east-west axis. The city structure is relatively monotonous and dull. The shoreline zone seems to be more heavily built-up. The harbour is too large in scale and is even too dominating in appearance. The shoreline is public and continuous.

The green connection from Hatanpää to the mouth of Viinikanoja is located in the central park, but is narrow at the parking field. The proposal addresses the green structure and its parts, including green roofs and roof gardens. All yards are implemented as yard decks. Overall, green areas and landscape architecture have not been truly designed. Residents have been considered in the functions of the green areas and the shoreline zone to some extent; tourists and city centre residents not so much.



47 COMMON_GROUND

Key figures of the entry

Competition area:	387 946 m2
Land area:	226 661 m2
of which filled areas on the existing water area:	71 633 m2
Water area:	161 285 m2
Block areas (for construction):	66 532 m2
Public green areas and parks:	160 129 m2
Gross floor area for housing:	135 000 gfm2
Gfa for business and offices:	2 090 gfm2
Gross floor area for public services :	5 000 gfm2
Gfa for other uses:	0 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	142 710 gfm2
Vehicle parking, total:	770 spaces
Bicycle parking, total:	3 400 spaces
Number of residents:	3 000 persons
Estimated number of jobs :	50 jobs
Density (total gfm2 /comp. m2):	0.37

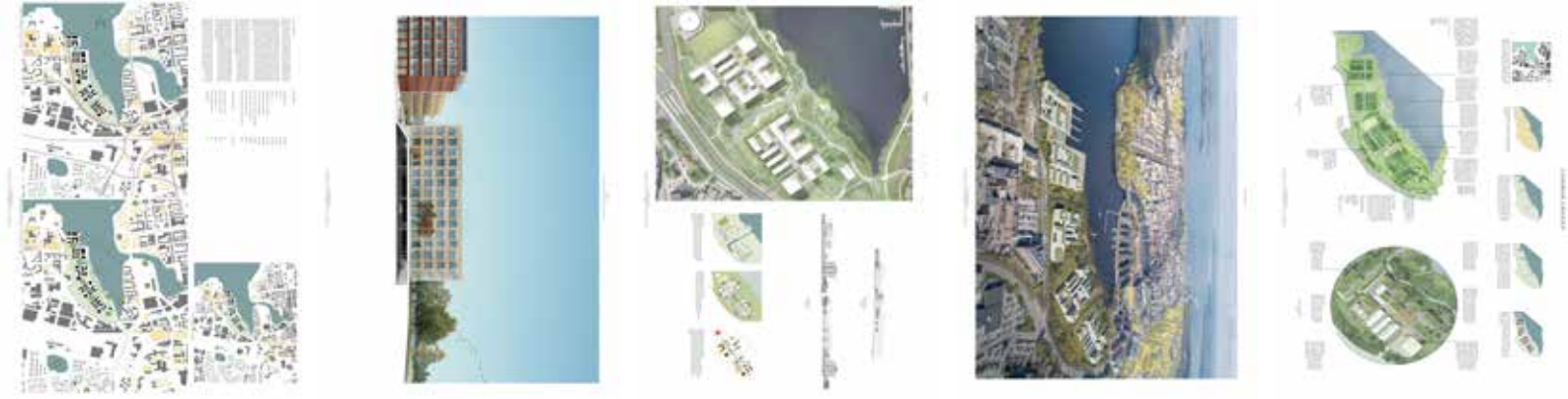
Jury review

Middle Class

A city structure that consists of separate block islets is an interesting and justified solution. However, it fails to meet the goals specified in the competition programme regarding a diverse city structure that is connected to its surroundings. The islets could work better in a different location. Closeness to the city centre makes the area too suburban. However, the proposal includes many good ideas and beautifully presented details.

Water and the lake have been made part of the city structure by means of a canal basin. The western shoreline is very heavily built-up. In other respects, the design is more natural and pleasingly wavy, and creates various types of new living environments. Viinikanlahti is part of the lake landscape as a bay. The shoreline is public and continuous except for the most western shore, where the location of residential buildings right by the shoreline makes it too private. This makes the connection to the valuable Hatanpää area too built-up. The amount of green areas is significant, even too high, for the city centre -like environment. The green connection from Hatanpää to the mouth of Viinikanoja is, for the most part, located in a natural shore park. Relatively large green axes are located between the blocks that extend from the street to the shoreline. The mouth of Viinikanoja has been treated even too extensively as a green area.

The treatment of stormwater is an excellent development theme. Due to the chosen housing block model, some of the yards are narrow and shady. In addition, the spaces are, to some extent, unvaried. The initial data has been interpreted incorrectly, as there is no tide in the area. The proposal includes few functions for the residents, tourists, and city centre residents.



APPENDIX 2 OF THE EVALUATION MINUTES |
Evaluations of the first phase competition entries

48 NATURAL ALLIANCE

Key figures of the entry

Competition area:	387 946 m2
Land area:	190 503 m2
of which filled areas on the existing water area:	37 067 m2
Water area:	197 443 m2
Block areas (for construction):	56 650 m2
Public green areas and parks:	67 260 m2
Gross floor area for housing:	173 800 gfm2
Gfa for business and offices:	3 460 gfm2
Gross floor area for public services :	9 930 gfm2
Gfa for other uses:	1 890 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	189 700 gfm2
Vehicle parking, total:	966 spaces
Bicycle parking, total:	4 345 spaces
Number of residents:	3 862.22 persons
Estimated number of jobs :	275 jobs
Density (total gfm2 /comp. m2):	0.49

Jury review

Upper Class

The authors have accepted the challenge of a future city that is presented in the competition programme. The entry aims at implementing the themes of sustainable development comprehensively, and addresses these themes from a systemic and cyclic point of view. The ways to articulate the themes of sustainability are illustrative and the entry successfully also takes account of construction in and outside the area. For example, the presentation of water use and treatment, as well as social networks and services, are illustrative in the schemes, and are also reflected in the design.

The project brings up an important concept of sharing. How the urban process of sharing is organised – what, how, and when – could change the overall urban process.

The other side of the coin is that the entry is overflowingly abundant. The entity offers plenty of "urban good", i.e. so much good to everyone that the thread running through the entry is in danger of being lost in this very location.

The entry is based on a relatively subtle variation of the closed block. The main difference between the blocks is their height. The highest of the blocks are located in the south and the blocks that are 1–2 floors lower are located on the shore-side. The illustration and aerial image adaptation easily give a richer impression of the block structure than it actually is.

The block structure consists of closed blocks constructed by using two coordinate systems. A central public place is located at the point where these two systems overlap. In its simplicity, the principle is natural and has development potential, but the rearrangement and even the major relocation of buildings are needed in further development. The atmosphere of the ground-level view promises a high-quality urban space that combines urban functions, closeness to water, and a green structure in an interesting way.

The plan contains a large number of public outdoor spaces whose use rate and need will inevitably be low within the more extensive city structure with the location of the competition area and the proposed construction efficiency. The strong position and identity of the school in the plan is a very successful solution.

In the entry, the nature of the entire shoreline zone is square-like and widely built up. The proposed squares and few park areas run smoothly along the shoreline zone and their design is pleasing or even witty. The scale of the canal basins should be examined in further development. Pedestrian routes circulate a great deal and cycling has not been examined. Green areas with related functions are excellently suited to users of all ages, city centre residents, and tourists.

The lake and the water have been made part of the city structure by means of canal basins. The sight line of the Hämeenpuisto Esplanade axis has been successfully utilised by making the rowing and canoeing centre and the harbour its end. The views from Ratina Bridge have been opened towards the rowing and canoeing centre, the school proposed to the east, the lookout point, the active areas proposed in between the above, and the sauna building. The views that open from Pyynikki are bordered by a more built-up area with the rowing and canoeing centre and the narrow shore park. A boldly designed pedestrian and cycling bridge that even requires too extensive construction has been proposed for the sensitive mouth of Viinikanoja; the connection to the eastern side of Ratina Bridge has not been examined.

The ecological corridor required by the competition programme from the valuable Hatanpää park area to Lake Iidesjärvi is broken in many places, e.g. between the rowing and canoeing centre and the residential block, and at the shore squares.

The entry is a uniform entity that proposes a large number of development themes. The themes are promising in themselves from the point of view of the image and identity of the area, which are also formed by landscape architecture, and of the character of the area in terms of the landscape. The diversity of the green areas, water circulation, stormwater treatment, and wise use of resources are emphasised.

The green environment continues, partly examined, to the blocks through green squares. The landscape of the yards and the roofs is still indicatory, but the proposal of roof gardens, green roofs, and functional roof areas is positive.

In the streetscape and city structure, the location and significance of tram stops have been successfully outlined. The streetscape has already been examined to some extent. Diverse plantings and different types of functions, some of which are unrealistic and over-dimensioned, have been proposed to the area.

The transport network has been presented relatively well. Bicycle parking is proposed to be implemented block-specifically and seems to be feasible.


NATURAL ALLIANCE


ROWING & CANOEING CENTRE
LAKESIDE PARK
PLAYGROUND
SCHOOL
COMMUNITY SQUARE
A
B
C
E
F

49 ValleyInBetween

Key figures of the entry

Competition area:	387 946 m2
Land area:	161 000 m2
of which filled areas on the existing water area:	33 000 m2
Water area:	181 000 m2
Block areas (for construction):	170 000 m2
Public green areas and parks:	75 000 m2
Gross floor area for housing:	135 000 gfm2
Gfa for business and offices:	12 800 gfm2
Gross floor area for public services :	19 500 gfm2
Gfa for other uses:	gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	167 920 gfm2
Vehicle parking, total:	900 spaces
Bicycle parking, total:	4 000 spaces
Number of residents:	3 000 persons
Estimated number of jobs :	31 jobs
Density (total gfm2 /comp. m2):	0.43

Jury review

Lower Class

The proposal consists of three entities of different types, and fails to constitute a natural whole. The different sections remain disconnected despite the interesting ideas contained in the proposal. Blocks have been examined at the building design level, but the urban space and functional elements that are large in scale and bind the entire area together remain sketchy.

The lake and water have been made part of the city structure by locating housing block islands on Viinikanlahti, whose height increases towards the lake and dominate the lake landscape. Most of the islands are designated for private housing and the related shore area is not public and continuous. The easternmost island has been opened for public use. Because boat harbours have also been located on the northern, eastern, and southern shores, Viinikanlahti is no longer properly visible as a bay.

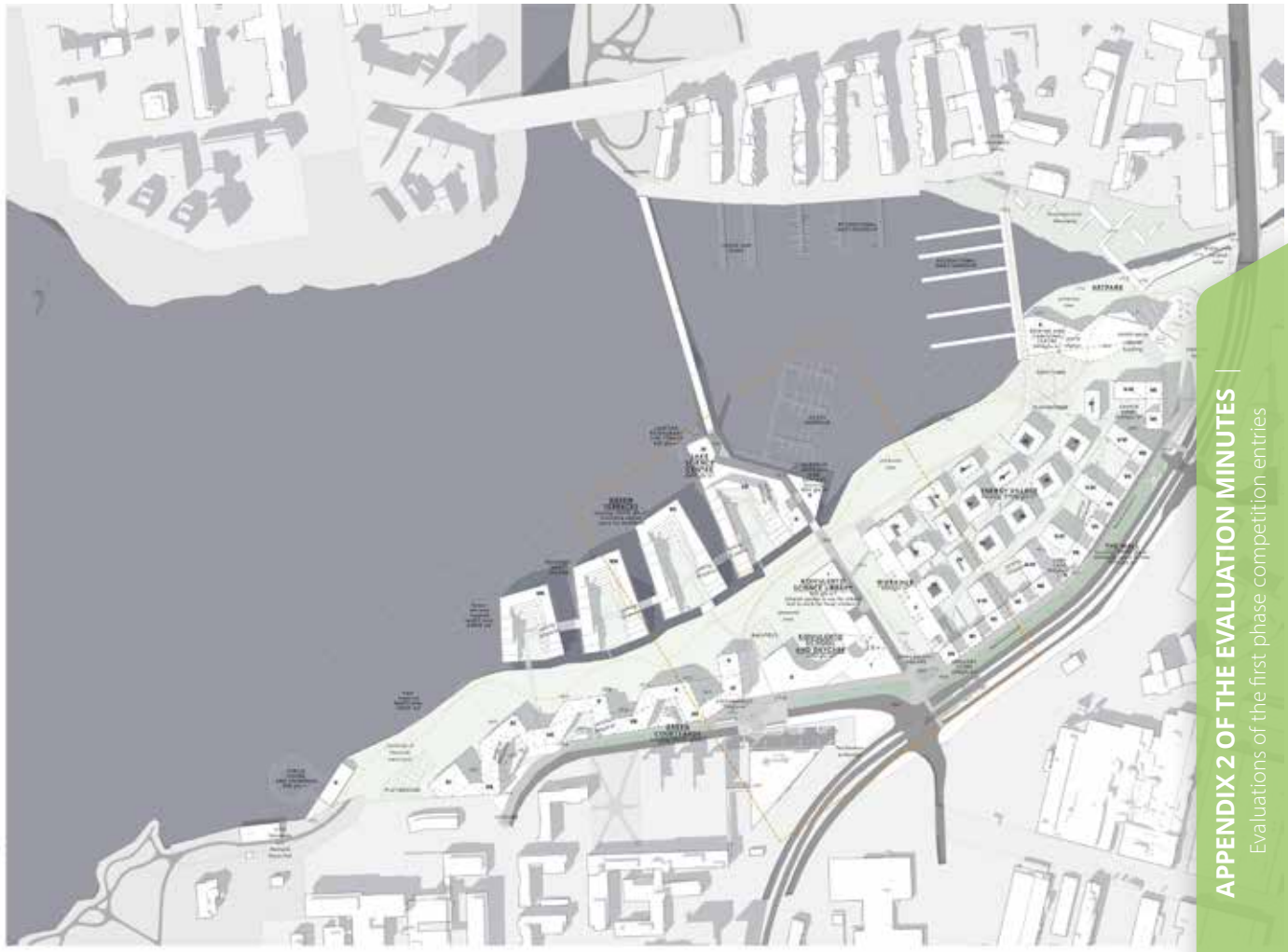
A public sauna and swimming facility of a moderate scale are located in the vicinity of the valuable green area in Hatanpää. The area is connected to Hatanpää in a pleasing, park-like manner. The green connection from Hatanpää to the mouth of Viinikanoja is located in the shoreline zone in a park-like manner. Otherwise, the shoreline is continuous and public. The continuity and dimensioning of the green connection should be examined as regards the rowing centre located at the mouth of Viinikanoja and the boat storage and playground on its southern side.

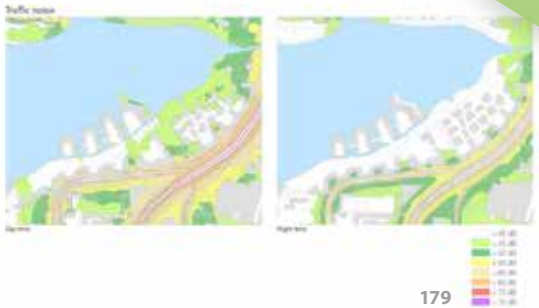
An attempt has been made to plan the green areas, related functions, and landscape architecture, and e.g. natural treatment of stormwater has been presented as a good development theme. In terms of functions, the green areas are attractive for the residents, but the tourists and city centre residents have not been truly considered. Some of the proposed functions seem to be poorly located and disconnected in the location. As regards the green areas and public outdoor spaces, the presentation technique is difficult to read.

A technical comment: attachment images were missing.

VALLEY BETWEEN/ IN BETWEEN

PHASING





50 Tampe-READY 2034

Key figures of the entry

Competition area:	387 946 m2
Land area:	200 100 m2
of which filled areas on the existing water area:	61 400 m2
Water area:	176 700 m2
Block areas (for construction):	41 600 m2
Public green areas and parks:	69 800 m2
Gross floor area for housing:	135 200 gfm2
Gfa for business and offices:	9 550 gfm2
Gross floor area for public services :	3 800 gfm2
Gfa for other uses:	21 000 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	170 170 gfm2
Vehicle parking, total:	877 spaces
Bicycle parking, total:	3 885 spaces
Number of residents:	3 004.44 persons
Estimated number of jobs :	50 jobs
Density (total gfm2 /comp. m2):	0.44

Jury review

Upper Class

The first phase proposal constitutes a distinctive and innovative entity. Located at the centre of the area, the park axis, canal, and polygon-shaped blocks with their roof shapes create a recognizable cityscape in the area. The street and park spaces are spatially exciting. The transport solution is functional. The connection from the tram stop to the square opens up elegantly. The mutual spatial dimensions of the blocks could be developed to be even more varied. At the present, the scale of the urban space is repeated relatively similar.

The island included in the proposal is sufficiently large and connected to its surroundings with several bridges, preventing it from becoming a private luxury island. The proposal is among the best entries that build around a central park model. However, it does not completely manage to avoid the downsides of this solution model. Due to the narrowness of the planning area, there is only room for one row of blocks on each side of the park. The city structure would work even better if the central park would be located at the centre of a larger area. At the present, the blocks remain slightly detached from each other. The lake and water are integrated with the city structure in many ways, e.g. by means of canals and canal basins. Green areas create a central park -like axis on the southern side of the canal. Viinikanlahti is visible as a bay and part of the lake landscape even though the proposed fill areas and structures extend relatively far into Viinikanlahti Bay. The densely planted green central park, which would benefit from some open landscape spaces, serves as a point of contrast to the square-like outdoor premises. The shoreline zone consists of a separate, extensive island that extends far into the bay and is separated by a canal from the park zone on the mainland. The shoreline is public and continuous. The design of the public areas is diverse and interesting.

The ecological connection from the valuable park area of Hatanpää to Lake Iidesjärvi is located in the central park zone. The zone includes some narrow sections and discontinuation points that would require further development.

The pedestrian and cycling network of the planning area is presented in a relatively sketchy manner. The area has been successfully linked towards the city centre by means of two new bridges. Bicycle parking is proposed to be implemented block-specifically. Bicycle parking has also been presented for public areas. The tram stop has been located at the Hatanpäänkatu Street junction and the walking and cycling connections from the competition area are good. The street connection points to the surrounding transport network comply with the competition programme. There is a collector street passing through the area that is used to access the seven centralised parking facilities. Some of them are automated parking facilities and some are located underneath the yard deck. Two parking facilities have been located on the islands. A relatively major role has been given to vehicle traffic in the transport network within the area and the parking solutions within the blocks bring vehicle traffic to the entire area, including the island. The proposal could have been developed in this respect by locating some of the parking in centralised parking facilities to be implemented in connection to the entrance routes and by changing some of the streets within the area into shared space type streets.

The construction costs of the proposal are very high, due to e.g. the shore structures required by the canal, the scope of the park zone, and the large number of different types of squares, and it is not feasible in this respect. However, the entity reflects a bold and unprejudiced approach to urban planning.

The proposal includes a good selection of functions for the residents, tourists, and city centre residents. Block yards are, in places, too small and shady; it is doubtful whether rescue and other basic functions can be fitted into the yards in places.


Tamsø-READY 2035


Harbour
Plaza

51 Reflections On Tampere

Key figures of the entry

Competition area:	387 946 m2
Land area:	m2
of which filled areas on the existing water area:	m2
Water area:	m2
Block areas (for construction):	m2
Public green areas and parks:	m2
Gross floor area for housing:	gfm2
Gfa for business and offices:	gfm2
Gross floor area for public services :	gfm2
Gfa for other uses:	gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	620 gfm2
Vehicle parking, total:	spaces
Bicycle parking, total:	spaces
Number of residents:	0 persons
Estimated number of jobs :	jobs
Density (total gfm2 /comp. m2):	0.00

Jury review

Middle Class

The starting points and solutions of the proposal are carefully thought-out and the principles of the city structure have been described in detail. However, the logical approach makes the entity appear slightly schematic.

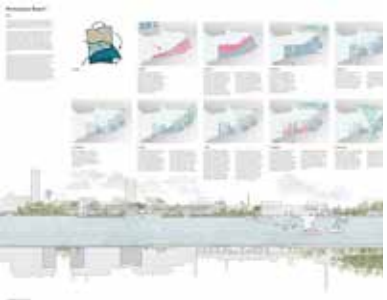
The created urban spaces and blocks work, but are not very memorable. The residential buildings that extend into the water by the shoreline break the long views from the park towards the lake and make long stretches of the shoreline zone private. The location of the school is successful traffic-wise, but divides the area into two sections. The proposal successfully addresses the challenges related to the cleaning of the soil, filling of the lake, and the earth materials needed in the construction.

Water and the lake have been made part of the city structure by locating the eastern housing blocks on top of the lake. The solution makes almost half of the shoreline zone private or, at the minimum, gives it a private feel, even though the shore should be public and continuous. The connection to Hatanpää is too heavy and the contrast is too great, which is due to e.g. the length of the breakwater and related housing construction.

Viinikanlahti is part of the lake landscape as a bay. Green areas have been treated in rough lines only and planted very full. Hardly any space has been reserved for various functions. The required ecological green connection passes to the mouth of Viinikanoja through the southern green area on the southern side of the boat harbour near the shoreline. It is discontinuous and relatively narrow in places, in particular in the western part of the area and along the square axis. The mouth of Viinikanoja has been treated extensively as an ecological park.

The proposal includes some functions for the residents, tourists, and city centre residents. The local detailed plan does not indicate a playground or a sports field.

A technical comment: the separate description and attachment images were missing.



Area Calculations

Building block no	Footprint (sm²)	Levels	Residential	Office	Retail
		sm²	140,650	17,500	6,050
1	1611	1			
2	680	5-5		17,500	
3	1090	3-4	3,500		1,300
4	225	1			
5	1834	5-5			
6	1228	5-5	14,000		
7	968	5-5	16,500		
8	999	1-2			
9	1090	2-4	2,200		
10	1036	3-4	2,100		
11	841	2-4	1,750		
12	910	2-4	1,400		500
13	958	2-4	1,500		500
14	896	2-4	1,750		
15	842	2-4	1,750		
16	1686	5-4	8,000		
17	1761	5-4	10,000		
18	1761	2-4	8,000		900
19	1428	3-4	10,000		
20	609	5-5	14,000		
21	2843	5-6	14,000		1,500
22	617	5-12	15,000		625
23	1849	5-5	11,000		
24	221	1			225
25	404	10	6,000		
26	12317	2			1,200

52 Tide

Key figures of the entry

Competition area:	387 946 m2
Land area:	210 896 m2
of which filled areas on the existing water area:	72 138 m2
Water area:	177 367 m2
Block areas (for construction):	50 227 m2
Public green areas and parks:	71 080 m2
Gross floor area for housing:	170 963 gfm2
Gfa for business and offices:	7 086 gfm2
Gross floor area for public services :	2 391 gfm2
Gfa for other uses:	49 404 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	230 464 gfm2
Vehicle parking, total:	1 050 spaces
Bicycle parking, total:	4 451 spaces
Number of residents:	3 799.18 persons
Estimated number of jobs :	350-500 jobs
Density (total gfm2 /comp. m2):	0.59

Jury review

Middle Class

The proposal is spatially rich. Despite the clear basic ideas, the overall city structure is relatively unclear and difficult to understand. The block structure by the shoreline contains many spatially elegant aspects, but the result is too village-like considering the closeness of the city centre. The massing of the blocks would benefit from variation. The architecture is sketchy. The proposal would work better without the vehicle connection that runs along the edge of the park.

Water and the lake have been made part of the city structure by extending a relatively large number of the housing blocks onto the lake and by introducing various water themes, such as canals and basins, into the city structure. The shoreline has been modified heavily and fill areas have been extended far into Viinikanlahti Bay. The solution creates elegant housing locations and lake views, but also gives long stretches of the shoreline a private feel. Viinikanlahti is no longer clearly visible as a bay and part of the lake landscape.

The city structure solution is based on a central park, where the green connection from Hatanpää to the mouth of Viinikanoja is also located. The terrain has been modified to some extent at the mouth of Viinikanoja and a large volume of construction has been located there. The ecological connection is narrow in the Hatanpää area. The green connection is also too narrow elsewhere in the central park axis due to the location of the housing blocks. Green areas and other urban green areas have not been truly designed.

The proposal includes some functions for the residents, tourists, and city centre residents. The local detailed plan does not indicate a playground or a sports field.

Overall Plan
1: 2000

Competition area : 387,746 m2
Areal density (total gross floor area g(m2 /competition area m2) : 0.56

Land area : 210,898 m2
of which filled areas on the existing water area : 72,138 m2
Water area : 177,367 m2
Block areas (for construction) : 50,227 m2
Public green areas and parks : 71,080 m2

Gross floor area for housing : 158,291 gfm2
Gross floor area for business and offices : 7,086 gfm2
Gross floor area for public services : 2,391 gfm2
Gross floor area for preschool : 8,256 gfm2
Gross floor area for parking : 41,148 gfm2
Waste water treatment plant : 500 gfm2
Electricity supply station of the tramway : 120 gfm2
Total gross floor area : 217,792 gfm2

Vehicle parking spaces, total : 979 spaces
Bicycle parking spaces, total : 4,134 spaces

Number of residents : 3,518 persons
Estimated number of jobs : 350-500 jobs

Sub-area

53 A - Boards 1-6

Key figures of the entry

Jury review

Duplicate of 56

A duplicate of the entry 56.

Competition area	[illegible]	m2
Land area	248,[illegible]	m2
of which filled areas on the existing water area	82,900	m2
Water area	139,360	m2
Block areas (for construction)	64,800	m2
Public green areas and parks	43,500	m2
Gross floor area for housing	178,250	gfm2
Gross floor area for business and offices	7,500	gfm2
Gross floor area for public services	3,950	gfm2
Gross floor area for other uses	-	gfm2
Waste water treatment plant	500	gfm2
Electricity supply station of the tramway	120	gfm2
Total gross floor area	190,320	gfm2
Vehicle parking spaces, total	1,063	spaces
Bicycle parking spaces, total	4,600	spaces
Number of residents	3,961	persons
Estimated number of jobs	107	jobs
Areal density (total gross floor area gfm2 /competition area m2)	0.49	

54 Harbour-land

Key figures of the entry

Competition area:	387 946 m2
Land area:	164 000 m2
of which filled areas on the existing water area:	25 500 m2
Water area:	224 000 m2
Block areas (for construction):	62 000 m2
Public green areas and parks:	102 000 m2
Gross floor area for housing:	142 000 gfm2
Gfa for business and offices:	12 000 gfm2
Gross floor area for public services :	6 700 gfm2
Gfa for other uses:	2 000 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	163 320 gfm2
Vehicle parking, total:	1 100 spaces
Bicycle parking, total:	3 000 spaces
Number of residents:	3 155.56 persons
Estimated number of jobs :	1 000 jobs
Density (total gfm2 /comp. m2):	0.42

Jury review

Middle Class

The proposal combines the central park model boldly with housing blocks built in water. The surroundings of the central park and the massing of the blocks with different building types are the best part of the proposal, even though the theme remains somewhat sketchy. The sufficiently grand canal and the related pedestrian and cycling bridge create a successful entity in terms of the cityscape even though the location of the southern end of the water basin could be improved by locating it even closer to the tram stop.

The principles of the traffic solution are functional. Locating vehicle parking along Hatanpään valtatie Road in a hybrid block is functional, but to be feasible, a larger volume of business premises than specified in the competition programme would probably be needed.

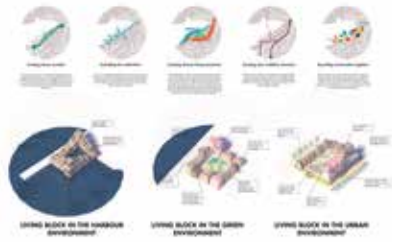
The water has been connected to the city structure by locating three housing blocks over the lake and with a long canal basin that extends all the way to the square placed close to the Hatanpään valtatie Road junction. The solution creates amazing locations for housing and lake views, but also makes part of the shoreline zone private or gives it a private feel. Viinikanlahti is still to some extent visible as a bay and part of the lake landscape, which is, however, broken by a bridge whose location is awkward also from the water traffic point of view.

The city structure model is of the central park type, and mainly creates a pleasantly flowing environment with various functions. The ecological green connection from Hatanpää to the mouth of Viinikanoja is located along the central park axis. Green areas have been designed to some extent, but their dimensioning with the functions is cramped due to the two public zones, the shore promenade, and the central park. The mouth of Viinikanoja has been treated as a green area and the playground has been located there. The ecological connection is broken in the west in the vicinity of the boat harbour and the club, and at the canal basin. The facade and environment bordering the Hatanpää area is too built-up.

The proposal includes some functions for the residents, tourists, and city centre residents.

A technical comment: the separate description, statistical form and attachment images were missing.

HARBOUR-LAND



55 La Isla Ocaso

Key figures of the entry

Competition area:	387 946 m2
Land area:	162 577 m2
of which filled areas on the existing water area:	56 240 m2
Water area:	183 038 m2
Block areas (for construction):	34 428 m2
Public green areas and parks:	68 486 m2
Gross floor area for housing:	130 500 gfm2
Gfa for business and offices:	10 850 gfm2
Gross floor area for public services :	8 950 gfm2
Gfa for other uses:	5 690 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	156 610 gfm2
Vehicle parking, total:	1 160 spaces
Bicycle parking, total:	3 540 spaces
Number of residents:	2 900 persons
Estimated number of jobs :	3 737 jobs
Density (total gfm2 /comp. m2):	0.40

Jury review

Middle Class

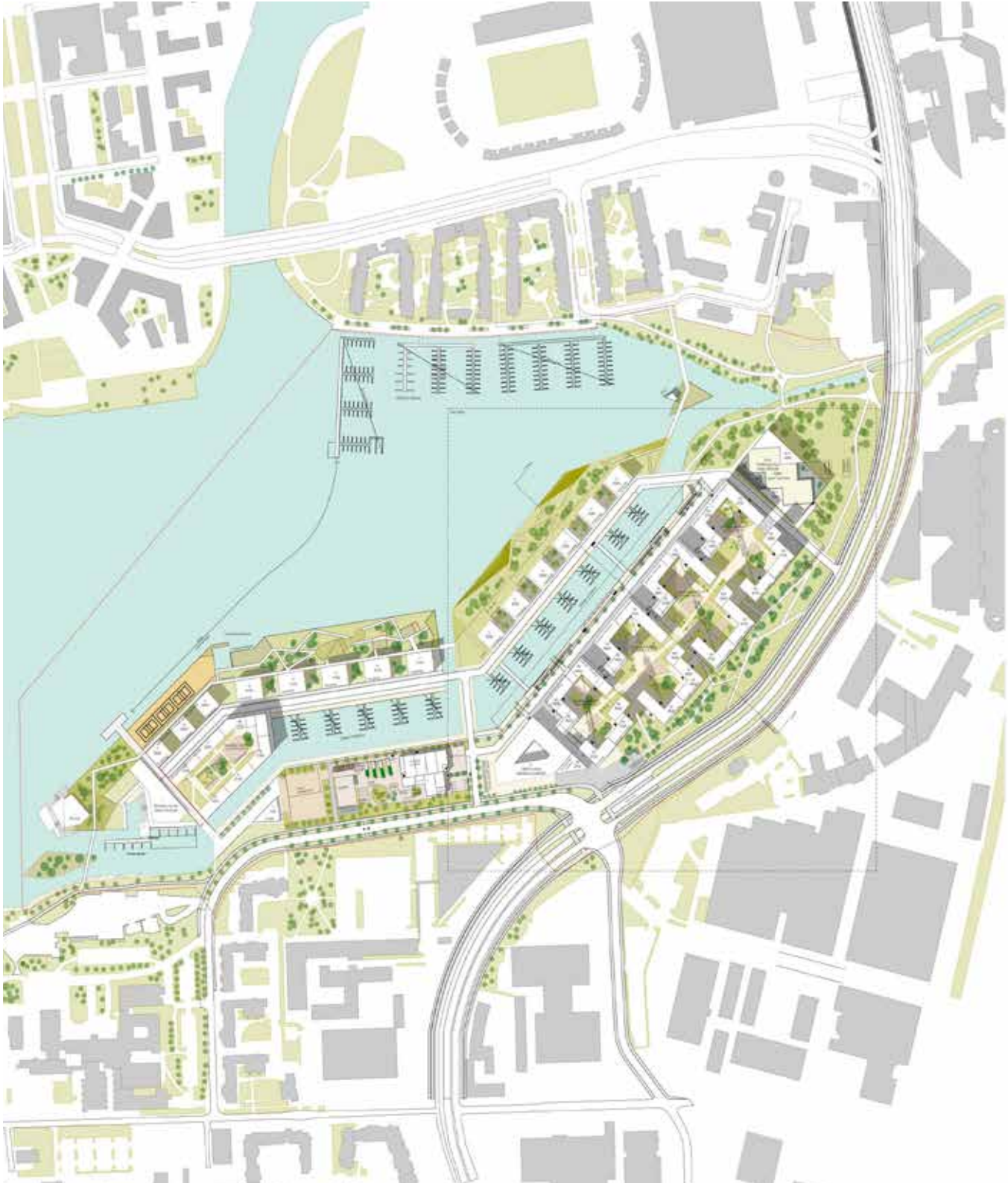
The plan produces an elegant canal environment into which a small boat harbour, protected from the wind, has been innovatively connected. This basic idea is bold and successful. The proposal is not successful in creating a continuous green connection, which is a flaw. In addition, the parks on the islands are semi-public, even though the goal was to make the shoreline and related connections public.

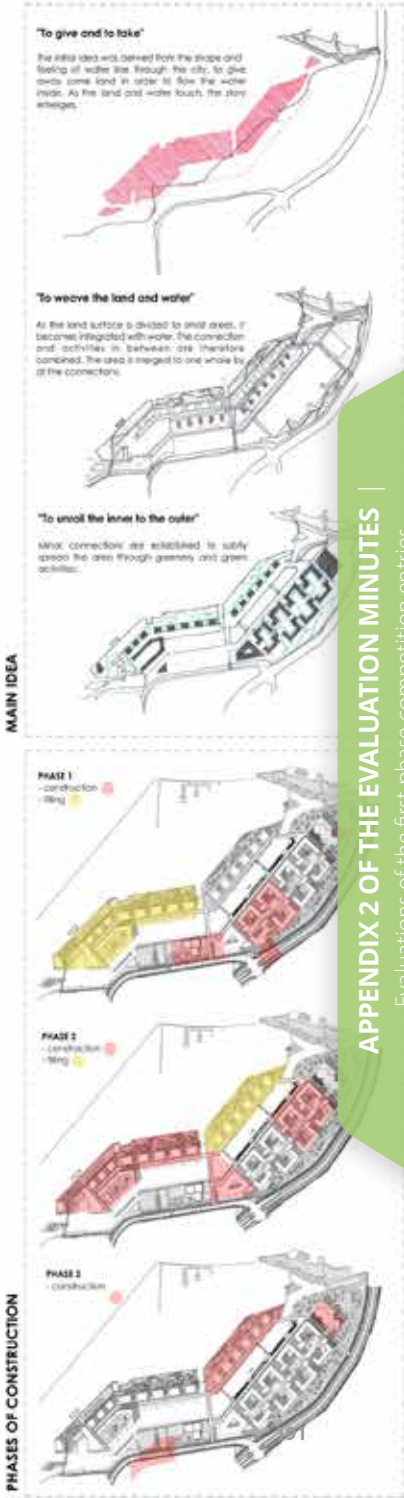
In terms of traffic, the proposal is carefully thought-out. The blocks on the Hatanpään valtatie Road side are carefully designed. Individual blocks are independent, whilst also linking into a larger entity. This idea creates pleasant yards, but makes the city structure slightly one-dimensional. When viewed in particular from the Hatanpään valtatie Road direction, the area looks like a suburb separated by a green buffer zone. The proposed solution is expensive to implement due to the large volume of shore construction.

Water and the lake have been made part of the city structure by means of an island ribbon and a long, clearly designed canal. Viinikanlahti is still visible, to some extent, as part of the lake landscape as a bay, even when narrowed down. The island ribbon connects the geometrically designed public shore parks with the lake landscape. In addition to public parks, there are a public sauna, a rowing centre, and harbour functions on the islands.

Traffic arrangements define the canal environment to some extent. Most of the shore is public and continuous, but the housing block next to the rowing centre makes the shore section private. The green connection from Hatanpää to the mouth of Viinikanoja is discontinuous and narrow in places and is located along the main streets of the park axis. The mouth of Viinikanoja has been treated, for the most part, as a park that also contains hybrid buildings with related parking. Most of the yards are deck yards, meaning that the yards cannot contain large trees. Large trees cannot be located on top of the infrastructure corridor either.

The proposal includes some functions for the residents, tourists, and city centre residents.




MAIN IDEA
"To give and to take"
The initial idea was derived from the shape and feeling of water line through the city. To give away some land in order to flow the water inside. As the land and water touch, the story emerges.
"To weave the land and water"
As the land surface is divided to small areas, it becomes integrated with water. The connection and activities in between are therefore comprised. The area is merged to one whole by all the connections.
"To unroll the inner to the outer"
Minor connections are established to subtly spread the area through greenery and green activities.
PHASES OF CONSTRUCTION
PHASE 1
- construction
- filling
PHASE 2
- construction
- filling
PHASE 3
- construction

56 Black Swan

Key figures of the entry

Competition area:	387 946 m2
Land area:	248 586 m2
of which filled areas on the existing water area:	82 900 m2
Water area:	139 360 m2
Block areas (for construction):	64 800 m2
Public green areas and parks:	43 500 m2
Gross floor area for housing:	178 250 gfm2
Gfa for business and offices:	7 500 gfm2
Gross floor area for public services :	3 950 gfm2
Gfa for other uses:	0 gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	190 320 gfm2
Vehicle parking, total:	1 063 spaces
Bicycle parking, total:	4 600 spaces
Number of residents:	3 961.11 persons
Estimated number of jobs :	107 jobs
Density (total gfm2 /comp. m2):	0.49

Jury review

Middle Class

The driving idea of the proposal, i.e. to locate the green connection between the blocks away from the shoreline, is distinctive. This enables making shoreline construction boldly urban. As regards these leading principles, the proposal is successful. However, the solution is not good enough to be clearly superior to solutions where the park is located on the shoreline. The traffic plan is functional but the parking decks located in the blocks bring traffic into a relatively large area. The proposal could have been developed in this respect by locating some of the parking in parking facilities.

The design of the housing blocks is successful in terms of the views that open up from them. The hierarchy between the yards and the shoreline has been resolved in a successful manner by means of elevation differences, which is excellently visible in perspective drawings. Blocks along Hatanpään valtatie Road and Hatanpäänkatu Street are skilfully designed, but the monotonous repetition and the scale would benefit from further development.

Water and the lake have been made part of the city structure mainly by means of the rowing and canoeing centre bay and the stream-like water theme and pond of the central park axis. The treatment of the shore is built-up and vivid, except for the mouth of Viinikanoja, which is a green area with functions. The design of the zone and the square shore promenade undulates in a somewhat monotonic way. However, its diversity is enhanced by various solutions and functions related to street and square green. Due to the city structure model, the yards open well towards the shoreline zone and the central park. The proposal includes harbour structures and a fill area that extend so far into Viinikanlahti that it is only partly perceptible as part of the lake landscape as a bay. The lighthouse innovatively utilises the location at the end of the sight line of Hämeentie Esplanade. The shoreline is public and continuous.

The green connection from Hatanpää to the mouth of Viinikanoja is located along the central park axis and is continuous as such, but relatively narrow in places. The feasibility of its implementation as a tree-covered, green oasis is uncertain due to the poor dimensioning. The mouth of Viinikanoja has been treated as a green area with functions.

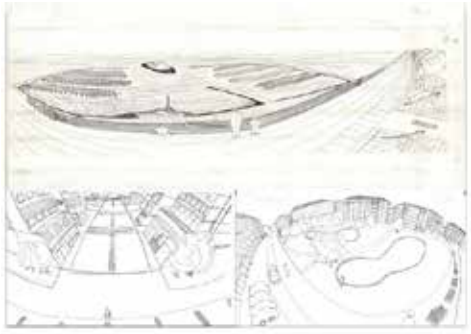
The traffic network has been presented in a professional manner and is functional, but seems to be relatively traditional. The street connection points to the surrounding transport network comply with the competition programme. Vehicle traffic has been given a significant role in the traffic network within the area. A collector street passes through the area, which is used to access the block-specific parking facilities. This brings traffic into a relatively extensive area. The street network within the competition area is relatively extensive and the solution is very traditional, as all modes of travel have their own lanes. The bicycle network of the planning area is well presented, but the sidewalks have been defined in relatively rough lines. The area has been successfully linked towards the city centre by means of a new bridge. Bicycle parking is proposed to be implemented block-specifically. Bicycle parking has also been presented for public areas. The tram stop has been located at the Hatanpäänkatu Street junction and the presented walking and cycling connections from the competition area are good. The proposal could have been developed in this respect by locating some of the parking in centralised parking facilities and by changing some of the streets within the area into shared space type streets.

The proposal includes a good selection of functions for the residents, tourists, and city centre residents.

A technical comment: the proposal duplicate for proposal 53.

Competition area		m2
Land area		m2
of which filled areas on the existing water area	82,900	m2
Water area	139,360	m2
Block areas (for construction)	64,800	m2
Public green areas and parks	43,500	m2
Gross floor area for housing	178,250	gfm2
Gross floor area for business and offices	7,500	gfm2
Gross floor area for public services	3,950	gfm2
Gross floor area for other uses	-	gfm2
Waste water treatment plant	500	gfm2
Electricity supply station of the tramway	120	gfm2
Total gross floor area	190,320	gfm2
Vehicle parking spaces, total	1,063	spaces
Bicycle parking spaces, total	4,600	spaces
Number of residents	3,961	persons
Estimated number of jobs	107	jobs
Areal density (total gross floor area gfm2 /competition area m2)	0.49	

57 Wakuwaku



Key figures of the entry

Competition area:	387 946 m2
Land area:	m2
of which filled areas on the existing water area:	m2
Water area:	m2
Block areas (for construction):	m2
Public green areas and parks:	m2
Gross floor area for housing:	gfm2
Gfa for business and offices:	gfm2
Gross floor area for public services :	gfm2
Gfa for other uses:	gfm2
Waste water treatment plant:	500 gfm2
Electricity of the tramway:	120 gfm2
Total gross floor area:	620 gfm2
Vehicle parking, total:	spaces
Bicycle parking, total:	spaces
Number of residents:	0 persons
Estimated number of jobs :	jobs
Density (total gfm2 /comp. m2):	0.00

Jury review

Lower Class

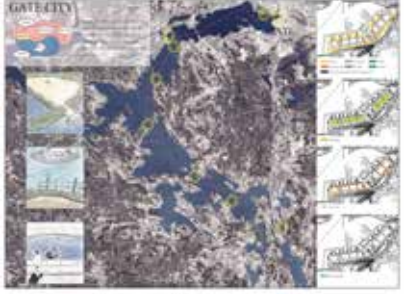
The draft-like proposal has a distinctive approach. The city structure includes features typical of the 1900s. Symmetry and repetition are among the characteristics of the proposal and do not seem excessive owing to the sympathetic nature and scale of the proposal. Due to the presentation technique, the quality of the cityscape remains slightly unclear. The aerial image conveys a warm-spirited atmosphere.

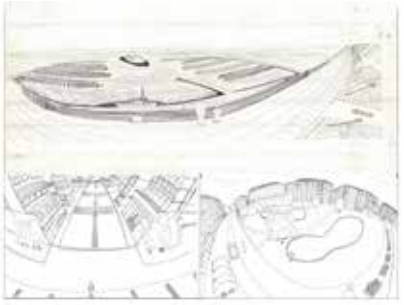
The city structure is based on a central park axis that is bordered by monotonously repeating housing blocks. In other respects, the lake and the shoreline zone have not been outlined as the attractions and identity factors of the area. The shoreline is too straightforward, hard-surfaced, and relatively traditional with its shore routes, and lacks diverse and sustainable city green solutions.

Boat harbours extend far into Viinikanlahti, which slightly restricts the perceptibility of Viinikanlahti as a bay. The green connection from Hatanpää to the mouth of Viinikanoja is located in the central park, but breaks off in several places due to the construction masses of the blocks. The Hatanpää area is bordered by a facade that is too straight and built-up. The sensible area at the mouth of Viinikanoja is even too heavily built-up.

The central park has potential for the residents as an attractive and diverse location, also in terms of functions. The very restricted central park and the shoreline zone have no attraction for tourists and city centre residents.

A technical comment: the separate description, the description, statistical form and attachment images were missing.





USE	FLOOR
1 RESIDENSE	4F
2 RESIDENSE	5/6F
3 RESIDENSE	5/6F
4 RESIDENSE	5/6F
5 RESIDENSE	4/5F
6 ROWING CENTER	1F
7 ROWING CENTER	1F
8 RESIDENSE	5/6F
9 RESIDENSE	5/6F
10 WASTE WATER TREATMENT	1F
11 RESIDENSE	4F
12 RESIDENSE	4F
13 RESIDENSE	4F
14 RESIDENSE/TECHNICAL CEN	3F
15 RESIDENSE	6F
16 RESIDENSE	6F
17 RESIDENSE	4F
18 RESIDENSE	4F
19 RESIDENSE	4F

USE	FLOOR
20 RETAIL/CAFÉ/RESIDENSE	1F
21 COMMUNITYCENTER/RE	4F
22 PRESCHOOL/RESIDENSE	1F
23 OFFICE/RESIDENSE	1F
24 RESIDENSE	8F
25 DAYCARECENTER	1F
26 RESIDENSE	8F
27 RESIDENSE	8F
28 RESIDENSE	6F
29 RESIDENSE	6F
30 RESIDENSE	6F
31 RESIDENSE	6F
32 RESIDENSE	4F
33 RESIDENSE	6F
34 RESIDENSE	6F
35 RESIDENSE	6F
36 RESIDENSE	8F
37 RESIDENSE	5F

APPENDICES TO THE EVALUATION MINUTES

3. Second phase competition entries, presentation boards
   (evaluations in section 3)
   - Competition entry 5 Divercity
   - Competition entry 7 Lakes & Roses
   - Competition entry 23 SoBa
   - Competition entry 37 Pärske
   - Competition entry 44 Greenikka
   - Competition entry 48 Natural Alliance.


IDEAS OF THE COMPETITION ENTRY
ROOFS
LAKE
ARCHITECTURE
WATERFRONT PARK
BLOCK PARK
BLOCK YARD
"DIVERCITY SECOND PHASE"

OVERALL PLAN 1:2000

AERIAL PERSPECTIVE VIEW

ELEVATION 1:1000

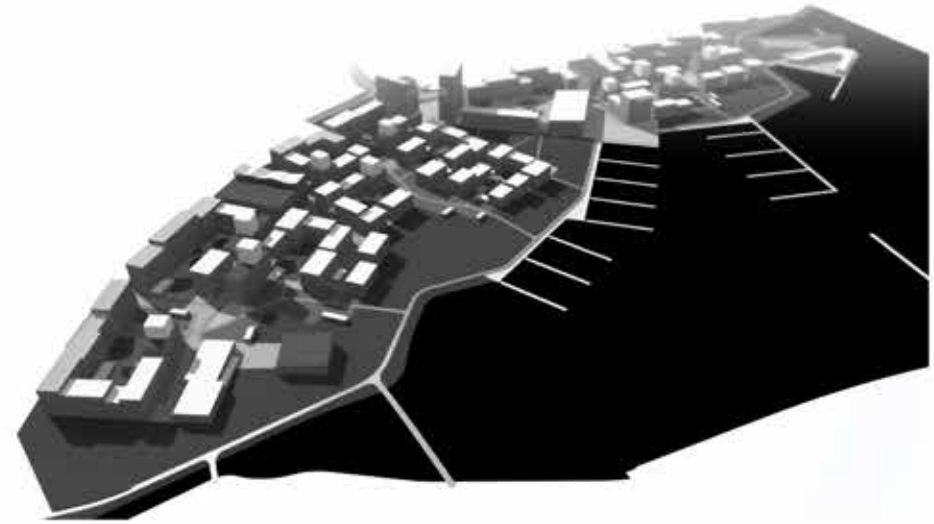
SITE PLAN 1:1000

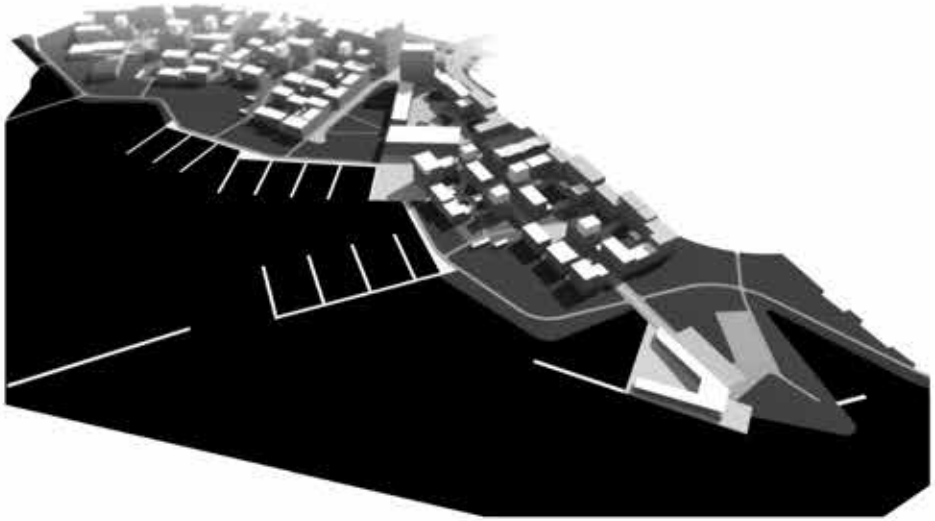
1 playground
2 playfield
3 urban farming
4 square
5 motor-traffic street, waste management
6 bicycle parking in ground floor garages and yard storages

A housing, 5770 m², 115 bicycles
minimum floor elevation +79,5
B housing, 10350 m², 228 bicycles
C housing, 6830 m², 189 bicycles
D housing, 33490 m², 742 bicycles

CROSS-SECTION 1:1000

MODEL PERSPECTIVES





SITE PLAN
GROUND FLOOR
1:500

SHOPS, SERVICES AND WORKING 1:2000

SECTION AND ELEVATION 1:500


SEMI-PUBLIC BLOCK PARK

STREET VIEW

MARINA SQUARE IN THE EVENING

" DIVERCITY SECOND PHASE "

Description
Second phase

General

The southern shore of Viinikanlahti is greener and more park-like than than the northern shore, where efficient urban construction reaches closer to the lake. This is a significant basic characteristic for the formation of the area's identity.
The U- and L-shaped residential blocks that open out towards each other and are connected by a block park form a unique urban structure which strengthens the area's own identity.
In the block structure, which is formed of superblocks, blocks located further away from the shore also have good access to the shore along the block park.

In terms of the plan, it is important that the surface area of the shore park is sufficiently large. It allows the park to be implemented with a diversity of biotopes and vegetation and a plentiful number of trees.

In addition to relatively efficient construction, the planned residential environment also consists of lots of different types of parks and green garden and outdoor areas. Many resident surveys indicate that the greenness of a residential environment is considered to be the most important factor in creating comfortability.

Urban environment

The eastern-most superblock of the plan has been replanned due to limitations related to the pumping station building.

The deck yard of the central block and the parking hall below it are considered to be justified. It enables nearby parking for the boat marina and the business and service premises of the central block. In addition to this, the parking hall can be flexibly used for alternate day parking.
The deck yard has an open nature, because it mainly operates as the yard for the school and day-care centre. Bushes and trees can be planted in the deck yard as long as the soil layers are made sufficiently large and deep, and they are equipped with underground drains and ventilation for the roots.
The deck yard is supplemented by the adjacent green park areas, and their large play areas and sports fields.

The town square and the marina square have been redesigned.

A tall apartment building has been placed in connection with the marina square, which strengthens the cityscape position of the square and marina. Other buildings have also been raised in places by one floor. It is possible to increase the floor surface of the plan, because the plan's block structure and parking capacity are adaptable.

The structure and borders of the block yards have been strengthened with bicycle storage rooms located in the yard.

Green environment

The western part of the shore park has been redesigned. The area has been made into a green spit, where a rowing centre and marina, a beach that opens out to the south and sports fields have been placed. The area is served by a cafe-restaurant and its outdoor terrace, which are placed at the rowing centre.

Traffic environment

Pedestrian traffic connections have been improved between the shore route, Hatanpään valtatie road and Hatanpää street. There is now access to the shore from the previously mentioned streets along the pedestrian and cycling routes running through the block parks. The block parks can be passed through, which improves the public side of semi-public parks.

The parking garage on the eastern side is expanded. In addition to this, a new 2-storey parking garage building has been placed in the vicinity of the pumping station.

Infrastructure

In the town structure of the plan, the block yards, block parks and shore parks form a uniform surface that descends to the shore-area. This creates good prerequisites for gravity-based stormwater management. Stormwater structures are utilised in yards and parks for irrigation and as natural elements, such as wetlands and ponds.

Key figures

land area	217390 m²
water area	170916 m²
housing gross floor area	163150 m²
public services gross floor area	6300 m²
other gross floor area	34050 m²
total gross floor area	204000 m²
number of residents	3626 persons
number of jobs	200 jobs
vehicle parking spaces	1130 spaces
bicycle parking spaces	4185 spaces

CITY STRUCTURE 1:10000

TRAFFIC AND PARKING 1:5000

GREEN AREAS AND PUBLIC OUTDOOR SPACES 1:5000

STORMWATERS 1:5000

View from the new rose garden and park of Viinikanlahti

The Hatanpää arboretum is stretched towards north and continues within the green axis as a small scale rose garden. The urban area leaves space also for the green and recreation. The necklace of the small brick buildings by the water also activates the unbuilt parts of the shoreline. The architecture in these small public buildings reflects the history and identity of the city of Tampere.

akes & Roses

Connecting the city

Viinikanlahti will create a new urban haven for the city of Tampere. Compared to its Northern peer the Näsinneulahti harbor area, Viinikanlahti is more urban and active and well connected to the city center. Upon completion, the bay area will introduce a new type of urban city structure into the center of Tampere: a combination of vivid harbor areas, urban green public parks and unique urban structure.

The area is situated in a challenging part of the current city fabric. As an old industrial and water cleaning area, Viinikanlahti is now a discontinuity point in the city structure of Tampere. Like a void, the bay creates a barrier between the city center and Hatanpää. On the other hand, the heavy infrastructure systems, big box retail and office areas shatter and dominate the current area.

Viinikanlahti will create a new neighbourhood in the city of Tampere with its own shoreline city identity. At the same time, the area defines the new Southern edge of the city center and connects the shattered urban structure around it. The role as a connector is significant for the area. It brings the Hatanpää area closer to the city center and connects the Hatanpää arboretum shoreline parks to the city center. The active water elements become present in the city in a new way.

Once built, this unique bay area will bring a new lake environment to Tampere: an urban marina between the two sides of connected city structures. Urban housing blocks offer new ways to live an active and sustainable life within the surrounding nature. The area defines the new Southern edge of the city center extending the dense city center structure alongside with the waterline. The new structure connects the city center to the southern industrial areas enabling the future city development in the next 30 years and more.

Three central elements of the identity of Tampere

1. The waterways in the city as a part of everyday life

The plan strengthens the presence of the waterways in the urban structures inherent to Tampere. With a versatile and fluctuating shoreline the water is strongly present in the life of the residents and the city structure itself.

2. The historical red brick buildings

The area continues the recognizable series of historical red brick buildings starting from the city center and continuing towards the Hatanpää arboretum. Brick has been brought in as a central part of the new area as a modern interpretation of traditional brick architecture.

3. The future identity - Urbanity and high rise

Viinikanlahti area is a strong part of the future identity of Tampere. Urban city structure topped with taller volumes supports the high-quality development of the City. Ambitious architecture of the area reinforces the silhouette of a remarkable lakeside city.

Continuous public shoreline path
A unified and cohesive green shoreline connects the area from Hatanpää Arboretum park to Viinikansaia. This 30 meters wide green link introduces a sequence of various park areas and habitats together with the natural shoreline to the area. By naturally blending with the Hatanpää Arboretum park areas are easier to access from the city center.

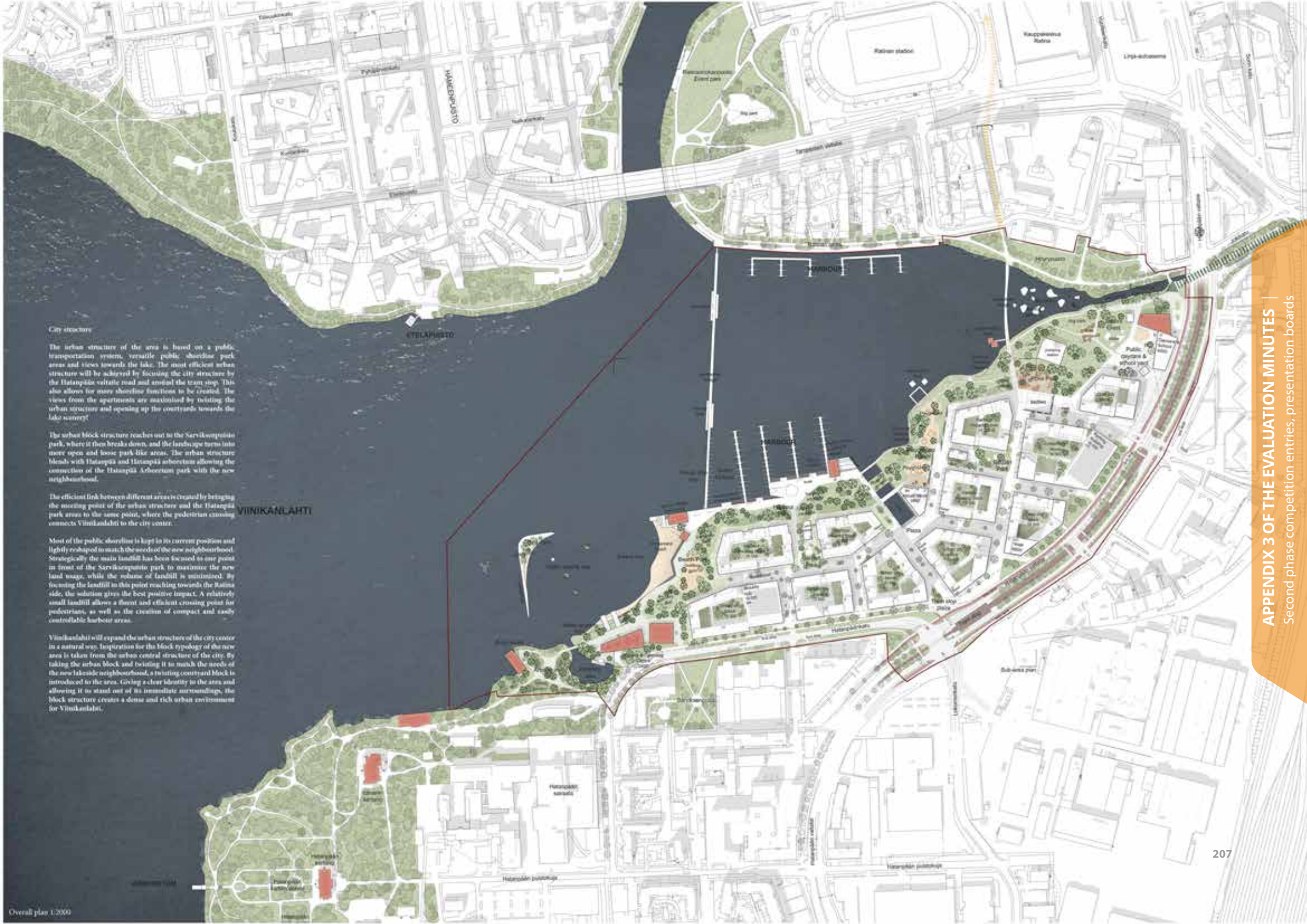
The soft natural edge meets the built urban edge
The soft green edge reflects the existing shoreline later transforming into the outline of the garden park of the new design. The built edge allocates the urban shore areas eg. the harbour and the main plaza. Together they form a series of various natural and urban environments.

Smart landfill
By mostly following the current shoreline and locating strategically on the main landfill area the new land usage is maximized while the volume of the landfill is minimized. A relatively small landfill allows for a fluent and efficient crossing point for pedestrians, as well as creating a compact and easily controllable harbour.

City structure based on public transportation
The urban structure is focused along the Hatanpää highway and around the tram line, creating a dense city center like urban backbone for the area. Most of the buildable area is concentrated on the current land areas. The new urban structure is extended to a point where the new pedestrian bridge meets the new shore line.

Private - Semiprivate - Public
The outdoor areas are divided into private ground floor garden terraces and balconies, semi private courtyards, semi public block garden parks and public shoreline park areas. The different outdoor hierarchies are connected through visuality and accessibility. The different layers of publicity create a vivid unit of places for the city life to flourish in.

Characteristic architecture and lake views
The area is defined by its unique yet harmonious architecture. The variation in roofscapes and block typologies are local elements in forming the characteristics of the neighborhood. Varying heights and functions of the roof level provide more views and places to enjoy the lake scenery.



City structure

The urban structure of the area is based on a public transportation system, versatile public shoreline park areas and views towards the lake. The most efficient urban structure will be achieved by focusing the city structure by the Hatanpään valtatie road and around the tram stop. This also allows for more shoreline functions to be created. The views from the apartments are maximised by twisting the urban structure and opening up the courtyards towards the lake scenery!

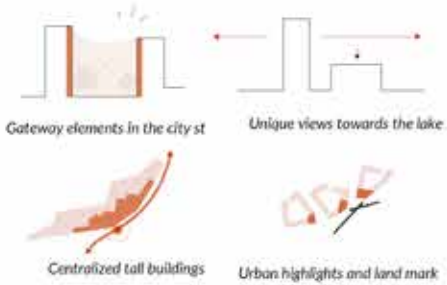
The urban block structure reaches out to the Sarviksenpuisto park, where it then breaks down, and the landscape turns into more open and loose park-like areas. The urban structure blends with Hatanpää and Hatanpää arboretum allowing the connection of the Hatanpää Arboretum park with the new neighbourhood.

The efficient link between different areas is created by bringing the meeting point of the urban structure and the Hatanpää park areas to the same point, where the pedestrian crossing connects Viinikanlahti to the city center.

Most of the public shoreline is kept in its current position and lightly reshaped to match the needs of the new neighbourhood. Strategically the main landfill has been focused to one point in front of the Sarviksenpuisto park to maximize the new land usage, while the volume of landfill is minimized. By focusing the landfill to this point reaching towards the Ratina side, the solution gives the best positive impact. A relatively small landfill allows a fluent and efficient crossing point for pedestrians, as well as the creation of compact and easily controllable harbour areas.

Viinikanlahti will expand the urban structure of the city center in a natural way. Inspiration for the block typology of the new area is taken from the urban central structure of the city. By taking the urban block and twisting it to match the needs of the new lakeside neighbourhood, a twisting courtyard block is introduced to the area. Giving a clear identity to the area and allowing it to stand out of its immediate surroundings, the block structure creates a dense and rich urban environment for Viinikanlahti.

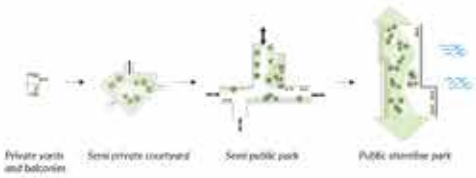
Overall plan 1:2000



High rise principles

Tall buildings play a significant role in Viinikanlahti in a regional and a local scale. In a regional scale the tall buildings continue and strengthen Tampere's high rise strategy and form a group of recognizable landmark elements which can be seen from great distances.

On a local scale the tall masses create more variety and views for the housing. The tall buildings vary in height between 12 and 17 storeys. They are focused around the tram stop and along the main roads. From Hatanpään valtatie the tall buildings highlight important urban areas. From the tram stop the buildings create gateway-like elements into the area and frame important views.

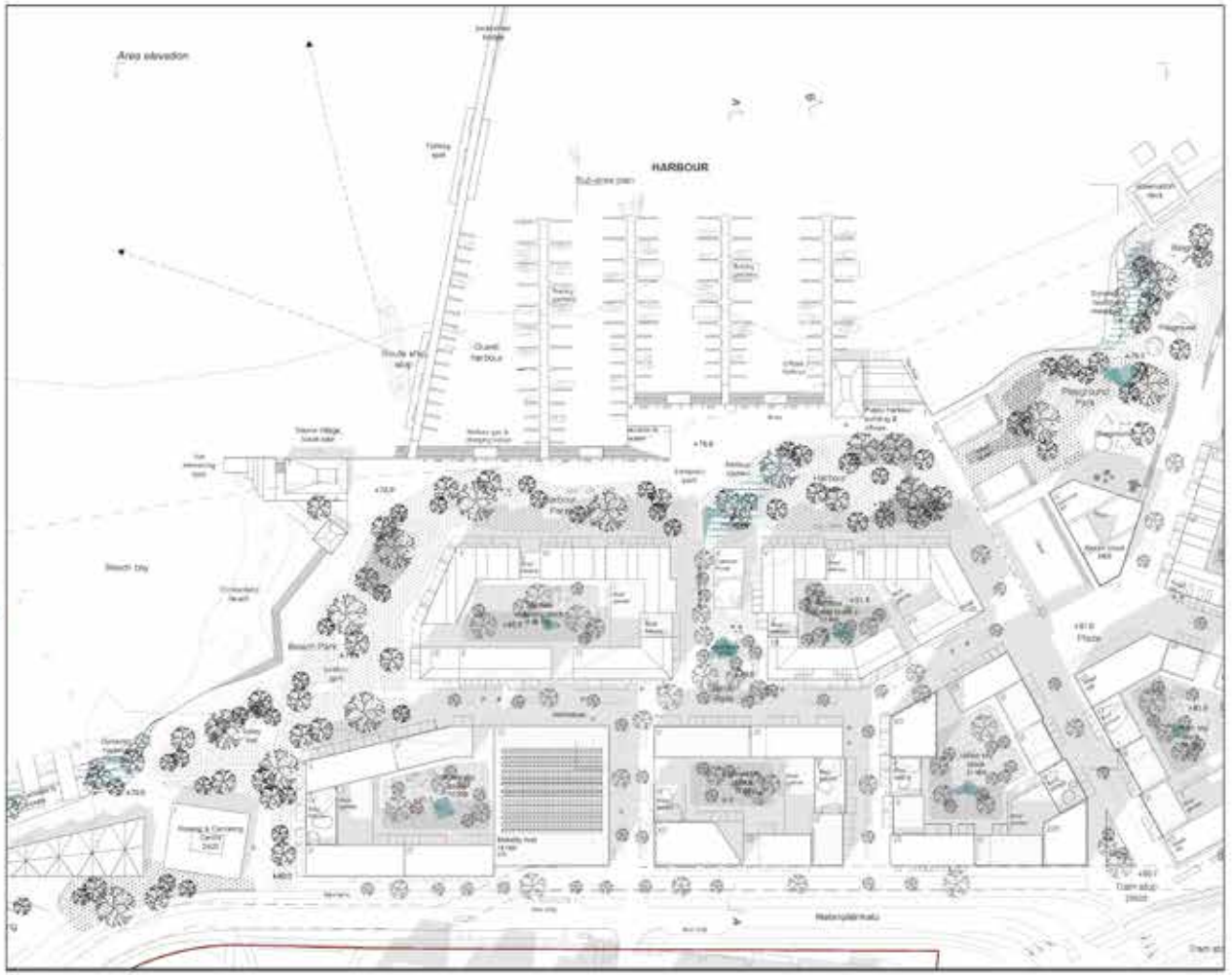


Hierarchy of outdoor spaces

The outdoor areas are divided into private ground floor garden terraces and balconies, semi private courtyards, semi public block garden parks and public shoreline park areas. The different outdoor hierarchies are connected through visuality and accessibility. The different layers of publicity create a vivid mix of places for the city life to flourish in.

Private ground floor garden terraces and balconies are a natural way to connect housing to the surrounding environment and scenery. The connection works in both ways creating a vivid urban environment and bringing quality to the housing. Semi public courtyards bring the nature and greenery close to the housing. The absence of the underground parking and deck structures allows growth of full-grown trees and lush greenery.

Semi public garden parks offer sedate meeting places for dwellers. The design and the locations of these parks create pleasant micro climates and pockets in the area. The public shoreline park offers a sequence of different park typologies for everyone.



Sub-area plan 1:1000

1. Noise barrier effect 2. View opening towards the lake 3. Semi public park for local inhabitants 4. Block common room linked to park 5. Communal house linking the semi public and public park areas 6. Smart bike hubs 7. Block recycling room 8. Mobility hub & circular economy centre

Viinikanlahti superblock

The group of blocks surrounding the block garden park create a superblock. Inside these superblocks functions are shared and joint energy solutions connect the individual blocks into one unit. Each superblock shares its own mobility hub and circular economy centre as well as a common house and local park area.

The central, semi public garden park connects all of the blocks into one entity. From courtyards there are connections to the garden park. Block specific shared spaces and common rooms open up towards the garden park and connect them visually together. In the heart of the garden park is the common house which is shared between blocks. This common house creates a framework for inhabitant-oriented activities and serves as a communal living room for the dwellers. It can also be rented out or used as a work base for local businesses.

In order to create an easy access to the bike spaces and for the service traffic the block specific recycling points and centralized bike storages have been located into a close proximity of the gateways to the blocks.

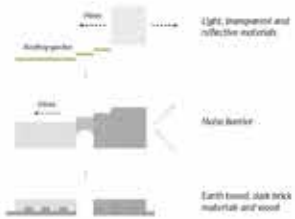
Park concept

A public shoreline park runs through the area offering a broad selection of public outdoor spaces for recreation, leisure, sports and water activities. Together with the outdoor areas of the daycare and the school the park areas around Viinikanoja consist of a lush and rich entity of different natural habitats. Public playgrounds create more active areas in the heart of Viinikanlahti. Sports functions are delicately integrated into this sequence of shoreline parks. A beach bay with shallow water areas offers a place to enjoy the lake and the water. A variation of water activities, a beach and saunas can also be found in this area. The extension of the Arboretum park connects into this sequence of shoreline parks in a natural way.

Area section B-B 1:1000

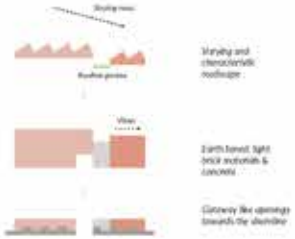
Area section A-A 1:1000

Area elevation 1:1000



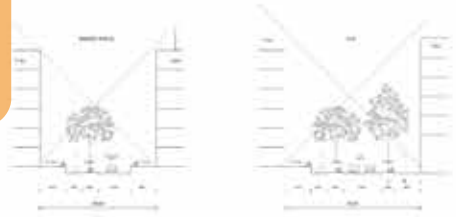
Block types - harbour block

The blocks closer to the lake are identified as harbour blocks. The harbour blocks introduce a smaller scale to the area. A varying and characteristic roofscape creates the main facade for Viinikanlahti and gives a strong identity to the area. The architecture links it into the history of Tampere but also introduces a new fresh and unique style to the city.
Gateway like openings towards the shoreline connect the Blocks into the network of outdoor spaces and to the streetscape of the surroundings. Rooftop gardens towards the lake offer magnificent shared gardens for dwellers, and open up more views from the housing behind.
Earth toned and light brick materials together with concrete are used to create a robust and semi-industrial feeling to the harbour blocks. Roof materials are integrated with the facade materials to create a modern look and a feeling of solid entities.



Block types - Urban city block

The block structures next to Hatanpään valtatie are identified as urban city blocks. These blocks are mixed with typologies and varied in height. Flat roofs serve as rooftop gardens and platforms for sustainable energy solutions. The blocks serve as noise barriers and gateway like openings towards the shoreline and connect them into the network of outdoor spaces in the area.
Earth toned and dark brick materials and wood are used to create a robust and solid pedestal like feeling to the blocks. City center blocks serve as a podiums for the tall buildings. These tall buildings work as landmarks and create a lighthouse-like identity in the Viinikanlahti city area. The towers stand out with light, transparent and reflective materials. Glass and steel and aluminum are preferred to create a light feeling to the towers.



Street section principles 1:xxxx

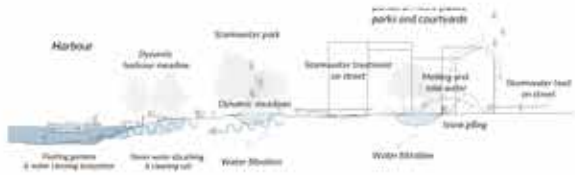
Sub-area plan 1:500

Housing environment
In order to create a vivid urban environment in Viinikanlahti the housing is strongly present, visible and interacts with the public space. On the ground level garden terraces of the first floor housing dominate the streetscape. On rooftops, shared roof gardens bring life to the roof level.

The first housing floor has been lifted up from the street level in order to create privacy. Garden terraces expand the housing to the street side. Different zones of privacy are created by variating the elevation of the terrace and they work as semi-public entrances to the ground floor houses. At the same time garden terraces work as a buffer between the housing and the street life.

As the ground floor gardens are connected to life on the street, the rooftop terraces offer more private and unique urban places. Green roof gardens are spread across Viinikanlahti and allow access to all inhabitants to enjoy the lake scenery on top of the roofs.

Housing principle for basic floor 1:500



Storm water principle

Stormwater treatment is hardwired into the area working as a base for the landscape design in Viinikanlahti. The network of stormwater treatment elements is connected through the area into a seamless system of natural water treatment. Water is treated in several steps inside the area. Collected water and melting snow from the streets and roofs is collected into smaller storm water ponds. Ponds are connected through open water features to the dynamic meadows located in the shoreline and park areas.
In the harbour, empty boat places are used as frames for floating gardens. The concept expands the green areas into the bay and introduces a new way of gardening into the area. The floating gardens not only serve as gardens, but also as lake biotopes. These ecological systems maintain the underwater life, clean up the water and enrich the underwater nature.

Ground floor

Housing on the ground floor has a significant role in the creation of a lively and distinctive street scape into the area. To achieve this, the residents' storage spaces are spread to each floor allowing space for housing on the ground floor. Block specific bike storages and air raid shelters are concentrated into one centralized smart bike hub, giving even more space for housing to open up towards the boulevards and lake views. Smart bike hubs are located on the courtyard sides. Semi private yard areas occupy the roofs of the bike hubs creating an interesting atmosphere and level variations to the courtyards. By focusing shared functions the quality of the spaces can be improved.

Area section C-C 1:500

Area elevation 1:500

View from the new pedestrian bridge

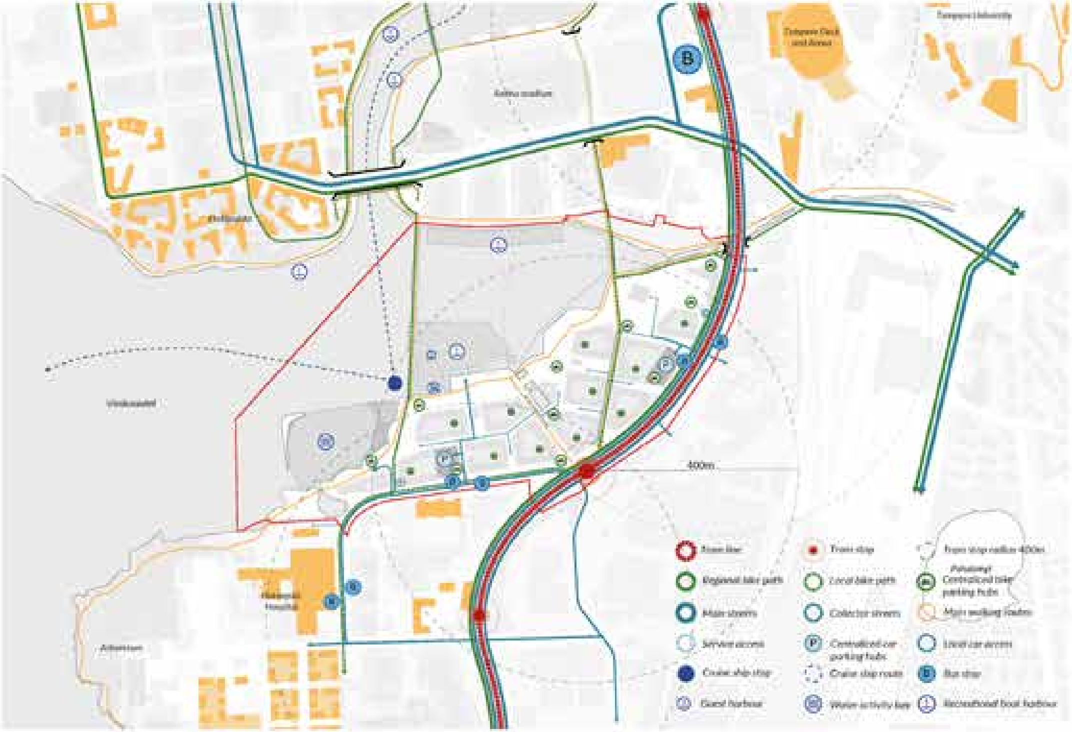
Pedestrian bridge connects the new area directly to city center and offers a recreational connection between different parts of the city. A new public sauna is located by the lake Pyhäjärvi at the end of the bridge. The cityscape at the lakefront slopes towards the arboretum and the sky reaching white towers are situated behind.

View from Ratina
The new Viinikanlahti area towards the city - a neighbourhood that creates a unique silhouette.
As a main element of the area identity, new interpretations of traditional brick architecture are brought in.
The shoreline is activated through series of public buildings by the waterfront. The strong motife of the roofs
creates a recognizable skyline for the neighborhood and reflects the industrial heritage of the area.

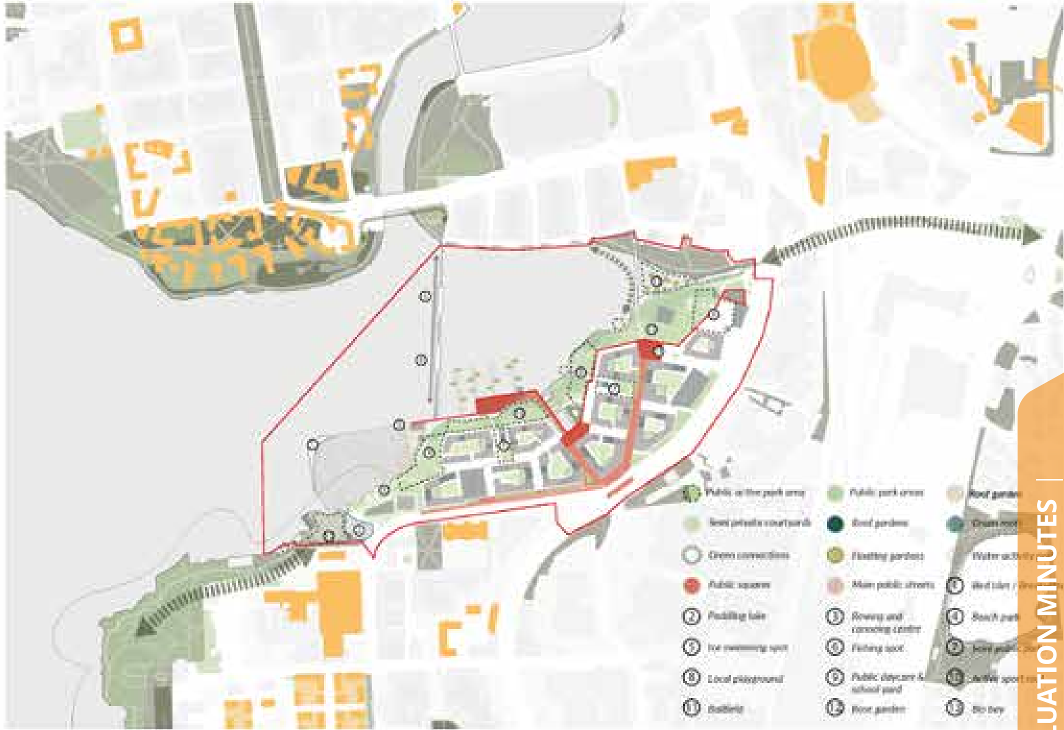
View from the central plaza
Central plaza is a place where the urban core meets the lakefront and park areas. Robust variety
of materials and the presence of the nature arise in the very centre. The new public square opens
towards the city centre and Näsinneula tower can be seen directly over the lake. Plaza is easy to
reach from all directions with any transportation mode.

View from the canal towards South-West
The scale of the streetscape is intimate and urban. Shifting block structure is
used to create surprising urban environments. Balconies and elevated small
yards functions as semiprivate zones for apartments facing the street.

View from the semipublic block garden park
Semipublic garden parks offer calm and safe meeting places for dwellers. The
design and the locations of these parks create pleasant micro climates and
green pockets inside the area.



Traffic and parking 1:5000



Green network and public outdoor spaces 1:5000

Landscape architecture

Viinikanlahti brings together different types of natural environments mixed into the urban environment. Viinikanoja creates a rich biotope and natural connection to the bay. The shoreline parks blend with the bay and connect the green areas in the East-West direction. The Hatanpää park areas are extended towards the East and connected to the new neighbourhood.

The bay works in a symbiosis with the nature as natural ecological systems are integrated into the bay itself. The dynamic ecological shoreline park areas and harbour functions are mixed strongly together. The dynamic shoreline meadows are located on the shoreline and park areas. These oases link park areas towards the lake and blend the greenery together with the shoreline. The meadows work as a buffer for storm waters and as a collection of rich natural shoreline biotopes expanding the variety of natural plants, animals and insects. At the end of the Viinikanoja bay, the area is transformed into a dynamic delta area.

Viinikanlahti will transform from an area currently identified by the water cleaning station into an urban neighbourhood where stormwater treatment is made visible and will be a solid part of the urban landscape architecture. Stormwater management systems and installations are visible on street areas, inner yards of the housing blocks, at the shore line and on the rooftops. Through making the stormwater structures part of the area's visible identity, the new Viinikanlahti reflects its own history.

Traffic environment

Viinikanlahti leans into public transportation and sustainable ways to move. The immediacy of the city centre and traffic solutions in the area support and encourage movement in a more sustainable way. Viinikanlahti will be a walkable and cyclable city area. Streets between the housing blocks are mainly shared space local streets with service and emergency car access. The backbone of the area will be the tramline connecting the city of Tampere to the city of Pirkkala. The new efficient pedestrian connection across the bay is facilitated through two new bridges. Bike parking hubs are integrated into the block structure. Car parking is centralized in multi-use parking hubs which can be replaced by housing in the future if needed.

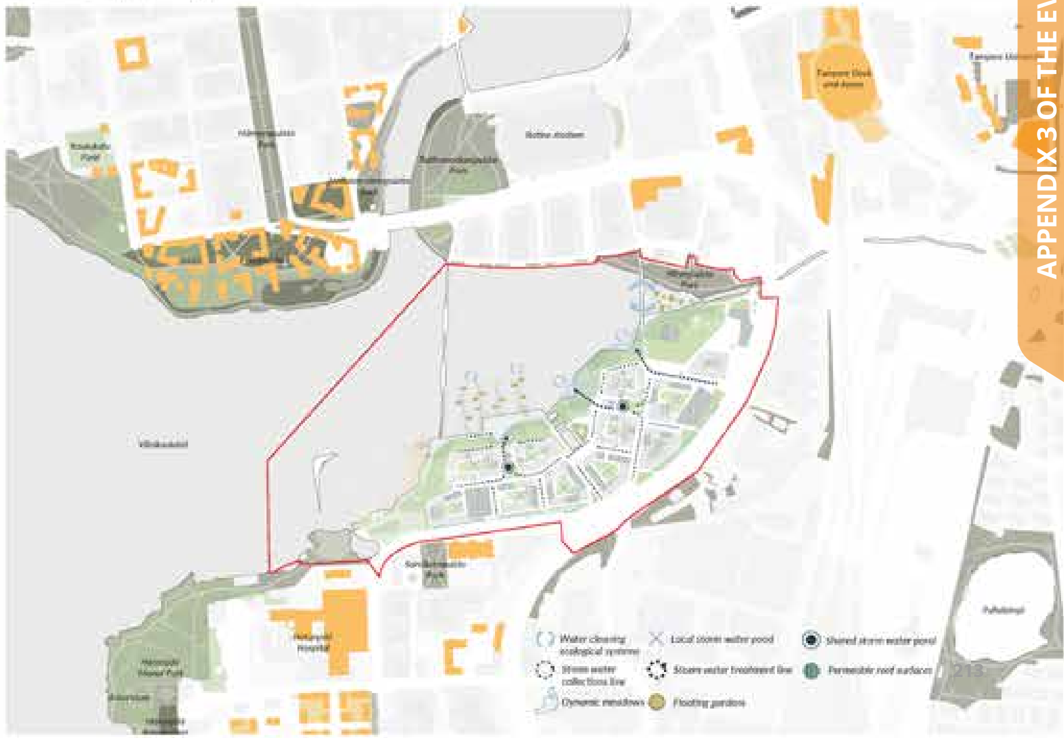
The strong presence of the tram stop plays a significant role in the area. The stop is clearly visible and easily accessible from the area and its surroundings. Each of the main routes in Viinikanlahti - towards the city center, the shoreline and the Arboretum park - are linked to the tram stop.

The pedestrian crossings across the bay connect to the Ratikannokanpuisto and to the new underpass between the Ratina stadium and Ratina shopping center. The bridges are used to create places and spots to enjoy the lake. Instead of functioning just as a bridge, these urban harbour elements encourage people to use them in a various ways. On a harbour shoreline pedestrians are separated from harbour traffic.

Efficient biking inside the area is based on a car free, walkable city. Public and private bike parking is integrated into the block structure making these bike parking hubs prominently visible on the area. The main regional bike lanes are easy to access and the pedestrian bridges allow biking across the bay.

The car access to the Viinikanlahti area is from Hatanpäänkatu and Hatanpään valtatie. The two main mobility hubs are located at these entrance points serving both local inhabitants as well as users of the harbour, and visitors. The main car streets are restricted to these main entry points. Service and emergency access is provided in all street areas around the area. Centralized bike parking, mail and food delivery rooms and circular economy centres are integrated into the mobility hubs.

City structure 1:10 000



Stormwaters 1:5000

Calculations

Competition area:
[illegible] m²
Land area:
[illegible] m²
Of which filled areas on the existing water area:
[illegible] m²
Water area:
[illegible] m²
Block areas:
[illegible] m²

Public green areas and parks:
[illegible] m²
Gross floor area for housing:
[illegible] m²
Gross floor area for business and offices:
[illegible] m²
Gross floor area for public services:
[illegible] m²

Gross floor area for other uses:
[illegible] m²
Waste water treatment plant:
[illegible] m²
Electricity supply stations:
[illegible] m²
Total gross floor area:
[illegible] m²
Vehicle parking spaces, total:
[illegible] spaces

Bicycle parking spaces, total:
[illegible] spaces
Number of residents:
[illegible] persons
Estimated number of jobs:
[illegible] jobs
Areal density:
[illegible]

CITY

The lively core of downtown Tampere is established based on a rounded district structure that follows a traditional grid, delivering the elements that comprise a rich, highly urban experience. The new development in Viinikanlahti must take all the these qualities that drive urban life.

VILLAGE

In combination with the highly urban atmosphere created by the city structure, the structure of a versatile village generates qualities that can be extended into Viinikanlahti, creating even newer diverse and vibrant public and private realms. These include a newer perimeter structure with openings facing the streets and leading to protected inner spaces, and a variety of scales of buildings and public space.

GREEN LINK

Viinikanlahti is surrounded by a diversity of parks and green spaces, with the need for an enhanced green connection forming an important link between Hiirosaari/Alkkiomaa in the west and Lake Vilppulanjärvi in the east. Connecting the site to these green spaces with a lush, dynamic green park along the waterfront as a strong ecological link as well as a dynamic recreational and social connecting public people into the site as well as through it.

A DIVERSE EXISTING PROGRAM

Tampere essentially offers a diversity of functions and experiences, with each occupying a separate part of the city.

SoBa GIVES MORE!

SoBa connects to this diversity of programs, using the site as a way to bring these functions together and extend a high density of program back out to the city.

SoBa

SoBa is more than a neighborhood - it is a development that extends the vibrant downtown life of Tampere [illegible] of Finlayson Bay, using a dynamic harbour pulled into the neighborhood as a catalyst for dynamic, active, urban life. The rich urban fabric meets an extensive green coast line here, providing new opportunities for both people and wildlife to thrive. With a mix of typologies, buildings are sculpted and choreographed to create third spaces that anchor the public realm as lively, sheltered pockets that are inviting in all seasons, acting as generators of social life and community gathering.

THE WATER SQUARE

The SoBa square acts as both an ecological activator and a social gathering place, with a wetland built as a floating ecosystem [illegible] and connected to the landscape, and back into Tampere [illegible] other areas across the waterfront.

CONCEPT

CURRENT SITUATION

The site is currently a rundown industrial site, with a soft edge on its northern side facing the water. All existing industrial buildings will be removed from the site.

MAXIMUM LANDFILL

Land is filled maximally allowing for space to create both blocks with comfortable density that will achieve an urban intensity, and enough space to create a high-quality, dynamic public realm that will help elevate the neighborhood but also acts as an extension of the downtown public realm.

MAXIMUM BLOCKS

Blocks are extended out maximally to establish density, that is sufficient to achieve a meta-urban quality, and structure from proximity to the waterfront.

CONTINUOUS COAST 30M

The blocks are pulled back from the water's edge to establish an extensive green coastline. If placed along this edge, the space required to meet the city's needs for housing typically would dominate most of the coastline. Pushing these blocks back from the shore then results in the maximize of density in coarse blocks, and an increase in the amount of public space tremendously along the water's edge.

VIBRANT SOCIAL AND ECOLOGICAL COAST

By pushing the coast open, pockets are created along the length of the coast in which social and ecological life are given room to thrive. These pockets push out into the water, and pull into the district as well, establishing the space as a space with varying thickness and program, tying land and water together in a more meaningful way.

ADAPTING TO PERFORM

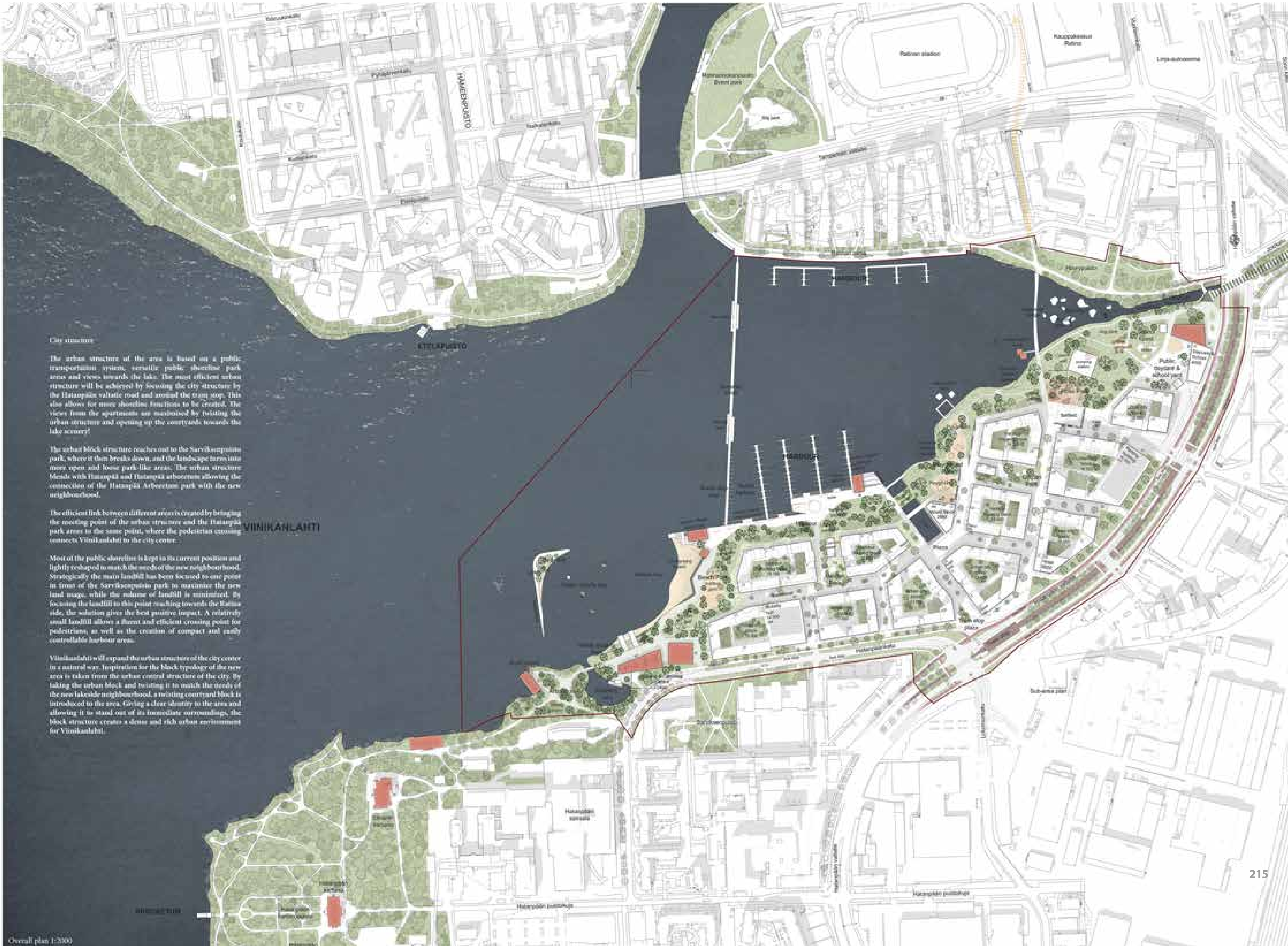
The form of the harbour creates like unique edges, with each edge containing different programs on land and on the water. Each edge is in communication with its adjacencies, creating different opportunities and ecologically performative landscapes. The harbour is inverted into the park, while the boat structure pulls in and out to create the landscape becoming part of it.

FUSING LIFE AND ECOLOGY

Connections within the district and with the waterfront are established in a way that creates inconsistencies and exciting sheltered pockets for animal, plant, and human life to move seamlessly through the district.

SEAMLESS INTEGRATION

With an iconic and memorable harbour thoughtfully articulated buildings that meet the landscape in sensitive and exciting ways, and a highly diverse and performative landscape, the elements in SoBa work in concert to convey an extraordinary and unforgettable district that becomes far more than the sum of its parts.



City structure

The urban structure of the area is based on a public transportation system, versatile public shoreline park areas and views towards the lake. The most efficient urban structure will be achieved by focusing the city structure by the Hatanpään valtatie road and around the tram stop. This also allows for more shoreline functions to be created. The views from the apartments are maximised by twisting the urban structure and opening up the courtyards towards the lake scenery!

The urban block structure reaches out to the Sarviksenpuisto park, where it then breaks down, and the landscape turns into more open and loose park-like areas. The urban structure blends with Hatanpää and Hatanpää arboretum allowing the connection of the Hatanpää Arboretum park with the new neighbourhood.

The efficient link between different areas is created by bringing the meeting point of the urban structure and the Hatanpää park areas to the same point, where the pedestrian crossing connects Viinikanlahti to the city centre.

Most of the public shoreline is kept in its current position and lightly reshaped to match the needs of the new neighbourhood. Strategically the main landfill has been focused to one point in front of the Sarviksenpuisto park to maximize the new land usage, while the volume of landfill is minimized. By focusing the landfill to this point reaching towards the Ratina side, the solution gives the best positive impact. A relatively small landfill allows a fluent and efficient crossing point for pedestrians, as well as the creation of compact and easily controllable harbour areas.

Viinikanlahti will expand the urban structure of the city centre in a natural way. Inspiration for the block typology of the new area is taken from the urban central structure of the city. By taking the urban block and twisting it to match the needs of the new lakeside neighbourhood, a twisting courtyard block is introduced to the area. Giving a clear identity to the area and allowing it to stand out of its immediate surroundings, the block structure creates a dense and rich urban environment for Viinikanlahti.

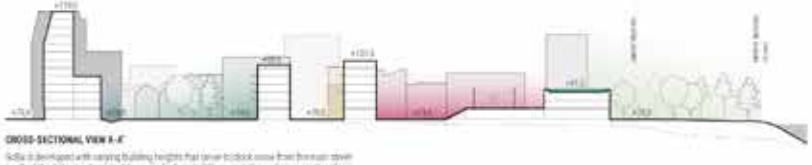
Overall plan 1:2000

SITE PLAN 1:1000

Sella is a development that could take advantage of its location on the water and its proximity to downtown, hotspot to offer a new urban experience for residents and tourists, both on the water and within the development.

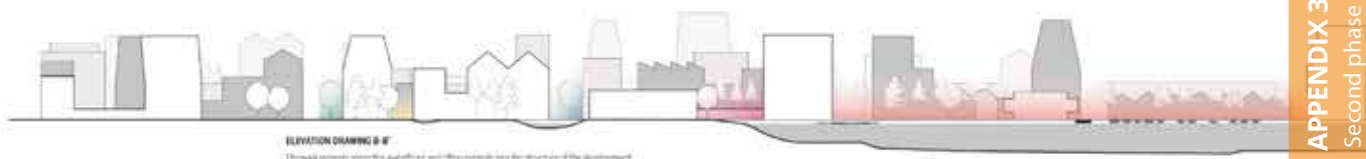
Traditional block structures are cut, creating spaces off of the street that draw people in, serving as social gathering nodes as well as sheltered pockets that allow for refreshing movement through warmer, more uncomfortable areas. Buildings are oriented to take advantage of exposure to more wind, and opening up, with, within the blocks where sun exposure is prime. Landscape is pulled into these spaces as well, establishing canopy that extends from the waterfront inside the blocks and further within, creating an inviting environment.

Thoughtful connections enhance the ecological qualities of these spaces, including trees and climbing vegetation for seasons, and roof coverings for rain. These qualities are also inviting, and engaging for people moving through these systems as each corner offers something new to consider. These spaces are activated by dynamic public areas at ground level of the ground floors, that is able to extend out into these shared spaces. Programmed, around the harbour serves both locals and tourists, pulling people into the development from the water, and looking from out onto the water from the developments with exposed recreational opportunities on land and on water.



CROSS-SECTIONAL VIEW A-A'

Sella is developed with varying building heights that serve to block noise from the main street south of the district or to protect it from wind, where buildings are taller, and open courtyards up to the sun where its buildings are lower. Gentle slopes within courtyards and the park direct water towards vegetation and into depressions for infiltration.



ELEVATION DRAWING B-B'

The park extends along the waterfront and offers a reminder into the structure of the development, with a mix of typologies and building orientations creating unique contexts of spaces within each block.

HABITATS

The site increases existing biodiversity with diverse canopy connection along the waterfront, as well as lush green roofs. Habitat is established along the shoreline with rock armouring and vegetation providing new niches, the addition of structures and vegetation under docks creating more fish habitat, and a 'floating wetland' established in the water, supporting aquatic species and waterfowl. Within the blocks, architecture is extensively crafted, with varied roofs and facades developed to create insect, bird, and bat habitat.

MICROCLIMATES AS SOCIAL CONNECTORS

Buildings and landscape are choreographed to create microclimates that are inhabitable even in cooler, windy conditions. Buildings are rotated slightly with open spaces placed to maximize solar exposure, and create inviting social spaces, with the landscape sculpted with subtle changes in topography and strategic placement of trees creating comfortable pockets. The south is similarly sculpted, with small inlets and points creating protected coves for inviting waterfront activity as well as enhanced habitat for aquatic species. This sculpted shoreline is further enhanced by different waterfront programs embedded in the coast as an extension from the rest of each block.

URBAN MIX

The public realm within the site is anchored by two urban public squares connecting to the harbour and pulling into the development, as well as a large, diverse park in the west and a lush stormwater park in the east. The harbour waterfront program within the development as well as out on the water, offering floating, a secure and swimming, mixed hotel boating as well as canoeing, kayaking, and rowing. All residential buildings have easy access to playgrounds in the area, that are also often nestled within the park structures.

URBAN SYNERGY

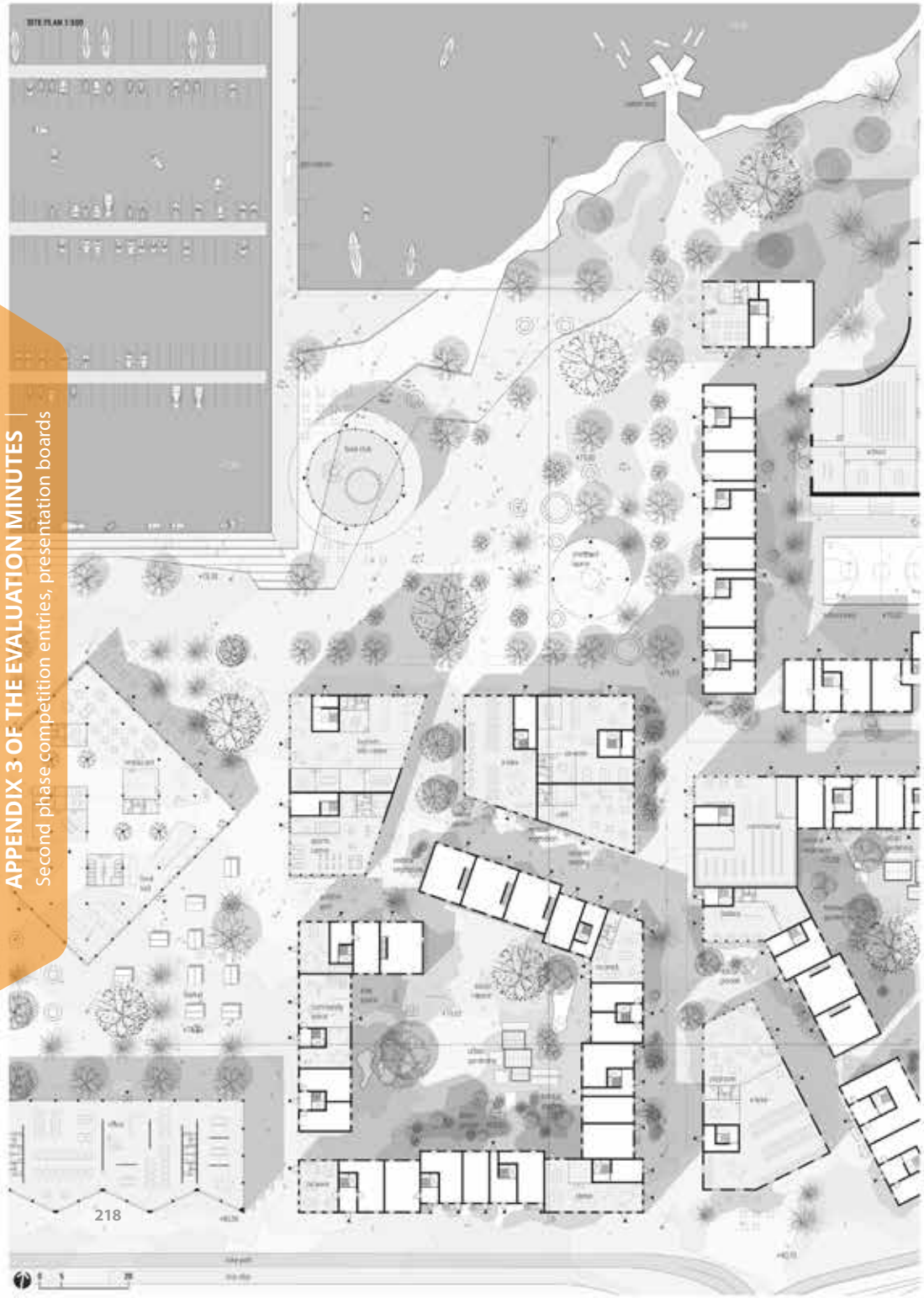
Public ground floor programs are strategically placed to activate each block. In areas where exciting neighborhoods are created by buildings fronting people from west and south facing corners and walls receiving the sun, ground floor program works to bring people to these spaces and enhance them as social activators. The school, market hall, and cafe restaurant take advantage of locations along the coast, using these programs to bring people into the landscape.

SUSTAINABLE MOBILITY

Mobility within the new neighbourhood focuses on sustainable, future-oriented movement, with cross connections to the tram stop and bus stop. Ample mobility hubs, well-connected bike lanes and bike parking, and ebikes made for cyclists and pedestrians are accessible for on for emergency access make sustainable transportation the best and easiest option.

BUILDING TOPOGRAPHY (Spring sun study)

Buildings act as a part of the landscape, with topography fluctuating between blocks and within blocks. Where building become taller they take advantage of scenic views across the bay while also blocking the wind, while buildings become pulled down within the block to create sunny courtyards and sunny, protected pockets within the streets. Buildings along the southern edge of the site remain slightly higher to block noise from the street.



HARBOUR SQUARE

Vegetated path, inlet by harbour square, with planting in the square as well as on rooves, drawing people into the square from the landscape, as well as creating associated wildlife corridor.

SQUARE

Twisting of the market hall on the square creates four unique spaces around it, each with different qualities based on light, views, and protection from wind.

SUNNY POCKET

Pushing some southern-facing buildings back along east-west streets creates sheltered, sunny social pockets within the neighbourhood.

CONNECTION OUT

Rotation of some buildings within blocks creates connections pathways through blocks that are inviting and exciting.

GREEN FACADES AND ROOFS

Architecture is pushed in and pulled out in subtle but impactful ways to create habitats using building facades and roofs, establishing the architecture as an important part of the landscape system.

WET POCKET

On north-south streets, buildings are pushed back from the streets creating connected pockets for water collection and infiltration. The streets remains drivable when necessary, but are prioritised for pedestrian and bike movement.

PARK BUILDINGS

Buildings are pushed back within the park to create different microclimates and interesting corners and pockets, much in the way that watermark villages shift in subtle ways in response to their landscapes.

BUILDING TYPE

Each block is composed of different building typologies in response to their adjacencies, and serving to act as part of the landscape by enhancing route/creation at the ground level as well as on roofs.

TRADITIONAL BLOCK

The traditional block, as found within downtown Sarnjore, has a very defined structure that creates an enclosed, internal space, allowing for movement along its perimeter and within its courtyards but not between these two. This structure activates the streets and not very relevant to the broad, but keeps them largely enjoyable.

SEASIDE VILLAGE BLOCK

The seaside village block is established through varied building scales, with a blockbroad block perimeter that together create a loose, more organic structure. These variations in block structure create multiple internal pockets of different scales, and expanded cuts through the block that become inviting sheltered spaces.

Solla BLOCK

These well-considered changes to buildings and the block structure amplify the possibilities for unique spaces within the block. Slight differences in right, west excavate, and building height from people into the street making spaces created here, while also creating inviting refuges for flora and fauna.

CROSS-SECTIONAL VIEW C-C'

ELEVATION DRAWING D-D'

THE WATER

UDA CANOE COVE

CANOE LANDING

BOARDWALK

CRUISE PIER

HARBOUR

JUMPING TOWER

CANOE CENTER

LOOKOUT

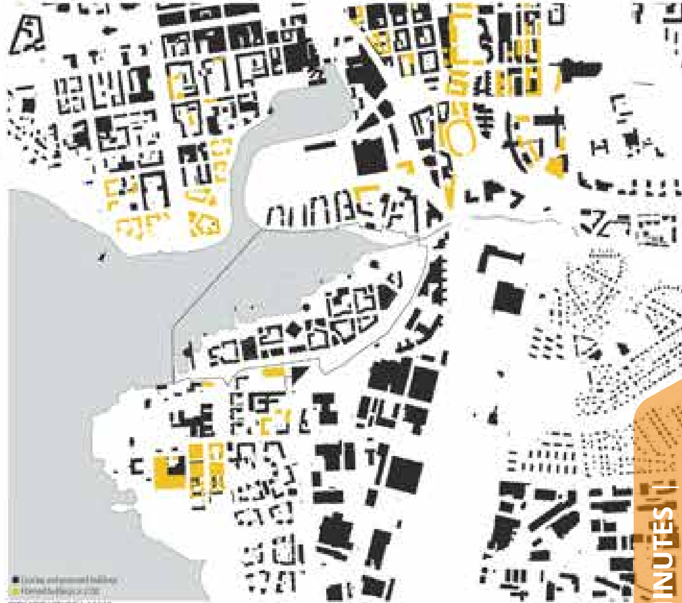
WATER STUDY INLET

Sofia

KEY FIGURES

Competition area	387 986 m2
Land area	223 965 m2
of which filled areas on the existing water area	56 000 m2
Water area	164 281 m2
Block areas (for construction)	71 430 m2
Public green areas and parks	70 675 m2
Gross floor area for housing	164 323 gfm2
Gross floor area for business and offices	8 985 gfm2
Gross floor area for public services	4 250 gfm2
Gross floor area for other uses	13 075 gfm2
	850 gfm2
Total gross floor area	186 485 gfm2
Vehicle parking spaces, total	980 spaces
Bicycle parking spaces, total	4 225 spaces
Number of residents	3 682 persons
Estimated number of jobs	325 jobs
Areal density (total gross floor area gfm2 / competition area m2)	0.48

STORMWATER 1:5000



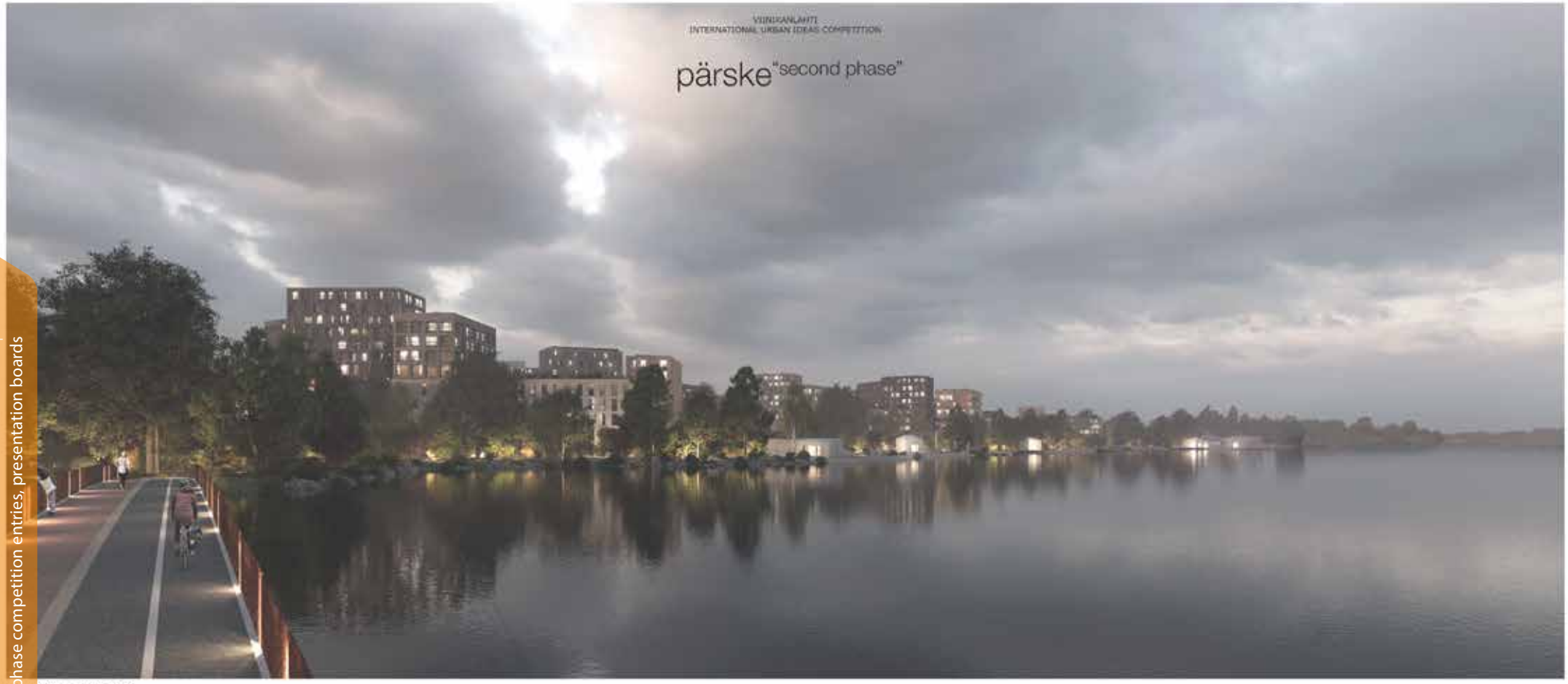
CITY STRUCTURE 1:10000

TRAFFIC AND PARKING 1:5000

GREEN AREAS AND PUBLIC OUTDOOR SPACES 1:5000

VIIKINRANTA
INTERNATIONAL URBAN IDEAS COMPETITION

pärske "second phase"



VIEW FROM THE NEW BRIDGE

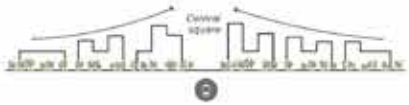
CONCEPT

Areas city blocks are situated in a wave-like form along the shoreline. This allows every block to have a visual connection to Pyhäjärvi and to have physical connection to the urban nature right next to the lake.

Main routes and connection points through the area. Paths are mainly for pedestrians and bicycles.

The city blocks, in general, are four to five stories high. This allows the sun to catch the inner yard and the apartments. Each block has one or two higher towers, which allow residents from the whole area to have views to Pyhäjärvi.

Outdoor spaces in cityblocks.



Higher buildings are concentrated near the tramstop and central square

IDEA OF THE LANDSCAPE

THE NARRATIVE OF THE LANDSCAPE

Waterbornetrams and the main walking route are connecting the whole area from Hatanpää to centre of Tampere as a necklace of highlights.

ACTIVITIES

- Sports
- Learning environments and playgrounds
- Urban heart
- Courtyard

ECOSYSTEMS

water ecosystem | urban runoff management | green area

SHORE FILL AREAS

- new fill 34 175 m²
- bridges, piers and other floating stuctures

TECHNICAL MAINTENANCE AND OTHER INFRASTRUCTURE CABLE CORRIDORS

OVERALL PLAN 1:2000

SUB-AREA PLAN 1:1000

FACADE 1:1000

CROSS SECTION A-A 1:1000

2ND FLOOR
1:500

SUB-AREA PLAN 1:500

CROSS SECTION B-B
1:500

ELEVATION
1:500

MATERIALS

Timeless natural tones in building materials are in harmony with the surrounding nature.

CARBON NEUTRALITY

ENERGY PRODUCTION

The proposal is making use of roof tops of the tallest buildings as a place to produce energy. Every block has at least one roof that has solar panels, which produces electricity to the whole block. Extra electricity can be sold to general electricity network.

ENERGY CONSUMPTION OF BUILDINGS

The buildings have a smart heating and energy consumption system integrated. It analyses buildings energy consumption data and adjusts for example heating and lighting to be optimal and as energy saving as possible.

BUILDING MATERIALS

Areas building carbon footprint can be reduced by using recycled materials (UUMA) for building streets and public spaces.

For new buildings, use of wood and recycled materials is encouraged. Making buildings and spaces flexible and adaptable, will create sustainable environment.

SHARING ECONOMY AND CIRCULATION ECONOMY

Area supports strong sharing and circulation economy. People can lend and borrow goods instead of buying their own.

Every block also has a shared work space / multifunctional space, which can be rented through an easy renting application.

MODES OF TRANSPORT

Areas principal modes of travel are walking, cycling, tramway and other public transport. Also all public transport modes are easily accessible. Mobility centers are places where residents can park their cars, but they also provide other services like car sharing, charging points, rental cars and bike maintenance.

VIEW FROM THE HARBOUR AND SHORE AREA

MINI ARBORETUMS

The mini arboretums are small pockets along the shoreline walkway that create "pearls" of the green necklace of Viinikanlahti. Mini arboretums are located in the green and recreational areas of Viinikanlahti and these continue the idea of Hatanpää arboretum - as its urban version - to the direction of the city centre of Tampere. There are 8 types of mini arboretums that provide opportunity to explore urban nature's diversity and e.g. places to rest, enjoy the views to lake Pyhäjärvi, meet people and also serve educational purposes.

1. Mini arboretum

2. Lake arboretum

3. Flower field

4. Island arboretum

5. Urban forest

6. Stormwater treatment arboretum

7. Educational arboretum

8. Tree collection arboretum

KEY NUMBERS

land area **195 752 m²**

water area **192 194 m²**

gross floor area
- of housing **164 975 gross floor m²**
- of local public services **3700 gross floor m²**
- of other uses **33 070 gross floor m²**

total gross floor area **201 745 gross floor m²**

number of residents **3666**

estimated number of jobs **135**

vehicle parking spaces **997**

bicycle parking spaces **4380**
public 250 / private 4130

The central idea of the proposal is the dialogical combining of urban life with an iconic, verdant lake landscape. The core of the vision consists diverse "waves" of dense built blocks, spacious green areas and the variety of recreational functions located along the shoreline.

The varying shape of the shoreline, with its bays, capes and an artificial island, is recognizable as a motif in the meandering masses of the buildings and creates a distinctive character for the area. In addition, the dynamic shoreline creates spatial diversity. The shape of the area opens up towards lake Pyhäjärvi, connecting the new district to its natural surroundings. Building volumes also function as a protective shield against the noise and pollution from the Hatanpään valtatie road on the eastern side of the new area. The eloquent co-existence of urban nature and city life with modifiable smart solutions makes the concept a sustainable city district of the future.

ARCHITECTURE AND STRUCTURE

The blocks of the area are situated in a wave-like form along the shoreline. This allows every block to have a visual connection to lake Pyhäjärvi while still being close to urban nature. In general, the housing blocks are 4 to 5 stories high. This allows daylight to enter the courtyards and the apartments. Each block has one or two higher tower blocks so that all residents from the area have a view of lake Pyhäjärvi. The smaller cut-outs in the buildings maximize the number of vistas of the lake.

Building heights and materials vary between different parts of the area. The buildings are simple and functional. Flat roofs of the buildings can be utilized in several ways: lower parts as green roofs, roof gardens, outdoor kitchens and terraces and the roofs of the towers as sources of energy through the use of solar panels.

The scale and structure of the area is human-centered and human-sized, with a comfortable and safe atmosphere that allows both the citizens and the local urban wildlife to thrive. Soft boundaries between buildings and life in the streets make streets and places lively and vibrant. The structure of the area is clear – it changes smoothly from the serene, green shoreline to a bustling urban city by the highway.

MOBILITY

One of the goals of this proposal is to minimize the residents' car use. Cars can enter the area from two entry points, which both have a mobility center near them. Mobility centers are places where residents can park their cars, but they also provide other services such as car sharing, charging points, rental cars and bike maintenance. Mobility centers also use many smart parking solutions, such as real-time management of parking spaces, minimization of reserved parking spaces and shared parking. The intended use of the mobility centers can be later changed, if even less parking space is be needed because of driverless transportation. The ramps and the other interior spaces are designed so that the mobility center is easy to modify to suit different purposes.

The roads are shared space roads which cars can use for service traffic or transporting heavier items, but there are no parking spaces along the roads, only at the mobility centers. Restricted car traffic increases the safety inside the area. There are two main pedestrian and cycling routes that run through the area – one meandering route following the shoreline and another, faster route alongside the highway. The shared space road serves as a gathering route for the area. The primary modes of travel in the area are walking, cycling, tramway and other public transport, which are all easily accessible. The attractiveness of sustainable traffic modes is high-valuated.

SERVICES

The school and daycare center building is situated in north-east corner of the area. In the heart of the area is the central square which is surrounded by a variety of active commercial spaces such as cafes, restaurants and bars. An island, surrounded by canals and bridges, is located next the central square. The north part of the island has a kiosk and steps that descend into lake Pyhäjärvi, the perfect place to enjoy the setting evening sun. Commercial spaces are situated on the ground floor of the housing blocks and are concentrated around the central square and along the shared space road. There are services for residents and visitors on the capes which also make use of the beautiful lake views.

The west side of the area is a hub for watersports and harbor facilities. The multifunctional harbor center provides services for all users, including a rowing and canoeing center. The harbor and the shore areas are completely public environments.

LANDSCAPE ARCHITECTURE AND GREEN AREAS

One of the key values of the proposal is the diverse utilization of the shoreline and the green areas. The main pedestrian and cycling path follows the meandering shoreline through the entire area and along the way active and peaceful spaces alternate smoothly from urban plazas to more natural areas – the larger green areas offer possibilities for a variety of leisure activities.

The inspiration of the landscape architecture stems from the lake landscape mixed with the idea of future's co-living with nature. The mini arboretums are small pockets along the shoreline walkway that create "pearls" of the green necklace of Viinikanlahti. Mini arboretums are located in the green and recreational areas of Viinikanlahti and those continue the idea of Hatanpää arboretum - as its urban version - to the direction of the city centre of Tampere. There are 8 types of mini arboretums that provide opportunity to explore urban nature's diversity and e.g. places to rest, enjoy the views to lake Pyhäjärvi, meet people and also serve educational purposes.

ECOLOGY

The existing green connection that follows the shoreline remains intact, and is in fact strengthened by the new blue-green elements of the area, e.g. the stormwater treatment park. The plan takes into consideration the existing natural values and strengthens the areas ecological corridor, which can be utilized by different animals, such as bats. The biodiversity of Viinikanlahti area increases with dynamic, multi-species plantings. The change of seasons shows in the landscape in plants that bloom in different months, from early spring to late autumn. Seasonal plant life will exhibit fascinating autumn colors, while evergreen plants will keep the landscape green even in wintertime. The proposal allows the creation of a high quality ecological green connection and lays ground for a national city park suitable for Tampere.

STORMWATER MANAGEMENT

Stormwaters are managed by using green infrastructures and the latest techniques. Stormwaters are primarily treated locally by using green areas, green roofs, permeable coatings and delaying areas. Stormwaters are first channeled to delaying and retention areas / structures and then trickled through bio filters and purification vegetation to lake Pyhäjärvi.

The largest green areas – the stormwater treatment park and the picnic park - are the most important stormwater management areas. Stormwaters from surrounding blocks and streets are treated inside the parks. The mini arboretums in the stormwater treatment park are located so that it is possible to observe every step (different ponds with purification vegetation and the meandering riverbed) of the stormwater treatment process. Additionally, snow can be piled here at wintertime.

In the picnic park the stormwater treatment system is mainly hidden underground. There are stormwater retention cassettes under the lawns. Stormwaters are retard in cassettes and channeled then through bio filters, located under the bridges to the lake Pyhäjärvi.

CARBON NEUTRALITY

The proposal utilizes the rooftops of the tallest buildings as an energy source. Every block has at least one roof with solar panels, which will produce electricity to the whole block. The buildings have an integrated smart heating and energy consumption system, which analyses the energy consumption data of a building and adjusts the heating and lighting accordingly. The carbon footprint of building the area can be reduced by using recycled materials (UUMA) for the construction of streets and public spaces. For new buildings, the use of wood and recycled materials is encouraged. Making buildings and spaces flexible and adaptable creates a sustainable environment. The design of the area supports a strong sharing and circulation economy - people can lend and borrow goods instead of buying their own. Every block has shared work spaces / multifunctional spaces, which can be leased through an easy-to-use application.

LIGHTING

The main route by the shore is lit softly so that the route is safe for cyclists and pedestrians, but not too brightly to disturb animals, such as bats. Generally, the smart lighting of the area is modifiable and illumination is used where and when it is needed to save energy and to avoid unnecessary light pollution. The lights can be dimmed according to ambient lighting conditions and the movement of people, or altered to fit different atmospheres, natural seasons, events or holidays. The lighting can also be interactive to create light games for children or light art. For example, the island and its art works and the mini arboretums will have modifiable special lighting to highlight certain details so that they are visible from the shore road.

PHASING

The area would be built in phases so that the building process would disturb the existing ecosystems as little as possible. The shoreline would also be only modified in small sections during construction to maintain the green connection. Services such as school and daycare should be built early during the process to make the area functioning from the start.

CITY STRUCTURE 1:10 000

TRAFFIC AND PARKING 1:5000

pedestrian routes, squares and other recreational areas
pedestrian path
residential pedestrian route
shared space/yard street
Yard street is mainly used by pedestrians and cyclists. It can be used temporary logistic and maintenance traffic.
regional major cycling route
main cycling route
pedestrian route, access for cycling
public bicycle parking
private bicycle parking outside/inside
tramline
tram stop
bus bay
bus stop
motor traffic
service traffic
mobility center
vehicle parking
pick up- & drop off-traffic

GREEN AREAS AND PUBLIC OUTDOOR SPACES 1:5000

public parks and green areas
green roofs and roof gardens
semi-private yards
private yards and outdoor spaces
squares
public outdoor spaces
semi-public outdoor spaces
mini arboretum
tree collection
green wall

STORMWATERS 1:5000

Stormwaters are channeled to larger stormwater treatment areas (A) Stormwater treatment park with several retention ponds, biofiltration and purifricating vegetation and (B) stormwater retention cassettes hidden under the picnic lawn, then through biofilters to lake Pyhäjärvi. (C) Stormwaters of the harbour are collected through permeable pavements (where there is no green area) to stormwater canal underground. After retention stormwaters are channeled through purification filters to the lake Pyhäjärvi.

green areas, permeable surfaces
green roofs, roof gardens and permeable surfaces
Green areas, green roofs, roof gardens and permeable surfaces prevent and infiltrade storm waters.
stormwater retension and purification locally in coutryard raingardens
floodway, blocks
floodway, central core
Stormwaters of central square are partly infiltrated with vegetation and then steered to canal where it runs through purificating vegetations and biofilters (hidden under the bridges) before ending up to lake Pyhäjärvi.

"GREENIKKA"

VIINIKANLAHTI SECOND PHASE
INTERNATIONAL URBAN IDEAS COMPETITION
14.2.2020

GREENIKKA SUSTAINABLE TAMPERE 2030 CONTRIBUTIONS
- CARBON-NEUTRAL DISTRICT
- TIMBER BUILDINGS
- RECYCLED MATERIALS
- GEOTHERMAL HEATING
- LAKE-WATER COOLING
- SOLAR ENERGY AND THERMAL ENERGY STORAGE
- SMART CONTROL SYSTEMS OF BUILDING SERVICES
- LOW EMISSION SMART MOBILITY SERVICES
- LOCAL FOOD PRODUCTION
- LARGE GREEN HANDPRINT AND BIODIVERSITY

IDEAS OF THE COMPETITION ENTRY

EXTENSION OF EXISTING GRIDS AND GREEN ROUTE
— THE BUILDING EDGE — THE GREEN EDGE

VIEWPOINTS AND DIRECTIONS OF THE LANDSCAPE
---- LANDSCAPED ROUTE ● SCENIC VIEWPOINT

NEW SHORELINE CONTOURS AND GREEN ISLANDS
NEW FILL AREA NEW EXTENDED LAKE

BLOCK STRUCTURE, HEIGHTS AND THE GREEN BELT
1 - 2 3 - 5 6 - 9 10 +

HOUSING SUPERBLOCK HYBRID BLOCK
SERVICES MOBILITY CENTER
PUBLIC BUILDING PUBLIC GROUND FLOOR

TIMBER HOUSING TIMBER MOBILITY CENTER
ROOF SOLAR PANELS GREEN CO² HANDPRINT

CONNECTIONS AND CENTRAL NODES OF ACTIVITY
REGIONAL CONNECTION CENTRAL NODE


"GREENIKKA"
VIIKINKANLAHTI SECOND PHASE
INTERNATIONAL URBAN IDEAS COMPETITION
14.2.2020
OVERALL PLAN 1:2000

"GREENIKKA"

VIIKINKANLAHTI SECOND PHASE
INTERNATIONAL URBAN IDEAS COMPETITION
14.2.2020

AERIAL PERSPECTIVE

VIEW FROM THE MAIN SQUARE

CROSS-SECTIONAL VIEW 1:1000

SUB-AREA PLAN 1:1000

ELEVATIONAL DRAWING 1:1000

SITUATION PLAN 1:500

CROSS-SECTIONAL VIEW (A-A) 1:500

ELEVATION DRAWING (3-3) 1:500

"GREENNIKKA"

VIINIKANLAHTI SECOND PHASE
INTERNATIONAL URBAN IDEAS C...
14.2.2020

VIEW FROM THE GREEN ISLAND

VIEW FROM THE STORMWATER PARK

VIEW FROM THE EASTERN SUPER BLOCK

"GREENIKKA"

VIINIKANLAHTI SECOND PHASE
INTERNATIONAL URBAN IDEAS COMPETITION
14.2.2020

CITY STRUCTURE 1:10 000

- EXISTING AND PROPOSED BUILDINGS
- PLANNED BUILDINGS IN 2030

STORMWATER GRAPH

GREEN AREAS AND PUBLIC OUTDOOR SPACES 1:5000

PROPOSAL STATISTICS

Competition area	387 946
Land area	200 209
of which filled areas on the existing water area	53 358
Water area	187 738
Block areas (for construction)	58 768
Public green areas and parks	89 560
Gross floor area for housing	165 000
Gross floor area for business and offices	10 000
Gross floor area for public services	3 900
Gross floor area for other uses	2 700
Waste water treatment plant	500
Total gross floor area	182 100
Vehicle parking spaces, total	945
Bicycle parking spaces, total	4 450
Number of residents	3 667
Estimated number of jobs	150
Areal density (total gross floor area gfm² / competition area m²)	0.47

The proposal is based on compact urban block tissue and a vivid continuous green shore belt with recreational islands from the mouth of Viinikanoja to the Hatanpää gardens. The compact block structure creates a protective edge between peaceful inner courtyards and waterfront areas and outer traffic noise on Hatanpään valtatie. Concurrently, it also forms a continuation of urban central city streetscape towards south. The continuous block tissue consists of two main types of residential blocks (grid block and superblock) and variations within them as well as different functional zones in between them (local centre, day-care and school, parks and parking facilities). Both block tissues are variations of traditional morphology: gridiron block structure and have the quality of porosity; there are many connections for pedestrians and cyclists, both inside and to outside the structure.

The aim of the green shoreline belt is both to strengthen the green and recreational network continuity as well as offer manifold treatment of shoreline landscape and multiple possibilities for different recreational activities for local residents and visitors. As a part of this strategy, the green belt is enlarged with recreational islands at the both ends of the shoreline. These two green islands provide a platform for diversity of natural ecosystem – as well as an opportunity for an enhanced recreational experience among the greenness close to the water. They provide a contrast for the more traditional urban parks and harbour areas at the centre part of the shoreline. Here, in the central part, we located main harbour services including the facilities for recreational boaters, guest harbour, cruise harbour and harbour authorities.

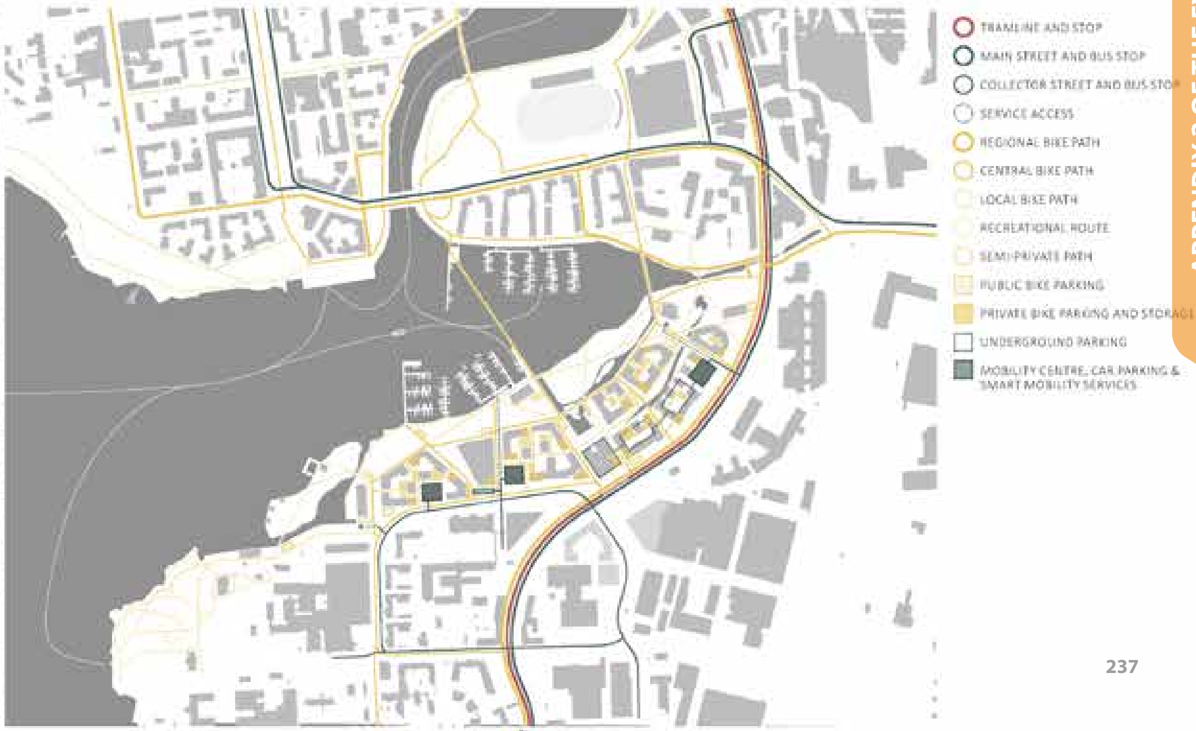
The local centre is located right next to the tram stop and the crossing of Hatanpään valtatie and Ahlmaninkatu. It is also located along an axis that continues from the mouth of Ratina towards the future development areas of the historical Lokomo factories and railway yard. The local centre consists of main square, hybrid multifunctional city block, inner harbour pool and the harbour functions. Along this central zone, there are local commercial services located on the street level of residential buildings.

On the both sides of this local central axis, there are two large groups of residential housing blocks, providing different kinds of qualities for urban living and lifestyles. At north-east direction, the block structure builds around a storm water management pool, which is also a remembrance of the historical location of the Lake Pyhäjärvi shoreline. Here the variety of building types and heights is most diverse, including both two-story townhouses and tall residential houses. The western area is divided into two superblocks with a kindergarten and school block in between them. These blocks have a common green courtyard that creates a semi-public sociocultural sphere, where residents of different age and background have a possibility to enhance the sense of belonging by participating in mutual activities, like rooftop or courtyard farming. Both block types are extremely flexible for implementation and future variation of more detailed building types.

The identity of Greenikka is strongly based on two recreational islands, a unique formation that introduces possibilities for both adventure and serenity within the very core of the Tampere city region. The eastern one is more adventurous with atmospheric greenery surrounding the labyrinth playground. It also provides an outdoor venue for small open-air events as a part of the local centre. The western island has two faces: the land-side encloses the lagoon with water sports and activities centre, while the lakeside is a place for relaxing, beach and saunas and magnificent sunset lake view towards Pyynikki. The treatment of the landscape has a lush vegetation that contributes to the development of natural breeding ground and the biodiversity of the ecosystem.

The transport network follows and complements the principles of the central city network. The wide green shoreline belt provides the connections for pedestrians and cyclists. Bicycle parking is provided at all major junctions of public areas. In residential blocks, there are bicycle service workshops and storage rooms located in the ground floor, on the shortest distance to the cycle paths. Car parking is located under the courtyards in the eastern blocks that are nearest to the Hatanpään valtatie and have the possibility for small height difference in ground level block structure. The other half of the parking is allocated in three multi-story parking facilities in the immediate vicinity of the entrance streets. These facilities can be built or dismantled in stages, and thus be used as a plot land to fill in the block structure. These buildings themselves provide also a platform for further development of activities such as urban farming on the rooftop or the thermal energy storage (heat/cold).

Greenikka contributes to Sustainable Tampere 2030 guidelines and creating a platform for carbon-neutral district. Proposal supports timber buildings, recycled materials, geothermal heating, solar energy and thermal energy storage, lake-water cooling, local food production, smart control systems of building services, low emission smart mobility services and large green footprint with biodiversity.

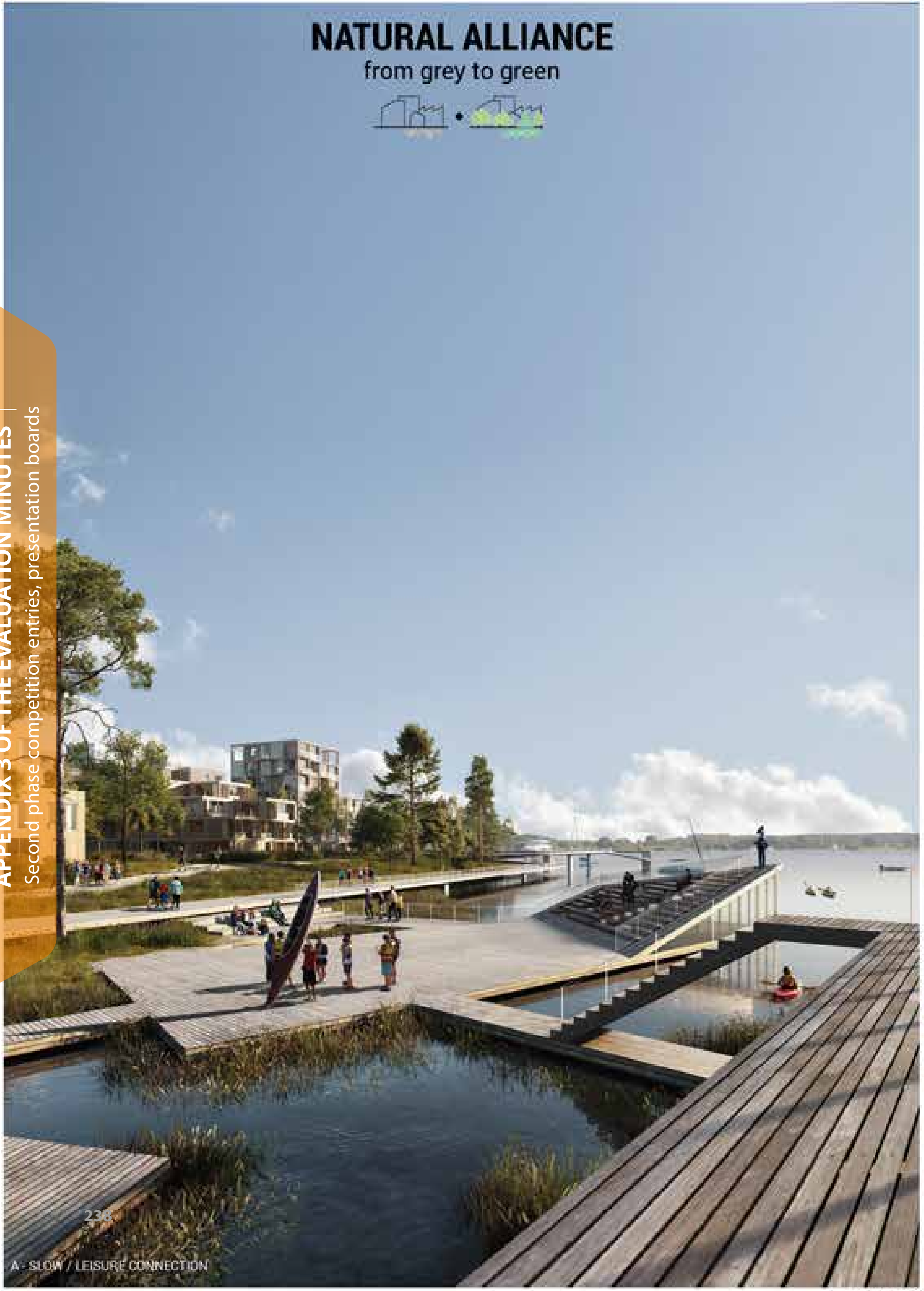


TRAFFIC AND PARKING 1:5000

APPENDIX 3 OF THE EVALUATION MINUTES | Second phase competition entries, presentation boards

NATURAL ALLIANCE

from grey to green



A - SLOW / LEISURE CONNECTION

THE TAIL

THE NORTH-SOUTH AXIS IS THE LINK BETWEEN THE HÖYRYMPUISTO PARK AND VIIKKANLAHDENPUISTO PARK, GENERATING A CONTINUOUS CONNECTION OF GREEN SPACES.

THE ZIP

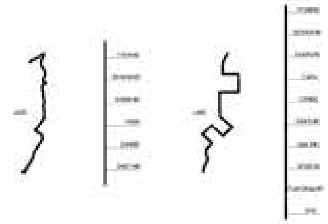
THE ZIP MERGES EAST-WEST, RECONNECTING THE CITY TO THE LAKE THROUGH A SERIES OF PATHS AND SQUARES CREATING A CONTINUOUS URBAN LANDSCAPE WITH THE EXISTING FABRIC.

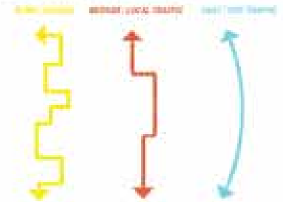
THE COMMUNITY

THE NATURAL ALLIANCE IS A NETWORK OF PHYSICAL ELEMENTS IN THE CITY THAT CREATES FINANCIAL AND SOCIAL OPPORTUNITIES WHILE SUPPORTING VIINIKANLAHTI PHYSICAL POTENTIAL: NATURE, LOCATION AND HISTORY - BINDING THE CITY AND NATURE TOGETHER GENERATING THE COMMUNITY.

From Monofunctional to Natural Alliance

THE CYCLES

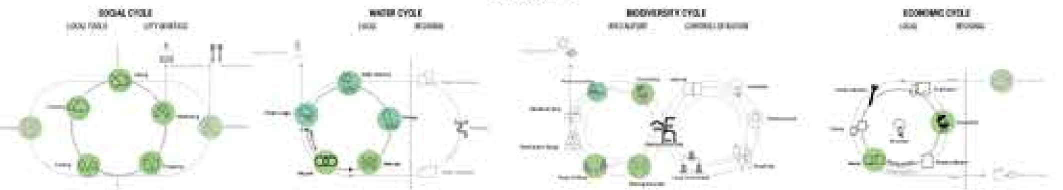




B - MEDIUM / LOCAL TRAFFIC - NEIGHBORHOOD CONNECTION

C - FAST / CITY TRAFFIC / URBAN CONNECTION

THE CYCLES




PLAN 1:500
PLAN 1:1000
SITEPLAN 1:2000


CREATING PUBLIC LIFE BEFORE PRIVATE AREAS


GROUNDFLOOR PLAN 1:1000


E - SCHOOL AS COMMUNITY HUB


CROSS SECTION 1:1000


1. THE QUIET HARBOUR


2. THE POOLS

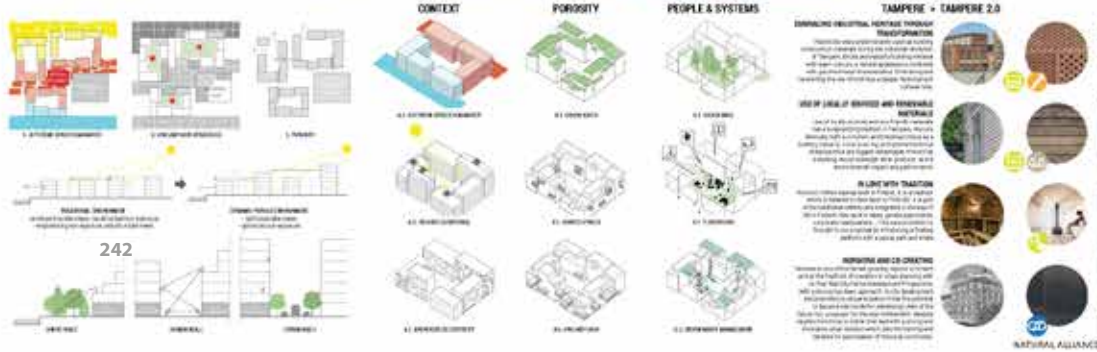

3. THE MORNING CENTRE


4. THE COMMUNITY SQUARE


5. THE SCHOOLS


6. THE EVENING HUB

APPENDIX 3 OF THE EVALUATION MINUTES
Second phase competition entries, presentation boards



H - THE ROWING CENTRE, THE HOUSING & THE PARK

J - SAUNA - A LAKE TO LIVE IN

I - A SCHOOL FOR ALL

K - RECONNECTING TAMPERE WITH VIINIKANLAHTI

LANDSCAPE ECOLOGICAL CORRIDOR

SCHOOL AS COMMUNITY CATALYST

FROM MONOFUNCTION CITY TO A ACTIVE SHORELINE

INTERTWINED CITY LIFE

FROM GREY TO GREEN

PHASING

STORMWATER MANAGMENT

FAST/MEDIUM/SLOW

In order to create an hierarchy that goes from the fast city of cars and public transports to the calm of nature and water we created 3 lines that organize the project and comprehend different life styles: fast, medium and slow.

The **Fast Line** represents the link between the existing city and Vinkanranta: it's the street that concentrates all the main transportation and that assure the buzz and the life of a dynamic public life. Tram, cars, bikes and pedestrian share this link in an harmonious and vibrant way.

A central street, the **Medium Line**, serves as the infrastructural link that runs parallel to the lake, binds the district together and provides an urban backbone for commercial urban life through a series of social pockets in between the new blocks.

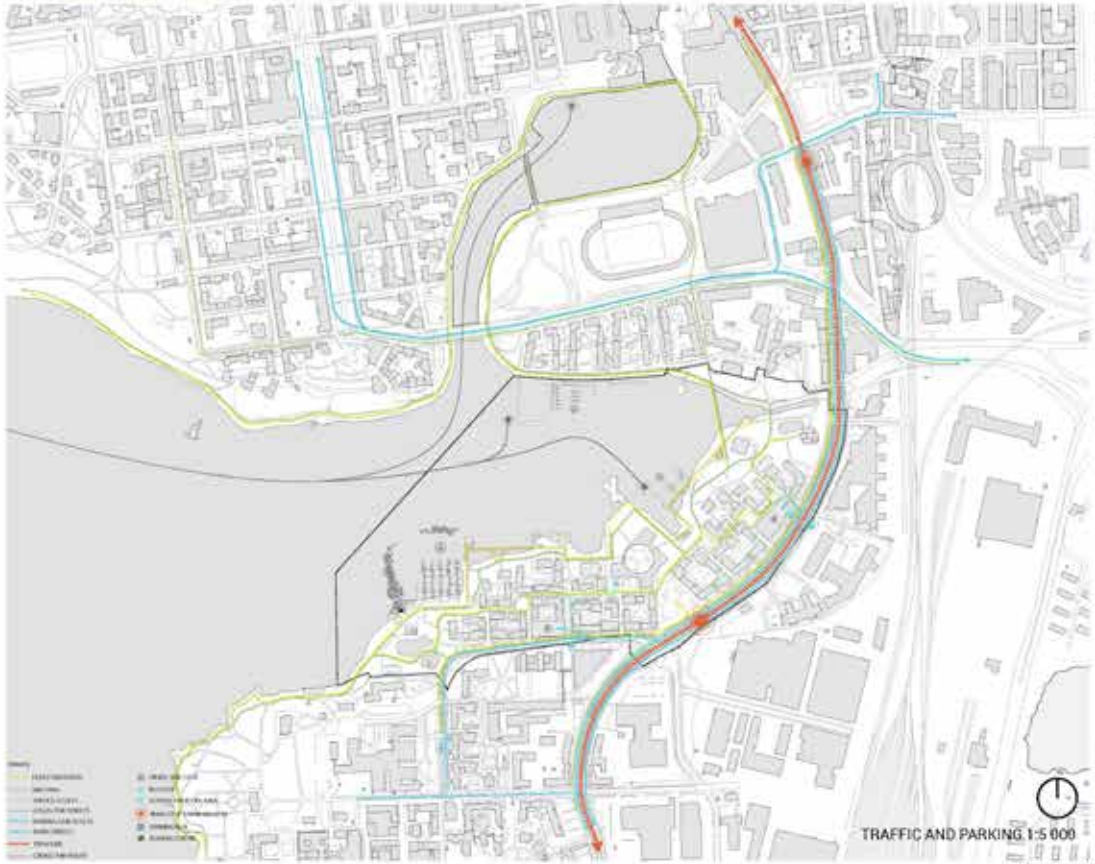
The **Slow Line** binds the city and lake landscape together, not just for the new development area, but for the entire district. This slow line offers new ways to use and experience the lake in the city, creates new opportunities for maritime life and activities and forms the transition from city to the landscape. This highlights the lake as the entire city's blue center, where the development of Vinkanranta is a story of the reunion between city and lake, where urban life and development go hand in hand with nature and landscape.

Along the coast are various types of coastal type profiles to provide varying experiences and serve recreational purposes. The 3 different lines provide opportunity for different programs.

In the **Slow Line** landscape literally is drawn into urban areas. This permits the shore landscape, ecosystems, flora and fauna to be integrated into the urban realm, creating a new type of urban space in direct contact with water with new opportunities to explore and use the lake such as rowing center, urban beach, recreational harbor, sauna, swimming pool, water playground.

Along the **Medium Line** walking and cycling is prioritized by shifting the block structure and creating social rooms in the public realm. These rooms are the 'social pockets' of the plan, correct very forming a network of shared built and unbuilt spaces that support circular activities throughout Vinkanranta. Such as parks, playgrounds, agriculture, school, bar/cafes, collective kitchens, saunas, makers spaces, electric bike centers and repair cafes, green houses, food gardens, waste/recycle spaces, plug-and-play squares, and energy pockets.

The **Fast Line** provides car access and the public transportation. The mobility hubs are strategically located near access roads to minimize intense traffic and to enhance public transport, biking, and pedestrian movement within the neighborhood. Activities such as restaurants, shops, recycling centers that handle remanufacturing and managing raw material flows, electric bike and car recharging stations.



Competition on the City of Tampere's website: 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
Dno TRE:2951/02.07.01/2019
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In cooperation with: the Finnish Association of Architects (SAFA) and the Association of Finnish Landscape Architects (MARK)
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FINLAND

www.tampere.fi/viinikanlahti

THE CITY OF TAMPERE
Five-star City Centre development programme

SAFA
The Finnish Association of Architects (SAFA)

MARK
TThe Finnish Association of Landscape Architects (MARK)