VIINIKANLAHTI

TAMPERE.
FINLAND

INTERNATIONAL URBAN IDEAS COMPETITION

COMPETITION PROGRAMME FOR THE
SECOND PHASE
14 NOVEMBER 2019

FIRST PHASE, 15 MAY 2019–27 SEPTEMBER 2019
SECOND PHASE, 14 NOVEMBER 2019–14 FEBRUARY 2020

THE CITY OF TAMPERE
Five-star City Centre development programme

SAFA
Finnish Association of Architects (SAFA)

MARK
The Association of Finnish Landscape Architects (MARK)

COVER 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.*

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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

THE CITY OF TAMPERE

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Appendices

1. INVITATION TO PARTICIPATE IN THE SECOND PHASE

The second phase of the Viinikanlahti international urban ideas competition in Tampere is about to start. The jury has selected six competition entries to be developed further in this second phase. The pseudonyms of these entries and the second phase competition programme will be published on 14 November 2019. The goals and evaluation criteria are the same as in the first phase. The second phase competition programme contains changes and supplements to the first phase programme. These include specified initial data, overall evaluation of the first phase, evaluations of the competition entries selected to the second phase, general and entry-specific guidelines for the development of the entries, and instructions on the material to be submitted in the second phase.

Image: Shoreline in the competition area at the bottom of Viinikanlahti Bay.
Photograph: City of Tampere / Tarja Kaasalainen , 2019.

2. COMPETITION ENTRIES SELECTED BY THE JURY FOR THE SECOND PHASE

2.1 COMPETITION ENTRIES SUBMITTED TO THE FIRST PHASE OF THE COMPETITION

A total of 57 entries were submitted to the first phase of the Viinikanlahti competition by the set time limit. A list of pseudonyms is enclosed with this document. The documents related to and any defects of the competition entries were recorded. At its meeting on 8 October 2019, the jury of the competition approved all competition entries submitted to the first phase for evaluation. The evaluations of all competition entries submitted to the first phase will be published in the evaluation minutes of the entire competition when the competition ends in April 2020.

2.2 COMPETITION ENTRIES SELECTED FOR THE SECOND PHASE

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

Entry 5 "Divercity"
Entry 7 "Lakes & Roses"
Entry 23 "SoBa"
Entry 37 "Pärske"
Entry 44 "Greenikka"
Entry 48 "Natural alliance"

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

Photograph: City of Tampere / Vuolas Media , 2019.

3. OVERALL EVALUATION OF THE FIRST PHASE

General

The evaluation was based on the goals and evaluation criteria given in the competition programme on 15 May 2019. In its evaluation, the jury focused on the **entity** formed by each competition entry in terms of urban and landscape architecture and the **potential for development** of the entries. Particular emphasis was placed on the way in which the entries enhance the attractiveness of the area both as a place where it is good to be and live and as a destination; a part of the reforming and expanding centre of Tampere.

Identity over time: One of the most demanding tasks for the competitors was to create an identity for the newest part of the Tampere city centre. In the competition entries, the new identity and minor sub-identities were designed by using the tools of urban planning, architecture and landscape architecture. The quality of identity forming varied a lot among the competition entries. Identity fosters attractiveness and the sense of belonging. On the city scale, identity secures an attractive city district that can attract and withhold citizens, companies, and visitors. Local identities can be used to downscale urban areas into smaller neighbourhoods through material variation that gives them distinctive characters, which are further supported by spatial and programmatic variation and zoning. This ensures both orientation and a sense of belonging to the new neighbourhoods. Identity can be secured over time by guidelines.

Future-proof planning: Capability to adjust flexibly to future lifestyles through flexible urban variation was appreciated in the best competition entries. With wide time horizons, change must be recognised as a premise. After the competition, static master plans can be replaced with open planning processes that are defined by guidelines and processes and are able to maintain focus and accommodate unforeseen changes based on existing values and potentials.

Climate: The best competition entries have observed the four seasons and related variation in temperature and the amount of daylight well in the design. Future climate changes can be handled through green climate adaptation that accommodates climate change and integrates rainwater management into the recreational and social landscape, so that climate-related challenges are turned into opportunities for housing, social meetings, play, and activity. The visibility of climate adaptation stimulates a new climate awareness that inspires climate-friendly behaviour.

Resilience and phases: Adaptability is a parameter both with regards to the urban environment and the urban development process that needs to be designed to tackle the unforeseen twists and challenges posed e.g. by the climate change, demographic changes and new economic conditions through all phases of the process. Resilience can, among other methods, be secured by flexible building plots, green climate adaptation, and new typologies. In the best competition entries, this was done well.

Urban environment

The urban planning and landscape architectural solutions were expected to constitute a unified and natural whole. In addition, the area needed to be connected to the city centre in a natural way in terms of city structure and connections. The central goals of the urban environment were to support public transport, cycling and walking, and to give the area a strong identity and unique character.

In the entries submitted to the competition, the area has been treated very diversely and bravely. Various city structure and green environment models offered, together with functional ideas, a wide perspective to the possible identity of the area. In the best entries, the area is linked to the city centre as a unique combination of green and city structures. Several entries appeared to be disconnected from the surrounding environment and spiritless in relation to the features of the location.

In the competition entries of the upper category, the city structure successfully emphasises the key attractions of the area in an insightful way. This creates diverse block models and street spaces that utilise the vicinity of water and the park environment. The evening sun in the west and the services linked to the urban spaces and the shoreline have also been thought out in a way that has potential for development.

Of the different city structure models, the models that vary the urban and clearly defined blocks in an insightful manner were considered to be the most successful. The repetition of point-like tower buildings or slab block buildings aligned all in the same direction give some of the entries suburban features that were not considered to be suitable in an area to be constructed this close to the city centre.

In several entries, the bordering of the built blocks on the busy Hatanpään valtatie Road is vague in terms of the cityscape. This is, in many entries, emphasised by the technical maintenance corridor for e.g. the sewer network that is needed in the area and runs parallel to the road. The best entries manage, despite the difficult initial situation, to create a clearly defined, harmonious, and interesting city facade that contains a sufficient amount of variation.

Regarding future urban environment solutions, which were requested in the competition programme, the offering of the competition entries was relatively poor. However, the entries that were selected for the second phase include some promising ideas regarding both ecological sustainability and a socially functional environment. The concepts presented in the competition entries that need to be developed further include, for example, the themes of communality, circular economy, and sharing economy. These can be implemented in both the built-up and social urban environment.

The goals of the competition that relate to the city centre spirit, including the mixing of functions, are not achieved in the best possible manner in all competition entries. The number of jobs proposed in the competition entries varied quite a lot. The number of street-level shops serving the local residents, local services, and other job-generating functions were too few in many competition entries and should be increased especially in locations that are central in terms of the cityscape and city structure. At best, for example, leisure time activities and related accommodation and other services could generate jobs that are integrated with the housing-dominated city structure.

It would be possible to generate new kinds of combinations of housing and working, as well as service and leisure time concepts in the city architecture in the future phases. Schools, daycare centres, and related new concepts will generate jobs in the area. School and daycare buildings could serve as service buildings that are open to all – also in the evenings. This should be considered as an option in city planning solutions.

Green environment and related functions

Architecture and landscape architecture were to constitute a unique entity. Important criteria included the image and identity created by the green environment, the character of the landscape, the nature of the entry as part of the lake landscape, and the publicity, continuity, treatment, and design of the shoreline, as well as a sufficiently wide ecological connection from the Hatanpää cultural environment to Lake Iidesjärvi. In addition, the designs were expected to include diverse and pleasing green areas, not only for the local residents but also for tourists and people living in the Tampere city centre and nearby areas. The green environment was to extend to the blocks, and the streetscape was also to be of high quality.

The solutions proposed in the competition entries for making the area part of the lake landscape in Tampere varied. In some of the entries, water as a theme is not truly connected with the city structure. Solutions where the lake and water are made a strong part of the urban city by means of, e.g. islands, bays of various shapes, canals, basins, and stream beds, were considered successful. Also artificial islands that are reserved for recreational use were considered to be an interesting part of the city structure. Designs where Viinikanlahti is still clearly seen as a bay were considered to be a natural solution for the area.

In some of the entries, the views opening to the area from Pyynikki, Ratina Bridge, and the surrounding area are utilised. For example, functions are located at the extension of the sight line of Hämeenpuisto Esplanade. In some of the entries, a well-designed and functional shoreline zone enables a strong character in terms of the landscape, and contributes to the image and identity of the area. In some of the entries, the design of the shoreline zone is still traditional: no sufficient attention has been paid to it. In some other entries, the treatment of the shoreline zone is very built-up and square-like. At best, a natural balance has been found in the shore park between the urban built-up shoreline and a shoreline that is treated more softly and generates new kinds of living environments. In the best entries, the outdoor spaces of the shoreline have been treated as public areas in their entirety. In some of the entries, the public nature and continuity of the shore area has not been sufficiently observed.

The main challenges of many of the entries were related to observing the ecological green corridor and its continuity. In many entries, the built-up environment or the location of the buildings create discontinuation points on the shoreline. This is especially often the case on the Hatanpää side of the competition area or at harbours. In addition, the treatment of the mouth of Viinikanoja varied greatly from a green area to a very urban area. In the best entries, the entrance to the competition area when arriving from the direction of the city centre is attractive.

From the point of view of urban culture, tourism, and city centre residents and operators, the functional content and the environmental architecture of public outdoor spaces varied somewhat in the entries. The best entries are interesting and diverse: examples include a swimming place, a winter swimming place, a fishing place, a public sauna, water sports opportunities, harbours and basins with related activities, sports and picnic areas, islands and canals, and other functions. The flexible use and modifiability of outdoor spaces and green areas were considered a good quality of the best competition entries.

The treatment of the roofs in the built blocks (green roofs, roof gardens) has been examined in a cursory manner in only some of the competition entries. In some entries, yard areas, the roof level, and the streetscape have not been examined at all. The courtyards, the connection of the ground floor to the yards, the connection of the yards to public areas, and the streetscape have been poorly examined.

All in all, combining architecture and landscape architecture into a unified and high-quality entity proved to be the most challenging goal. The best entries create an engaging and diverse entity where both the urban and green aspects have been examined in a balanced manner and offer potential for development.

Traffic environment

Traffic networks have in the competition entries been presented, for the most part, in a professional manner and comply with the competition programme. In some of the competition entries, the linking of the competition area with the surrounding street network does not comply with the competition programme, as junctions have been proposed to places where they cannot be implemented due to traffic safety or the smoothness of traffic.

The linking of pedestrian and cycling traffic with the surrounding traffic network has, for the most part, been presented well. The entries include interesting bridge solutions across the water towards the Tampere city centre. In the traffic network within the area, vehicle traffic seems, for the most part, functional and has been presented well. Regarding pedestrian and cycling traffic within the area, the competition entries contain some very good solutions, but in several entries, solutions proposed for these modes of travel are sketchy or pedestrian and cycling traffic are erroneously treated as a single mode of travel.

Vehicle parking has, for the most part, been proposed in centralised parking facilities in accordance with the competition programme. However, some block-specific parking solutions have also been proposed. Most of the entries include functional bicycle parking solutions but in some entries, a bicycle parking solution is missing completely.

The location of the tram stop and its linking to the competition area has, for the most part, been resolved well and the entries propose interesting square solutions near the stop.

Photograph: City of Tampere / Tarja Kaasalainen , 2019

4. GENERAL DESIGN GUIDELINES IN THE SECOND PHASE

The competition entries selected for the second phase represent different understandings of the urban lifestyle and its visual look in terms of the cityscape. The transformation, development, and construction of the area will spread over many years, which makes adaptability important. It must be possible to implement the overall solution in phases so that details can be varied. The implementing phase will involve various operators and interests. The current city planning development trend requires a new kind of thinking where private spaces are adaptable and public spaces are suitable for multiple uses and also serve as social meeting spaces. The aim is to create a basis for flexible housing and other construction to be implemented in the future. The challenges include the identity of the area that must withstand time and changes, the phasing of construction, and modifiability of details.

The following general design guidelines supplement and specify the first phase. Due to changes in the initial data, specified general guidelines will also be provided in Section 5.

Urban environment

- Based on specifying surveys, the infills implemented in the water area must not exceed the boundary given in the competition programme for the second phase.
- The edges of Hatanpään valtatie Road, the street frontage and noise protection must be developed in all competition entries.
- A decision has been made to locate a tram stop that serves the entire area only in the southern location at the Hatanpäänkatu Street junction.
- Compared with the first phase data, the space reservations made for the pumping station building have increased and its use can cause disturbance. More detailed instructions are provided in Section "*Altered initial data in the second phase*" of this programme.
- The solution of the ground floor has a great effect on the streetscape. As it is not possible to locate spaces below the lowest permitted level specified in the programme, a significant amount of shared spaces will be located at ground level.
- The spaces shared by the residents (about 15% of the gross floor area) must be resolved in further planning. About half of the shared spaces do not have any windows (storages, technical spaces, and part of the civil defence shelter).
- The school yard is typically partly fenced, which must be taken into account in the planning.
- Harbour functions require that the equipment of the rescue services (e.g. fire engines) and boat lifting equipment have access to the area, which must be taken into account in the overall solution.

Green environment and related functions

- As a whole, the green environment and landscape architecture must be more closely studied, since one important evaluation criterion is that urban and landscape architecture can be combined into a single entity.
- At the mouth of Viinikanoja in the northeast, the management of contaminated sediments poses a challenge. The location of e.g. swimming places must be avoided in the area.
- It must be possible to walk through the entire shoreline zone, which must be public urban space.
- The ecological green connection must be undisrupted and continuous, sufficiently dimensioned, and green.
- The yards of the housing blocks (e.g. terraces and small gardens) play a significant role in the daily life of the future residents of the area. The connection and transition of the yards to public areas, as well as the streetscape, should be resolved and examined in more detail.
- The streetscape must also be illustrated.

Traffic environment

- Street connections and stops must be designated to locations given in the competition programme.
- The number and location of the centralised parking facilities must be considered carefully with respect to accessibility by car and on foot.
- In the centralised parking facilities, the flexible use of the premises and phased implementation of the area must be observed.
- Underground parking cannot be implemented without raising the current ground level significantly.
- The plan must provide separate solutions for pedestrian, cycling, vehicle, and maintenance and service traffic, and must also include a description of the route hierarchy.
- Bicycle parking must be studied carefully as part of the block arrangements and the solutions for the ground floors. Centralised areal bicycle parking facilities may and sheltered bicycle parking spaces must be proposed.
- Solutions must be proposed for the general need for bicycle parking generated by services, leisure time activities, and harbours.
- Large service and rescue vehicles and traffic safety must be observed in the vehicle access to the wastewater pumping station and to the harbour for authority vessels.

5. ALTERED INITIAL DATA IN THE SECOND PHASE

APPENDIX 4

The plans and surveys on the competition area have progressed after the publication of the competition programme for the first phase. The additional information specifies and complements the competition programme for the first phase. It will be taken into account in the planning in the second phase. Background information and explanations dealing with the design guidelines have been presented in appendices. The design guidelines have been specified in the following way. The figures in the brackets after the headings below are the figures of the corresponding chapters in the competition programme for the first phase.

Traffic environment (4.3)

During the summer and autumn of 2019, the view regarding the location of the tram stops on Hatanpään valtatie Road has been specified. The more southern tram stop of the tram stops given in the competition programme for the first phase has been considered better for the possible Pirkkala branch of the tramway. The competitors will also be given more detailed information regarding a tram car and tram stop roofs. The new data has been presented in an appendix and in the new initial data that will be delivered to the competitors.

Specifying new guidelines:

- **Out of the two tram stop alternatives, the more southern is selected.** It is located at the junction of Hatanpään valtatie Road and Hatanpäänkatu Street. The more northern stop reservation is left out.
- The competitors will receive information on **the design of a tram car and tram stop roofs.**

Harbours, shores and water areas (4.8)

In the planning, the competitors must take into account **the deep part** of the water area with very steep edges, the strong **currents** caused by the Tammerkoski Rapids, as well as **the sediments** of the contaminated soil materials, layered on the bottom close to Viinikanoja, in particular. Due to these factors, more detailed guidelines are provided regarding the land use and design of the shores, as well as the location, functions and structures of harbours. The new data on the water area has been presented in more detail in other chapters, appendices and in the new initial data that will be delivered to the competitors.

The watercourse of **Lake Pyhäjärvi** is not suitable for large sailing vessels with a high mast and a deep keel. This is due to the average **shallowness** of the watercourse and **the bridges**. The highest possible height of the vessels in the watercourse of Lake Pyhäjärvi is about eight metres. For vessels that require a large draught and are motor-driven, Lake Pyhäjärvi and the related water areas provide numerous long ship and boat routes.

Specifying new guidelines, general principles for harbour construction:

- As regards the shore and harbour structures, the strong **currents** caused by the Tammerkoski Rapids must be taken into account. The flow of water from Lake Iidesjärvi via Viinikanoja must not be blocked.
- The harbours must be protected from strong westerly winds, which are common in the Viinikanlahti area. **The breakwaters** must be structures the foundations of which have been solidly laid in the lake bottom and which have been filled with rock material. Their appearance is designed by using other materials, implementing high-level and urban architecture and/or green architecture.
- It is recommended that **floating** quay structures, recreational areas and related light and small constructions be attached to the breakwaters and/or harbour structures on the shore, in those parts of the water area that are protected from winds. The architecture must be of a high quality. Floating structures can be implemented in phases or they can be modifiable. The

housing, school or daycare centre construction that complies with the competition programme may not be designated as floating structures.

- **The harbour and quay areas** are designed making them public outdoor spaces and open to everyone. Fencing, gates or areas closed from the public are not, as a rule, allowed.
- The harbours must observe the needs for **parking and** for **drop-off and pick-up traffic**. For vehicles and bicycles, it is necessary to create parking spaces for short-time stopping and for long-term parking. Long-term parking may be located in facilities that serve other functions in the area.
- The ideas of the **lighting** for the shore areas and harbours are created as elements that relate to the cityscape in dark seasons and in dark hours of the day. There is no need to design lighting in detail, but its visual main ideas are presented as a perspective image.

Specifying new guidelines, the location and functions of the harbours:

- There is a shoreline zone with shallow water (the water deepens slowly) in the western part of the competition area, between the Hatanpää hospital area and the current rowing and canoeing centre. The area is very suitable to function as **an area for rowing, canoeing and swimming**, as well as a **harbour area for small boats**. In this area, it is easy to implement fills that modify the shoreline. Thanks to the shallow water and the gently sloping lake bottom, it is easy to construct a breakwater that shelters from westerly winds, for example. The competitors must designate an ecological green zone continuum that complies with the competition programme from Hatanpää towards Viinikanoja.
- The locations of **the harbours for cruise ships and for other large vessels** must be designated to points where the water is naturally deep, and which are close to the cruise and boat route.
- Due to the shapes of the lake bottom, the western part of the competition area is not suitable to function as a harbour for large vessels. There must be a good connection to the harbour for cruise ships from the street network, the public transport stops and from the parking spaces for drop-off and pick-up traffic (including tourist buses).
- The harbours for guest boats, cruise ships and water sports must be located close to each other, as this way, it is possible to create **shared services** for them. In their plans, the competitors must take into account the storing of equipment, the launch of boats and ships, as well as maintenance and service.
- **The guest harbour** must have a fuel distribution point, a waste management point and a point for emptying septic tanks.
- In the harbour, there must be **a boat launching site** which can easily be accessed from the street network and which is easily accessible, in all conditions, by rescue vehicles and trailers.
- **The harbour for authority vessels** must be located in the vicinity of the boat launching site. It serves the rescue operations in all seasons on the lake or on the ice of the lake. The vehicle access from the street network to the harbour of authority vessels must be short and always open. There must also be an access for emergency and rescue vehicles to the harbour.
- **The recreational boat harbour** will primarily serve the residents of the Viinikanlahti area and its surroundings.
- **Harbour areas may not be reserved for sailing vessels with a high mast and a deep keel.** For other water traffic and water sports equipment, a large variety of harbour spaces and quay areas are reserved.
- The competitors **may not designate any winter storage spaces for boats** in the competition area.

Infrastructure and geotechnology (4.9)

The initial data related to **the treatment of the shoreline and the fill areas** has been specified considerably. In the summer and autumn of 2019, specifying studies have been carried out in the water area through sounding and drilling. The depth contours of the water area and the thickness of the sediments are now better known than before.

The drafts for **the pumping station building** dealing with the transfer sewer that runs through the competition area have been completed in the autumn

of 2019. The draft plans are the responsibility of the Tampere Region Central Wastewater Treatment Plant. The size of the building is much larger than in the first phase of the competition. The size of the building is about 900-1,000 gross floor m^2. The structures extend for about ten metres above and beneath the ground surface. There will probably be a green roof in the building. All possible maintenance and service measures for the pumping station will take place indoors, so there is no need to fence the area. The exact location and massing of the pumping station building as well as the drafts for the facade of the pumping station are new initial data. It is absolutely necessary to comply with this initial data in the competition. There is new data regarding the wastewater pumping station in appendices and in the material that will be delivered to the competitors.

Stormwater treatment must be planned as a natural part of the landscape architecture of the entire competition area. The principles for the solutions regarding the stormwater treatment areas and flood routes for public areas and for blocks must be presented and observed in the dimensioning of courtyards, parks, squares and streets. In the competition area, the natural runoff will be utilised and pumping stations will be avoided. **Snow ploughing** and short-term storing before moving it away must be taken into account in the design and dimensioning of the outdoor spaces.

The design of a new branch of the tramway that will run to **Hatanpään valtatie Road** has progressed during the summer and autumn of 2019. **An electricity supply station will not be needed** in the Viinikanlahti competition area. For the technical structure, a replacement location has been found elsewhere, i.e. in the block of the current bus station.

Specifying new guidelines:

- Laying the foundations in the hard lake bottom is not, in practice, possible due to the water area's deep part with steep edges. The competitors are not allowed to locate any construction that requires the laying of foundations farther out than **the new furthest possible shoreline** presented in an appendix and given to the competitors in an electronic format. Outside this area, it is only possible to implement fairly light floating structures. These may not include housing, school or daycare centre construction.
- The competition entries must designate how **the pumping station building** is fitted to the terrain, the shore landscape, the green areas and to the new construction in the surrounding area. The given location, massing, size and height of the building may not be altered. A green roof can be designated to the building. There must be a vehicle access to the doors of the pumping station building from the streets within the competition area. In addition, there must be places for maintenance, service and rescue vehicles to turn in front of the main door. The building and the yard must not be fenced. The minimum distance of housing, school and daycare centre construction, and other construction whose functions are sensitive to disturbances, is 50 metres, calculated from the exterior walls of the pumping station building.
- In the area between **the transfer sewer line and Viinikanoja**, the competitors are allowed to locate leisure functions, green areas and other construction that is suitable for the overall solution, except for housing, school or daycare centre buildings.
- The reservation for **the electricity supply station** required in the first phase is removed. The area is free for other use. The gross floor metres must be removed from the Tables or marked with figure 0.
- **The principles of stormwater management** will be integrated with the plans and the principles will be presented in a scheme.

Environmental disturbances (4.10)

Specifying new data has been received regarding **the contaminated soil and sediments**, as well as the possible disadvantages of **the wastewater pumping station**. The guidelines for land use and the use of water areas as well as the restrictions for construction due to these matters have been described in other chapters. In addition, the need for controlling **traffic noise**, caused by the busier traffic, has been identified better than before.

Specifying new guidelines:

- The green areas in the vicinity of Viinikanoja and the possible other functions must be protected **from the traffic noise from Hatanpään valtatie Road**. It is recommended that the noise protection of the yards of the block areas by Hatanpään valtatie Road and the public outdoor spaces meant for recreation be primarily organised by locating buildings in a suitable way.
- The noise, smell and vibration caused by **possible disturbances of the wastewater pumping station** will primarily be prevented by means of the planning of the pumping facility, which is the responsibility of the Tampere Region Central Wastewater Treatment Plant. In the competition, the possible disturbances and risks are combatted by carrying out land use planning, by designating the functions that are sensitive to disturbances far enough from the pumping station building. The preliminary guidelines have been provided in other chapters.
- It is recommended that **at the bottom of Viinikanlahti Bay and by the mouth of Viinikanoja**, the shoreline and the bottom of the water area are only slightly modified. Due to the environmental and health risks in the competition area and outside the competition area, it is not recommended that swimming areas or other recreational water activities be designed at the bottom of Viinikanlahti Bay. These must be designated for the western parts of the competition area, where the water and the sediments on the lake bottom are cleaner and easier to clean.

6. EVALUATIONS AND FURTHER DEVELOPMENT INSTRUCTIONS FOR THE COMPETITION ENTRIES IN THE SECOND PHASE

ENTRY 5 "DIVERCITY"

Urban environment

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.

Development proposals:

- The urban quality and atmosphere could be strengthened without losing the good qualities and the main idea of the plan.

- The hierarchy of public spaces and the way in which they are laid out in the site plan could be improved. Urban spaces and their functions should be developed further and specified, taking into account recreational areas that are favourable in terms of the evening sun. Privatisation of the public park must be avoided.
- The urban square opens up promisingly from the tram stop. However, the massing of the symmetric buildings on the edges of the square could be improved. Tall buildings could be used as something that creates an identity to this specific site.
- The connectivity from Hatanpään valtatie Road and Hatanpäänkatu Street to the lakeside park should be improved by means of sufficient and inviting connections.

Green environment and related functions

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.

Development proposals:

- The attraction and utilisation of the water element needs to be developed, observing tourists and city centre residents (e.g. a restaurant, a terrace, a kiosk, recreation, sunbathing and exercise).
- The scale and design of the boat harbour must be examined. The intersecting axes, as part of the shoreline zone, do not appear to be determinated.
- The yards of the housing blocks, the connection of the ground floor to its surroundings, as well as the connection of the yard areas to public areas should be further developed. The division to public, semi-public and private areas should be elaborated further.
- The Hatanpää valtatie Road and Hatanpäänkatu Street must constitute a pleasant and green inner-city-like street milieu and a high-quality entrance view, also observing the cable corridor.

- The key square and park axis can be made lusher by creating various street and square greenery solutions.
- The connection of the square to the shore must be improved.

Traffic environment

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.

Development proposals:

- Traffic planning must be considerably specified in the second phase.
- As regards the transport network within the area, it will be necessary to consider on whose terms transport is organised. The connections within the area have now only been proposed to motor traffic.
- The defects in the route schemes must be corrected and the modes of travel must be presented clearly.
- A deck solution in a school block is not motivated from the perspective of the landscape design of the yard. Parking must be organised in a parking facility.
- There is only one parking facility in the northern area. In the second phase, it must be ensured whether it is sufficient.
- The connection of the northern area to the tram stop must be designed.
- Connections to the surrounding city structure in the west must be improved.
- The street network as well as the maintenance and service traffic routes must be planned in more detail, and the necessary space reservations, at the end of streets, for example, must be presented. The motor traffic network within the area could be developed more boldly, in order to attain a shared space type solution.

ENTRY 7 “LAKES & ROSES”

Urban environment

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.

Development proposals:

- The hierarchy must be elaborated to enhance the readability of the site. Firstly, spaces must be created for the public that invite the surrounding urban environment in. Secondly, semi-public spaces must be created that can be used by people who know the area and where they can feel safe. Thirdly, private edge zones must be developed for the housing.
- The proposed housing typologies (row houses, townhouses, and apartments) must be developed so that they adapt as well as possible to the needs of various family types and future family structures. The solution must adapt to future lifestyle changes. For this reason, the use of various levels of precision in the planning does not seem to be justified.
- The scale of the northernmost landmark block, with its 20-storey buildings, is too large in its location.
- The main square is suitably vigorous. The location of a pavilion on the square is slightly clumsy as it blocks views and functions.
- The school appears to be undersized. Does it comply with the competition programme? The bordering of the schoolyard to the park has not been presented: the yard probably cuts off the park when the area is presented as fenced. The shore park must be public and sufficiently unified.
- The idea of the courtyards opening to the street level is good. However, the volume appears to be optimistic in relation to the service spaces required in housing blocks, especially as the competition programme does not allow the construction of an underground basement, due to the groundwater conditions.
- The architecture of the shore blocks must be further developed. The proposed thin grid of bricks for the facade needs variation: more robust parts would improve the current rather monotonous theme that recurs in all blocks.
- The position of the high buildings must be elaborated: what is their role in the urban setting as a wayfinding and orientation element?

Green environment and related functions

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. The park in Hatanpää 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.

Development proposals:

- The interior of the courtyards should reflect even better the fact that the ground floors are inhabited by people who feel that they belong to the area. The edge zone towards the courtyards could serve as an informal contact zone and could, therefore, be an asset to the entire area, and needs to be specified in more detail.
- The shoreline zone must be developed by removing the monotonous features in the competition entry. The numerous good ideas for the green environment and the carefully examined outdoor spaces must be developed as a more interesting entity.
- The feasibility and usability must be improved (e.g. boating on the bay, as well as the sensitivity of the mouth of Viinikanoja and the contaminated soil).
- The requirements of boat traffic must be observed in the location of a pedestrian bridge.
- As regards the lake scenery, the bay is narrowed by boat piers on both sides of the bay.
- The number of mooring spaces appears to be too large in relation to the open water area and the views. The number and location of the mooring spaces must be investigated in the future.
- It is necessary to present how the ground floor of the housing blocks is connected to the yards and the surroundings.
- The transition of the yards and their connection to public areas, as well as the streetscape, must be developed in the future.
- The scale of the huge urban blocks could be reduced to a more human scale. To allow more connections across the blocks would help the inhabitants orientate better, meet their neighbours, and feel that they belong and are safe.

Traffic environment

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.

Development proposals:

- The service level of the parking facilities with regard to the furthest housing blocks is weak. The number of parking spaces must be reviewed to comply with the competition programme.
- The plans must designate a bicycle parking solution that more closely relates to the housing and public areas.

ENTRY 23 "SOBA"

Urban environment

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, which has been located in the middle of the area, is too large in scale. 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.

Development proposals:

- The location, size, and character of the main urban space must be re-examined in an unprejudiced manner together with the harbour and the ecological connection.
- The lone large building located at the western end of the area is unnecessarily disconnected from the rest of the city structure. Its scale is also too large in relation to the Hatanpää area.
- The proposed parking facilities (the "mobility center") are promising but the principle of the housing buildings that are linked to them must be presented in more detail and the critical points regarding e.g. the brightness of the apartments must be resolved.
- The size of the school must be revised to correspond to the goals of the competition programme. Also, the pin-like massing is likely to be difficult to combine with the latest principles of teaching premises arrangement.
- The entry proposes a large volume of business and shared premises – perhaps even too much.

Green environment and related functions

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.

Development proposals:

- The landscape architecture and green environment must be focused on overall, as one of the criteria is a uniform architectural and landscape architectural entity.
- The shoreline zone and its parks and other parts must be developed into an ecological connection that complies with the requirements of the competition programme: into a uniform, correctly dimensioned, and sufficiently green area.
- The boat harbour needs to be re-examined.
- The functions and attractiveness of the shoreline zone must be developed also for tourists and residents of Tampere.
- The yards of the housing blocks, the scale of some yards (observing various yard functions and the brightness of the yard), and the streetscape must be examined more closely.

ENTRY 37 "PÄRSKE"

Urban environment

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.

Development proposals:

- The formal and slightly rigid layout of the block could be carefully revised without losing the positive characteristics of the entry. The streetscape is very uniform and lacks diversity of characteristics, such as different streets and passages. In addition, edge zones and the sunny side of the scheme could be acknowledged.
- The principles of the cityscape, use of materials, and massing of the blocks must be specified and presented clearly.
- The surroundings of the tram stop and the adjacent block structure must be specified.
- The location of public spaces should be re-thought to make them more accessible. Accessibility here means that they are visible from the tram and organised so that they are clearly public (in the proposed plan, they are hidden between blocks, which makes them more like courtyards of the housing blocks, and not urban).
- Justification must be provided for locating the harbour away from the urban areas.

Green environment and related functions

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.

The illustration of the canal environment provides an interesting view of a new urban city district in the cultural environment of a city centre built around the rapids.

Development proposals:

- The entry proposes a connection to the northern shore near Viinikanoja, but no connection to the eastern side of Ratina Bridge, which needs to be examined in further development.
- The role of the island next to the main urban space is important – it serves e.g. as a vital centre of movement.
- The harbour area needs to be developed overall: the green connection to the Hatanpää area, the maintenance of the harbour, the design and size of the area, and the look of the park headland.
- The mouth of Viinikanoja constitutes an entrance area to the entire city district, and the block proposed to the area could emphasise this. The nature of the school as a landmark when arriving at the area and the bordering of its yard area should be examined.
- The yards of the residential blocks, the connecting of the ground floor to its surroundings, the transition of the yards and their linking to public areas, need to be developed.
- The streetscape is still very traditional and needs to be developed further.

Traffic environment

The transport network is very simplistic, but it has been presented in a professional manner. Street connections have been presented in accordance with the competition programme. Various modes of travel and service traffic have been observed well in the internal transport network. The proposal has been developed on the terms of pedestrian traffic, i.e. the weakest subjects. The street network has been minimised and motor traffic through the area has been prevented. The pedestrian and cycling network appear to be effective. The need for a connection to the underpass leading to the city centre, the outdoor and recreational routes of the shore, as well as the main cycling routes have been observed.

Development proposals:

- The service level of the parking facilities with regard to the furthest housing blocks is weak. The number of parking spaces must be revised to comply with the competition programme.
- No bicycle parking is proposed.
- A northern pedestrian and cycling connection is missing.
- The tram stop has been located at the Hatanpäänkatu junction, but pedestrian and cycling connections from the competition area are missing.
- The connection to Hatanpään valtatie Road needs to be planned by using a different traffic arrangement.

ENTRY 44 "GREENIKKA"

Urban environment

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.

Development proposals:

- The city structure model of the entry is promising, but further development is still needed.
- The school, block structure, and connections need to be specified in further development.
- In the ground-level perspective images, the urban environment seems to be vivid and rich, but the materials and architectural treatment of the overall design must be clarified. The monotonic repetition of the aerial image is likely to be eliminated with a more detailed planning. The principles of the cityscape, use of materials, and massing of the blocks must be specified and presented clearly.
- The parking facility located in the north-eastern part of the area and the block next to the mouth of Viinikanoja seem to be disconnected, even when the challenges posed to the design by sewer reservations are observed.
- The western block needs to be developed so that the shore area is not private and that the goal of the competition programme, i.e. a roughly 30-metre public shoreline zone, is achieved.

Green environment and related functions

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.

Development proposals:

- The ecological corridor required by the competition programme from the valuable Hatanpää park area to Lake Iidesjärvi is broken in a few places by a canal and the canal basin. This must be examined in further development, as the connection must be sufficiently continuous and green.
- The connection of the yards of the residential blocks to public areas needs to be developed.
- The connection of the ground floor to its surroundings needs to be examined further.
- The streetscape is traditional and very indicatory in nature, and needs to be developed further.

Traffic environment

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. A pedestrian route is proposed between the parking facility and the block in the scheme of the proposed parking facility underneath the southern section of the superblock, but this is missing from the master plan.

Development proposals:

- The transport network and parking solution of the entry require significant clarification.
- The vehicle access to the shoreline blocks seems to be located at the edge of the lake-side park, but the presentation method leaves this open for interpretation.
- The principles of maintenance and service traffic need to be clarified and space reservations made in the master plan. E.g. the space reservation made for the maintenance and service route of the shoreline blocks seems to be missing from the western blocks of the main square. It seems that the parking symbol of these blocks refers to bicycle parking.
- On the eastern side, the maintenance and service connection to the blocks on the side of Hatanpään valtatie Road must be resolved. The width of the stormwater park must be re-examined where required.

- Deck parking has been proposed for the blocks along Hatanpään valtatie Road and Hatanpäänkatu Street. The solution must be re-examined together with the maintenance and service connection of the area.

ENTRY 48 "NATURAL ALLIANCE"

Urban environment

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-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.

Development proposals:

- In further planning, the themes to be developed must be targeted with the focus on the City's goals, such as biodiversity and the social aspect.
- How the entry can answer to the high-reaching goals in the implementation

phase, e.g. regarding the reasonable price of construction, is unclear at the moment.

- The plan must be developed so that the number of urban spaces is more thought-out and balanced. Spaces opening out towards Hatanpään valtatie Road and Hatanpäänkatu Street must, in particular, be examined critically. For example, the square in front of the parking facility seems to be unnecessarily extensive when compared to other urban spaces.
- The bordering of the city structure on the southern side of the mouth of Viinikanoja is vague. The plan must be re-examined in this respect.
- The location of the school is bold and fresh, and it supports the philosophy of the entry. Yard areas must be, at least, partly fenced, and the impact of this on the functionality of the plan, location and massing of the school, and the surrounding urban spaces must be examined in further development.
- The principles of the blocks in terms of the cityscape, architecture, and materials are, at the present, open and schematic. The entry must be summarised and the principles must be presented in an illustrative manner in the second phase.
- The individual residential block in the western part of the area seems to be disconnected and challenging in terms of traffic.
- However, the authors must ensure that the entry maintains its sensitivity and liveliness also in further development.

Green environment and related functions

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.

Development proposals:

- The operation of the shoreline zone as a public, sufficiently unified ecological corridor, as required by the competition programme, must be ensured and various street and square greenery solutions must be added to ensure the greenness of the area.
- It is important to address the role of the school in more detail. Is it the right choice for a public facility at the heart of the urban development? If so, it is necessary to further define its relation to the environment, to invite the public into the building, and let the design reflect this openness.
- Particular attention should be paid to the school and its surroundings. The school appears rather private during the day but opens up to the public in the evening through various functions offered to the residents.
- The school yard or a part of it has the potential to act both as a public space and as a more closed yard area. Multipurpose uses can be studied. It is important to acknowledge that the school yard is typically partly fenced.
- When the site is entered from a public space (the tram stop), the visitor will not be able to see the water – the attraction –, only a blank wall.
- The sensitive mouth area of Viinikanoja has been designated as a park area, which is perhaps even too extensive, even though herb-rich, tree, and flower meadow parks should also be considered in further development. The northernmost landmark block and its bordering on the parks must be examined in further development.
- The bridge in the mouth area must be examined in further development.
- The yards of the residential blocks, the connecting of the ground floor to its surroundings, the transition of the yards and their linking to public areas, and the streetscape need to be developed.
- The streetscape needs to be developed (observing the reservation for cables and realistic functions along a busy main road).
- The existing boat jetties at Ratinanranta cannot be removed without a justified reason.

Traffic environment

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

Development proposals:

- The entry proposes a few connections to Hatanpäänkatu Street and Hatanpään valtatie Road, which are against the competition programme and are poorly located in terms of the smoothness of traffic and traffic safety.
- Some of the connections are similar to plot connections, and direct plot connections are not accepted. The proposed pedestrian and cycling route network is presented in a relatively comprehensive manner, but linking to the route network on the northern side of the area is unfinished.
- Vehicle parking has been proposed in accordance with the competition programme in centralised parking facilities, but these facilities have been connected directly to the surrounding transport network as their own connections and the connection points are not in line with the competition programme.
- A tram stop has been located at the Hatanpäänkatu junction. The entry proposes no pedestrian and bicycle connections to the stop.

7. INSTRUCTIONS FOR PREPARING THE COMPETITION ENTRIES IN THE SECOND PHASE

7.1 PSEUDONYM AND ANONYMITY IN THE SECOND PHASE

The competitors must use **the same pseudonym** in the second phase as in the first phase of the competition. **The marking "Second phase"** is added to the pseudonym.

7.2 DOCUMENTS REQUIRED IN THE SECOND PHASE OF THE COMPETITION

In the second phase, the competitors must draw up the documents in an electronic format as listed below. The contents of most of the documents are the same as in the first phase, with only minor supplementary changes. Compared to the first phase, the new materials include two new presentation boards and a 3D model.

The competitors must submit their competition entries via the competition website, complying with the more detailed instructions given on the website for the second phase. All materials must be equipped with **the pseudonym + the marking "Second phase".** All identification data linking the entry to the author must be removed from all materials.

The presentation boards must be submitted as one PDF file that contains **8 horizontal, A1 sized** (594 x 841 mm) presentation boards. The resolution of the files must be 300 dpi and their maximum size is 50 MB. The **3D model** of the competition entry will be submitted as instructed on the competition website.

A description and a statistics form

The competitor must prepare a description and a statistics form by using the electronic template found on the competition website, in accordance with the instructions given on the website. The contents of the description and the statistics form are the same as in the first phase.

Presentation board 1
Ideas of the competition entry

The competitors will present the most important ideas regarding the cityscape and the landscape in any way they see fit.

Presentation board 2
Overall plan 1:2 000

In the overall plan, the competitors must present the overall land use plan of their competition entry and its connection to the surrounding city structure. The requirements regarding the contents of the images are the same as in the first phase. **In addition**, the current shoreline and the boundary of the new furthest possible fill area given in the competition programme are presented as lines in the image.

Presentation board 3
Aerial perspective view

The view must fill the entire presentation board. The template is the same as in the first phase and the competitors can acquire it from the competition website. The competitors may add text to the image and modify its graphic design in any way they see fit.

Presentation board 4
A sub-area plan 1:1000
A site plan, a cross-sectional view and an elevation drawing

The competitors will select a site that they consider to be important and typical of their overall idea. It must include, at least, a water area, public outdoor spaces and housing blocks. The competitors will prepare a site plan, a cross-sectional view and an elevation drawing of this location. The boundaries of the site plan must be marked in the overall plan 1:2 000, in presentation board 2. The locations of the cross-sectional view and elevation drawing must be marked in the site plan 1:1 000 in presentation board 4.

In the cross-sectional view, the competitor must present – in addition to the constructed and green environment – the topography (current topography and the one that is in accordance with the competition entry) of the land and water areas, the most important elevations, as well as the location of the shoreline: i.e. the current shoreline, the furthest shoreline allowed, and the shoreline that is in accordance with the competition entry. The requirements regarding the contents of the images are otherwise the same as in the first phase. The competitors can include clarifying schemes or illustrative images in any way they see fit.

Presentation board 5
A sub-area plan 1:500
A site plan, a cross-sectional view and an elevation drawing

The competitors will select a housing block that they consider is important to and typical of their overall idea. The housing block must be connected to the public shoreline zone. The images must present, in more detail, the premises of the street level and its connection to its surroundings, the parking solutions, the solutions for the yards of the housing blocks, the transition of the courtyards and their connection to the public areas, as well as the connection of the public shoreline zone to the water area.

The boundaries of the site plan must be marked in the overall plan 1:2 000 in presentation board 2. The locations of the cross-sectional view and elevation drawing must be marked in the site plan 1:500 in presentation board 5.

Presentation board 6
Ground level view

The view must fill the entire presentation board. The site must be important for the overall idea of the competition entry. The point of viewing must be at the eye level from the ground surface. The competitors can add text to the image and complement it in any way they see fit.

Presentation board 7
Views

The competitors will draw up views of the plan, according to their choice. One of the views must be a nocturnal landscape from the harbour and shore areas, viewed from the ground level.

Presentation board 8
Schemes, description and key figures

The competitor must make schemes that clarify the overall structure of the competition entry, and the competitor chooses how to outline the schemes. The following schemes for the area must be presented. The requirements for their contents are the same as in the first phase:
City structure 1:10 000.
Traffic and parking 1:5 000.
Green areas and public outdoor spaces 1:5 000.

In addition, the competitors must present a new scheme:
Stormwaters 1:5 000. The scheme must present the principles for stormwater management in the competition entry.

The description and key figures of the competition must also be included in the presentation board. The requirements regarding their contents are the same as in the first phase.

3D virtual model

The competitors will submit their overall plan in a simplified 3D format. In addition to buildings, the 3D model must present the main features of public outdoor spaces and landscape architecture. More detailed instructions will be given on the competition website.

7.3 SUBMITTING THE COMPETITION ENTRIES IN THE SECOND PHASE

The second phase of the competition will end on 14 February 2020. The competition entries will be submitted via the competition website in an electronic format. More detailed instructions will be given on the competition website.

Photograph: City of Tampere / Tarja Kaasalainen , 2019.

8. CHANGES IN THE PRACTICAL INFORMATION ON THE COMPETITION

After the first phase, some changes have been made to the practical information on the competition. They are given below. The other information has remained unchanged. The figures in the brackets after the headings below are the figures of the corresponding chapters in the competition programme for the first phase.

Schedule (6.3)

The second phase will start on **14 November 2019.**

A publishing event will be organised on **17 April 2020.**

Jury (6.5)

The chair of the jury changed after appointing a new deputy mayor. **Jaakko Stenhäll**, Deputy Mayor, M.Sc. (Tech.), replaced Anna-Kaisa Heinämäki as the new chair.

Work group, specialists and competition secretary (6.6)

Anni Nousiainen, Environmental Planner, MA, replaced Marjatta Salovaara in the specialists group.

Photograph: City of Tampere / Tarja Kaasalainen , 2019.

APPENDICES TO THE COMPETITION PROGRAMME

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

APPENDICES

1. Pseudonyms of the entries submitted in the first phase
2. Comparison of the key figures, competition entries selected for the second phase
3. Competition entries selected for the second phase
4. Altered initial data and supplements
    - 4.1 Traffic, tramway
    - 4.2 Infrastructure, watercourse and shore fill areas
    - 4.3 Infrastructure, wastewater pumping station

PSEUDONYMS OF THE ENTRIES SUBMITTED IN THE FIRST PHASE

Entry 1 "NordicBlossoms"
Entry 2 "The new beauty in the daily life"
Entry 3 "ES0324"
Entry 4 "Hymy"
Entry 5 "DIVERCITY"
Entry 6 "CHDBQLXLXZ"
Entry 7 "Lakes & Roses"
Entry 8 "Polar Frost"
Entry 9 "LAKESHORE"
Entry 10 "Tampere Green Link"
Entry 11 "555TALFA"
Entry 12 "99TAMP01"
Entry 13 "59731"
Entry 14 "TAM360"
Entry 15 "Eleven"
Entry 16 "WATERWOOD"
Entry 17 "DELTA"
Entry 18 "citysplash"
Entry 19 "STELLAGROVE"
Entry 20 "ELLE"
Entry 21 "Urban Reflections"
Entry 22 "POTKOVICA"
Entry 23 "SoBa"
Entry 24 "Viinikanlahti DNA"
Entry 25 "Breathe"
Entry 26 "PARS PRO TOTO"
Entry 27 "ARCHIPELAGO"
Entry 28 "Groma Locuta Causa Finita"
Entry 29 "CANALQUARTERS"
Entry 30 "Blue + Green Stream"
Entry 31 "URBAN HAVEN"
Entry 32 "KIASMA"
Entry 33 "STRAIGHTTOTHEWATER"
Entry 34 "TheThreeFors"
Entry 35 "Strandlines"
Entry 36 "TWIST"
Entry 37 "Pärske"
Entry 38 "drumlin"
Entry 39 "HATA"
Entry 40 "Leaf"
Entry 41 "ALLOY"
Entry 42 "SUN DANCE"
Entry 43 "WEAVE"
Entry 44 "Greenikka"
Entry 45 "COMMON GROUND"
Entry 46 "PMP07"
Entry 47 "COMMON_GROUND"
Entry 48 "NATURAL ALLIANCE"
Entry 49 "ValleyInBetween"
Entry 50 "Tampe-READY 2034"
Entry 51 "Reflections on Tampere"
Entry 52 "Tide"
Entry 53 "a - Boards 1-6"
Entry 54 "Harbour-land"
Entry 55 "La Isla Ocaso"
Entry 56 "Black Swan"
Entry 57 "wakuwaku

COMPETITION ENTRIES SELECTED TO THE SECOND PHASE

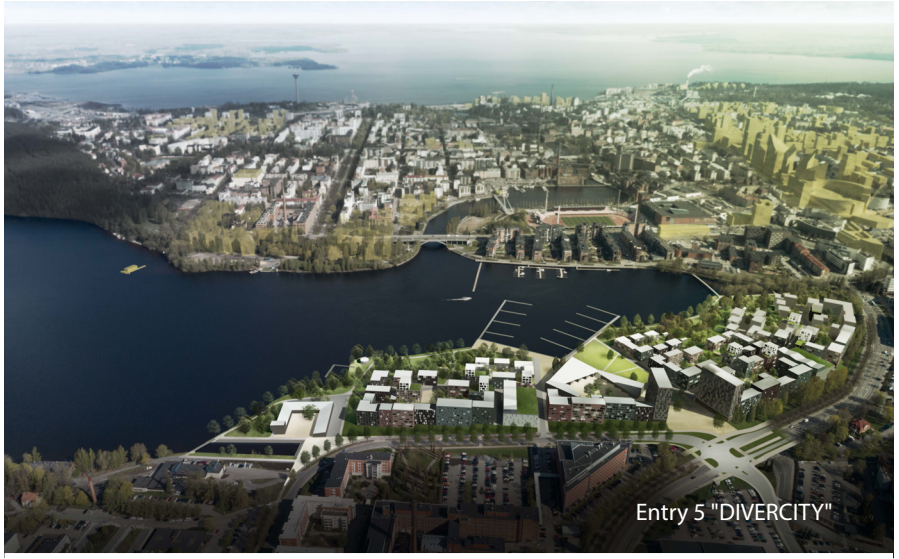
Entry 5 "DIVERCITY"
Entry 7 "LAKES & ROSES"
Entry 23 "SOBA"
Entry 37 "PÄRSKE"
Entry 44 "GREENIKKA"
Entry 48 "NATURAL ALLIANCE"

COMPARISON OF KEY FIGURES

No.	Pseudonym	Competition area	Land area	Of which filled areas in existing water area	Water area	Block for construction	Public green areas and parks	Gfa for housing	Gfa for business and office premises	Gfa for public services
5.	DIVERCITY	387 946	211 164	44 690	176 782	63 320	82 360	163 760	4 150	4 500
7.	LAKES & ROSES	387 946	191 259	28 364	196 971	56 175	61 133	171 313,50	7 147	3 807
23.	SOBA	387 946	241 150	76 285	146 796	97 900	55 400	196 150	10 000	4 650
37.	PÄRSKE	387 946	196 502	31 930	191 445	36 799	65 893	162 604	9 224	4 108
44.	GREENIKKA	387 946	213 262	54 073	174 684	61 209	86 720	185 000	10 000	4 250
48.	NATURAL ALLIANCE	387 946	190 503	37 067	197 443	56 650	67 260	173 800	3 460	9 930

No.	Pseudonym	Gfa for other uses	Wastewater treatment plant	Electricity of the tramway	Total gross floor area	Vehicle parking	Bicycle parking	Residents	Jobs	Density
5.	DIVERCITY	2 000	500	120	175 030	920	4 200	3 639,11	140	0,45
7.	LAKES & ROSES	4 705	500	120	187 592,50	1 053	4 542	3 806, 97	103	0,48
23.	SOBA	8 000	500	120	219 420	1 185	5 050	4 358,89	660	0,57
37.	PÄRSKE	23 790	500	120	200 346	986	4 170	3 613,42	96	0,52
44.	GREENIKKA	2 250	500	120	202 120	1 150	6 500	4 111,11	100	0, 52
48.	NATURAL ALLIANCE	1 890	500	120	189 700	966	4 345	3 862,22	275	0,49

COMPETITION ENTRIES SELECTED TO THE SECOND PHASE


Entry 5 "DIVERCITY"


Entry 37 "PÄRSKE"


Entry 7 "LAKES & ROSES"


Entry 23 "SOBA"


Entry 44 "GREENIKKA"


Entry 48 "NATURAL ALLIANCE"

ENTRY 5 "DIVERCITY"

Main features

"Divercity" refers to diversity in the vegetation and activities of green spaces, in architecture, and in the inhabitants of an area.

The blocks are densely situated and form a street space along Hatanpään valtatie road and Hatanpää street, which leaves space to form a sufficiently wide and diverse waterfront park. The goal is to achieve a realistic balance between the housing construction target, the size of the waterfront park, and the new fill areas.

The competition entry shows that the gross floor target can also be achieved with a solution that situates fairly low-rise construction on the waterfront park side.

Architecture

The city structure of the area consists of block groups in which the blocks are grouped around a common, semi-public blockpark. Blockyards open up to a blockpark, which opens up and extends the block structure and forms visual and social connections between blocks.

The architecture of the buildings of the blocks is varied and diverse. The buildings of a block are of different sizes and colours. As part of the block, the low, two-story buildings make the structure more spacious and allow light to enter the blockyard. The buildings on the waterfront park side are not higher than the trees of the park.

Some of the buildings consist of a larger lower part and a smaller upper part. The upper parts rise higher and are visible over the trees in the direction of Ratina. When illuminated, they form a visible identity and silhouette for the area over the lake. In these buildings, the roofs of the lower parts are green roofs.

The internal car street of the block area is winding, which results in varied street views.

Landscape Architecture

The waterfront park is designed to be sufficiently wide and varied. The park's trees and other vegetation are as diverse as possible, and include a variety of biotypes. Places for a variety of recreational activities will be built in the park. A beach for swimming will be situated on the west end of the park.

The semi-public blockparks play an important role in the plan. They provide greenery to the residential environment, enable good access from blockyards to the shore, and provide a place for common activities of residents.

The town square of the area is located at the intersection of the main streets. The cityscape significance of the square is highlighted by two tall towers, between which opens up a view over the playground to the marina. A lake view opens up from the marina square to the west, in the direction of the sunset.

At the end of Hatanpää street is a square and marina connected to the rowing and canoeing centre.

Run off waters are diverted from blockyards through blockparks to the wetland and pond area of the waterfront park.

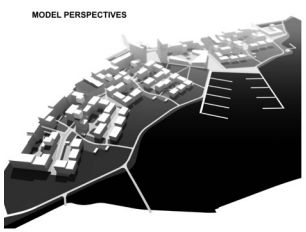
Implementation in phases

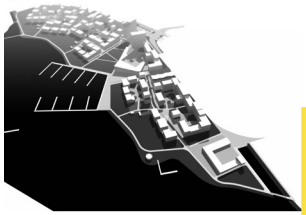
The city structure consists of groups of blocks built around semi-public blockyards. This forms a natural starting point for construction phasing.


ENTRY 5 "DIVERCITY"

ENTRY 5 "DIVERCITY"

MODEL PERSPECTIVES





ELEVATION 1:1000

SITE PLAN 1:1000

CROSS-SECTION 1:1000

VIINIKANLAHTI-CENTER 1:1500

" DIVERCITY "

Description

Main features

"Divercity" refers to diversity in the vegetation and activities of green spaces, in architecture, and in the structures of the area.
The area is conveniently situated and form a street space along Hatanpään valtatie road and Hatanpää street, which leaves space to form a sufficiently wide and diverse waterfront park. The goal is to achieve a realistic balance between the housing construction target, the size of the waterfront park and the block parks.
The competition entry shows that the gross floor target can also be achieved with a solution that situates fairly low-rise construction on the waterfront park side.

Architecture

The city structure of the area consists of block groups in which the blocks are grouped around a common, semi-public blockpark. Blockyards open up to a blockpark, which opens up and extends to the park. The blocks are mainly 4-storey with some taller buildings.
The architecture of the buildings of the blocks is varied and diverse. The buildings of a block are of different sizes and colours. As part of the block, the low, two-storey buildings make the structure more spacious and allow light to enter the blockyard. The buildings on the waterfront park side are not higher than the trees of the park.
The blocks on the waterfront have a larger lower part and a smaller upper part. The upper parts rise higher and are visible over the trees in the direction of Rodos. When illuminated, they form a visible identity and silhouette for the area over the lake. In those buildings, the roofs of the lower parts are also lighted.
The L-shape can notice of the block area is winding, which results in varied street views.

Landscape Architecture

The waterfront park is designed to be sufficiently wide and varied. The park's trees and other vegetation are as diverse as possible, and include a variety of biotypes. Places for a variety of recreational activities will be built in the park. A beach for swimming will be situated on the west side of the park.
The semi-public blockparks play an important role in the plan. They provide greenery to the residential environment, enable good access from blockyards to the shore, and provide a place for common activities of residents.

The town square of the area is located at the intersection of the main streets. The cityscape significance of the square is highlighted by two tall towers, between which opens up a view over the playground to the marina. A lake view opens up from the marina square to the west, in the direction of the sunset.
On the west of Hatanpää street is a square and marina connected to the rowing and canoeing centre.
Run off waters are diverted from blockyards through blockparks to the wetland and pond area of the waterfront park.

Implementation in phases

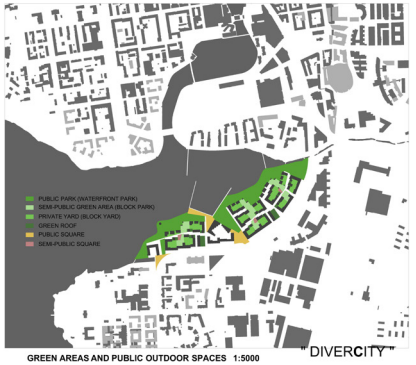
The city structure consists of groups of blocks built around semi-public blockparks. This forms a natural starting point for construction phasing.

Key Figures

land area	211954 m²
water area	170782 m²
housing gross floor area	182350 m²
public services gross floor area	4000 m²
business gross floor area	4000 m²
total gross floor area	170230 m²
number of residents	3639
number of jobs	1600
vehicle parking spaces	1600
bicycle parking spaces	4200

CITY STRUCTURE 1:10000

TRAFFIC AND PARKING 1:5000



GREEN AREAS AND PUBLIC OUTDOOR SPACES 1:5000

" DIVERCITY "

SEMI-PUBLIC BLOCK PARK

ENTRY 5 "DIVERCITY"

ENTRY 7 "LAKES & ROSES"

Connecting the city

Viinikanlahti will create a new urban haven for the city of Tampere. Compared to its Northern comparison the Naistenlahti harbor, 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 shoreline 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. 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 on 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, aswell as, creating a compact and easily controlled bay harbour.

City structure

The urban structure of the new area focuses around the Hatanpään valtatie, tram line and tram stop. The urban block structure stops before the Sarviksenpuisto park. At that point, the structure breaks down and landscape turns into more open and loose park-like areas and the urban structure blends with Hatanpää and Hatanpää arboretum park. This allows 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 urban structure and the Hatanpää park areas to the same point where the pedestrian crossing connects Viinikanlahti to the city center. The Hatanpää park areas are clearly visible from the Ratina side and the existing industrial buildings and chimney are kept visible in cityscape. 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 standing out of its immediacy surroundings, the block structure creates a dense and rich urban environment for Viinikanlahti.

Urban corridor meets Arboretum

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.

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 front terraces of the garden housing dominate the view. On rooftops, shared garden terraces bring life to the roof level.

Traffic environment

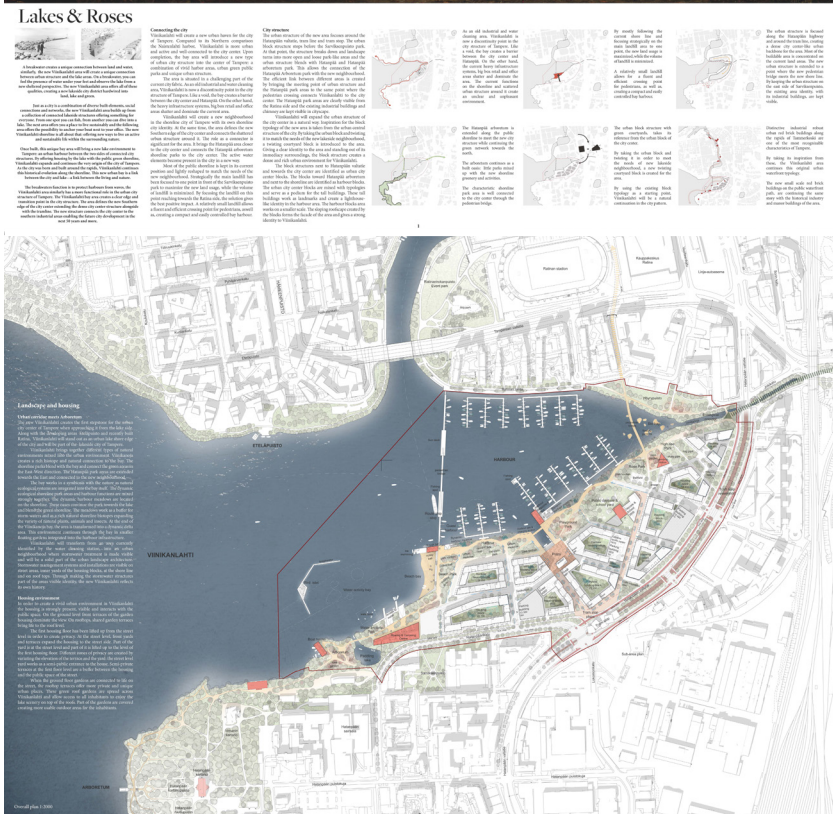
Viinikanlahti leans in to public transportation and sustainable ways to move. The immediacy of the city center and traffic solutions in the area support and encourage movement in a more sustainable way. Viinikanlahti will be a walkable and cyclable city area. Streets between the housing blocks are mainly shared space local streets with service and emergency car access. The back bone of the area will be the tram line connecting the city of Tampere to 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.


ENTRY 7 "LAKES & ROSES"

ENTRY 7 "LAKES & ROSES"

View from the new river garden and park of Viinikanlahti.

The Hatanpää arboretum is enriched towards north and continues, among other things, as a small scale river garden. The new small scale red brick buildings on the public waterfront park are overlooking the same river to the historical industry and master buildings of the area.



Lakes & Roses

A breakwater creates a unique connection between land and water, similarly, the new Viinikanlahti area will create a unique connection between the city and the lakes. The new urban structure will bring the best feel (the nature of water, water view, feel and observe the lake from a new sheltered perspective. The new Viinikanlahti area offers all of these qualities, creating a new lakeside city district bordered into both lake and green.

Just as a city is a combination of diverse built elements, social connections and activities, the Viinikanlahti area will become a city in itself, a collection of connected lakeside structures offering something for everyone. From one spot you can fish, from another you can dive into a lake. Viinikanlahti will connect the city to the lakes in a way that no other area offers the possibility to surface coast boat next to your office. The new Viinikanlahti shoreline is all about that: offering new ways to live an active and sustainable life within the surrounding nature.

Once built, this unique bay area will bring a new lake environment to the city center, with a variety of urban structures, from high-rise to low-rise structures. By offering housing by the lake with the public green shoreline, Viinikanlahti expands and continues the very origin of the city of Tampere, which was founded between the lakes Näsijärvi and Pyhäjärvi. Moreover, this historical evolution along the shoreline. This new urban has to a link between the city and lake - a link between the living and nature.

The breakwater function is to protect harbours from waves, the Viinikanlahti area similarly has a more functional role in the urban city structure. It will be the first impression for visitors arriving to the city as a transition point to the city structure. The area defines the new Southern edge of the city center extending the dense city center structure alongside with the coastline. The area connects the city center to the southern industrial zone enabling the future city development in the next 30 years and more.

Connecting the city

Viinikanlahti will create a new urban haven for the city of Tampere. Located on the Southern shore of the Näsijärvi harbor, Viinikanlahti is more urban and active and well connected to the city center. Upon completion, the area will be the location of a new type of urban city structure into the streets of Tampere: a combination of vivid harbor areas, urban green public parks and unique urban structures.

The area is situated in a challenging part of the city center. Due to the current industrial and harbor activities in the area, Viinikanlahti is now a disconnected 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 create a monotonous urban environment.

Viinikanlahti will create a new neighborhood in the shoreline 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 together. The area is also extremely significant for the area. It brings the Hatanpää area closer to the city center and connects the Hatanpää arboretum and park to the city. The area will become one of the most dynamic location present in the city in a new way.

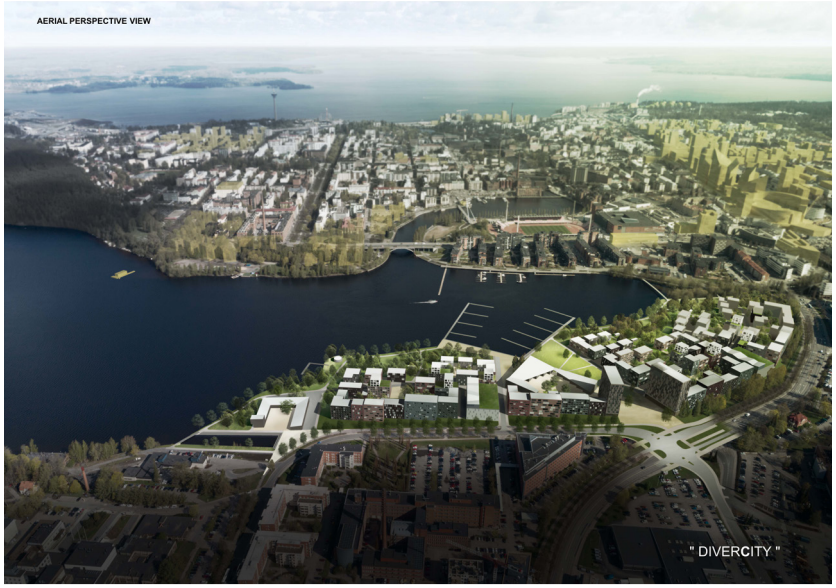
Most of the public shoreline is kept in its current position and lightly reshaped to match the needs of the new neighborhood. Strategically the main landfill has been placed in the middle of the area, creating a peninsula park to maximize the new land usage, while the volume of landfill is minimized. By focusing the landfill on this point reaching towards the Rattoa side, the solution gives the best positive impact. A relatively small landfill allows the most efficient construction process and minimizes costs, creating a compact and easily controlled bay harbour.

City structure

The urban structure of the new area focuses around the Hatanpää arboretum park. The current dense city block structure stops before the Sarvikuoripuisto park. At that point, the structure breaks down and landscape starts to dominate the area. On the other hand, the urban structure blends with Hatanpää and Hatanpää arboretum park. This allows the connection of the Hatanpää Arboretum park with the new neighborhood. The efficient link between different areas is created by bringing the park areas to the same point where the Hatanpää park areas to the same point where the pedestrian crossing connects Viinikanlahti to the city center. The Hatanpää park areas are clearly visible from the Rattoa side and the existing industrial buildings and chimneys are highlighted.

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-scaled structure of Hiscity. By taking the urban block and twisting it in order to meet the needs of new lakeside environment, a vivid and dynamic courtyard block is introduced to the area. Giving a clear identity to the area and standing out of its surroundings, the block will be the key element to create a diverse and rich urban environment for Viinikanlahti.

The block structures next to Hatanpään valtatie and towards the city center are identified as urban city center blocks. The blocks toward Hatanpää arboretum are identified as lakeside blocks with a softer urban identity. The urban city center blocks are mixed with typologies and serve as a podium for the tall buildings. These tall buildings work as landmarks and create a lighthouse like identity to the harbour area. The harbour blocks area mixed with typologies. The low-rise structures around the blocks forms the facade of the area and gives a strong identity to Viinikanlahti.



ENTRY 7 "LAKES & ROSES"

View from the lake towards North-East

From the lake side the cityscape is recognizable with the sloping roof shapes and the sky reaching white harbor towers. The harbour, with its piers and boats, blends with the greenery of the park and public shoreline. The new functions make the shoreline an active recreational space for all the citizens and visitors.

-You can take a rowing boat or kayak and explore the lakes easily and see the city from a new perspective!

ENTRY 23 "SOBA"

Viinikanlahti is a privileged area along Lake Pyhäjärvi, with a waterfront full of dormant qualities waiting to be embraced by an urban condition. Our plan is to develop the area by extending the exciting qualities of Tampere's city centre into this district. The existing grid of the city centre becomes the base for our block structure, with our vision for the neighbourhood as one that is highly dense, and an incredibly vibrant living area, offering novel architecture, landscape, and waterfront program working together in a way that has not been seen before in Tampere.

An incredibly important component of our neighbourhood is our extension of the green waterfront of the Tampere region along the northern edge of the site, creating a dynamic sponge park along the water. The new coastline continues uninterrupted through the Viinikanlahti area, acting not only as a rich, inviting public space, but also enhancing existing habitats, introducing new habitats, and creating a strong ecological connection between Hatanpää and Lake Lidesjärvi. The new waterfront is a continuous space that pulls into the built structure as well as extending out of it, creating new waterfronts facing in all directions. Along its length, the edge has different characteristics allowing it to perform in many different ways. In some areas the edge serves a stormwater collection and infiltration function, with spaces that become even more exciting and inviting in a heavy rain event, while in others the aquatic edge is heavily planted to cleanse pollution from the lake, while also offering new experiences for canoers and kayakers.

In SoBa we provide the largest recreational boat harbour in Tampere by concentrating boat program into a highly efficient and iconic urban harbour. By pulling the waterfront right into the neighbourhood we are able to increase the amount of shoreline available for different programs right in the heart of the district. Proximity of the new harbour to the new city structure and public transportation energises this lively urban waterfront, as it seamlessly connects to its surroundings, drawing people in from all directions, both on water and on land. The lush, green waterfront is strengthened by the harbour with the addition of new habitats in the water, in courtyards, and on roofs, and with the creation of socially vibrant spaces here as well. This lively urban blue meeting place will become the new center of Finnish lake tourism with diverse water-related leisure and sports functions building on Tampere's rich, waterfront history and providing new possibilities for waterfront recreation.

The base for the block structure takes its roots from the grid of the city center but also responds to site-specific conditions, including wind from the south-west and a north-facing coastline. The blocks break in subtle ways to create new, climate-friendly pockets that act as social magnets, creating lively outdoor spaces that are inviting in all seasons. The new structure is very permeable and easy to walk through and allows private and public life to meet in unexpected corners.

Phasing of the development is multifaceted, focusing on residential development as well as on building a robust social realm, and enhancing ecologies. Phase 1 focuses on developing a water-cleansing landscape, a waterfront park with embedded stormwater functions, and the harbour that will activate the area. Housing and the school are built on existing land, with a connection to the new bus stop, with minimal filling. Phase 2 extends residential and other harbour programs, while extending land west from the harbour with residential development and a park extension. In the east, residential is further expanded, connecting it to the new tram stop. In Phase 3, land is extended to the west with the park continued along with the development of an iconic residential building.

Building on Tampere's existing qualities and successes - including a strong relationship to the water and a deep connection to nature - SoBa will offer Tampere a new destination for locals and tourists alike with its iconic new harbour, and vibrant neighbourhood and landscape extending out from this. High buildings, spectacular architecture and a rich diversity of landscapes offering a plethora of activities and experiences will further enhance Tampere's legacy as an exciting city in which to live and play.


ENTRY 23 "SOBA"

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ENTRY 23 "SOBA"

ENTRY 37 "PÄRSKE"

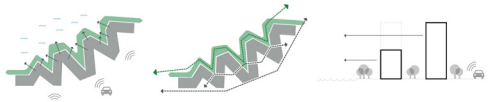
The overall idea of the proposal is dialogic combination of urban life and iconic verdant lake landscape. The core of the overall vision is diverse "waves" of dense built perimeter blocks, spacious green areas and the variety of recreational functions located along the shoreline.

The shape of varying shoreline with bays and capes continues in meandering building masses and creates recognizable identity of the area. In addition, the dynamic shoreline brings spatial diversity. Overall, the structure of the area opens up towards the lake Pyhäjärvi connecting the new district to its surroundings and functions also as a protective shield against the noise and pollution towards the Hatanpää highway on the other side of the area. The eloquent coexistense of the urban nature and city life with modifiable smart solutions develop the concept into future's sustainable city district.


ENTRY 37 "PÄRSKE"

ENTRY 37 "PÄRSKE"

VIEW FROM RATINA

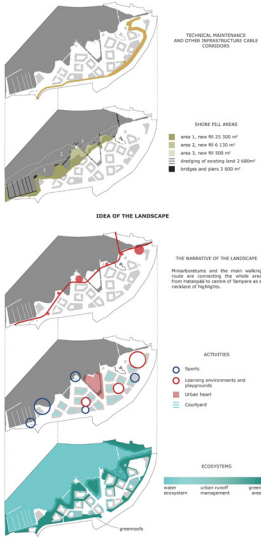


Areas city blocks are situated in a wave-like form along the shoreline. This allows every block to have a visual connection to Pyhäjärvi and to have physical connection to the urban nature right next to the lake.

There are three main routes and connection points through the area. Paths are mainly for pedestrians and bicycles.

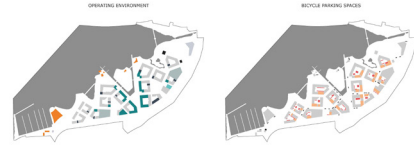
The city blocks, in general, are four to five stories high. This allows the sun to catch the inner yard and the apartments. Each block has one or two higher towers, which allow residents from the whole area to have views to Pyhäjärvi.

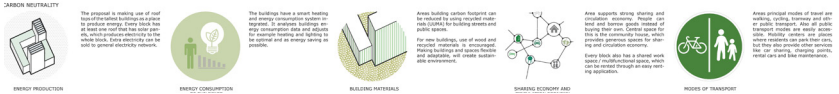
VIENIKAILAHTI
INTERNATIONAL URBAN IDEAS COMPETITION



OVERALL PLAN 1:5000

FACADE 1:1000





CITY STRUCTURE 1:10 000

KEY NUMBERS
LAND AREA
196 982 m²
WATER AREA
191 445 m²
GROSS FLOOR AREA
of housing 162 601 gross floor m²
of local public services 4108 gross floor m²
of other uses 33 644 gross floor m²
TOTAL GROSS FLOOR AREA
200 356 gross floor m²
NUMBER OF RESIDENTS
3613
ESTIMATED NUMBER OF JOBS
96
VEHICLE PARKING SPACES
986
BICYCLE PARKING SPACES
4170

The overall idea of the proposal is dialogic combination of urban life and iconic verdant lake landscape. The core of the overall vision is diverse "mesh" of dense built perimeter blocks, spacious green areas and the variety of recreational functions located along the shoreline.

The shape of varying shoreline with bays and capes continues in meandering building masses and creates recognizable identity of the area. In addition, the dynamic shoreline brings spatial diversity. Overall, the structure is open to the lake and the urban nature, thus connecting the new district to its surroundings and functions also as a protective shield against the noise and pollution from the highway. Pedestrian routes run through the area. The eloquent co-existence of the urban nature and city life with mixed-fabric smart solutions develop the concept into future's sustainable city district.

Architecture and structure

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 a physical connection to the urban nature right next to the lake. 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. The city blocks are placed with a slight angle which furthermore maximize the vistas to the lake.

Building heights and materials vary along the area. Buildings are simple and functional. Buildings have flat roofs which can be used for many purposes. Roofs can be used, for example, as green roofs, roof gardens, outdoor kitchens and terraces for residents to enjoy. Roofs on the tallest buildings are covered with solar panels which produce electricity to the whole.

Area's scale and structure are human-centered and human-sized which create comfortable and safe atmosphere. Diversity of the area creates various spaces where wildlife can thrive. Soft boundaries between buildings and life in the streets make streets and places vivid. The center of the area is clear – it offers smoothly functioning, green shoreline to the bustling urban city next to the highway.

Mobility

One of the goals for this proposal is to minimize car traffic. 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. Mobility centers are also connected to smart solutions like real-time management of parking spaces, eliminating the use of reserved spaces and shared parking. From entry-point forward the roads are shared space roads which cars can use for service traffic or transporting heavier loads. Cars are not for parking purposes there are no car traffic at all.

There are two main pedestrian and cycling routes through the area – the meandering route following the shoreline and the fast route along the highway. The shared space road serves as a gathering route for the area. Areas principal modes of travel are walking, cycling, tramway and other public transport, which are easily accessible.

There are also two harbors, one next to the central square for the public use and another one on the west side of the area, which is for permanent use and for officials. Harbors and shores are designed to be completely public environments that serve every user.

Landscape architecture and green areas

One of the key values of the proposal is diverse treatment of the shoreline and green areas. The walkway(s) follows the meandering shoreline through the area and along the way active and peaceful spaces alternate smoothly from urban place to more natural areas.

The inspiration of landscape architecture stems from lake landscape mixed with the idea of future's co-living with nature. The idea is to combine the positive features of nature to future's dense neighborhoods. Nice advantures that are small pockets along the shoreline walkway to sit down for a while and enjoy the nature that create pearls of the green necklace through different green and urban spaces. Mini arboretums in the area are meant to continue the Hatanpää arboretum to the direction of the Tampere city centre, providing places for rest, meet people, education and enjoying diversity of nature and views. Each of the mini arboretums is different.

Ecology

The existing green connection that follows the shoreline remains and is strengthened by the new blue-green elements of the area, stormwater treatment park for example. Most of the building roofs are green roofs, which also helps the stormwater treatment. The plan takes in consideration the existing nature values and strengthens the areas ecological corridor, which can be used, for example, by birds. The biodiversity of the area is increased with multi-species plantings. The change of seasons shows in landscape by plants that bloom in different months from early spring to late autumn, fascinating autumn colours and evergreen plants that keep the landscape alive also in the winter months. The proposal allows to create high quality ecological green connection and lays ground for a national city park suitable for Tampere.

Carbon neutrality

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. 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. Areas building carbon footprint can be reduced by using recycled materials (LUPA) 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. Area supports strong sharing and circulation economy. People can lend and borrow goods instead of buying their own. Central space for this is the community house, which provides generous spaces for sharing and circulation economy. Every block also has a shared work space / multifunctional space, which can be rented through an easy renting application.

TRAFFIC AND PARKING 1:5000

GREEN AREAS AND PUBLIC OUTDOOR SPACES 1:5000

ENTRY 37 "PÄRSKE"

ENTRY 44 "GREENIKKA"

The proposal is based on compact urban block tissue and a vivid continuous green shore belt from the mouth of Viinikanoja to the Hatanpää gardens. The compact block structure creates a protective edge between peaceful inner courtyard and shoreline areas and outer traffic loaded Hatanpään valtatie. Concurrently, it also forms a continuation of urban central city streetscape towards south. The continuous block tissue consists of variation of unique groups of residential blocks and different functional zones in between them (local centre, day-care and school, parks and parking facilities). The block tissue is based on traditional morphed gridiron block structure and has 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, are located all the harbour services including the facilities for recreational boaters, harbour authorities, water sports and rental services.

The local centre is located right next to the tram stop and the crossing of Hatanpään valtatie and Hatanpäänkatu. It is formed of series of cityscapes and functional areas between the tramstop and lake shore. It 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; inclu-ding both two-story townhouses and tall residential houses. The western block structure is divided into four parts: the extreme west is the lake shore block that opens towards Lake Pyhäjärvi, and in front of it opens a small boat harbour bordered by a new green island. Between this waterfront and local centre, there are two blocks of a similar size, with a kindergarten and school block in between them. The western of the blocks is a one large superblock that has a common green courtyard. The east-end block consists of a few separate and more traditional city blocks and forms a denser nucleus of the area. Locations and design of the blocks and waterfront have been geared towards ecologic and economic efficiency. With the exception of the westernmost end, the block structure is located almost entirely on the existing land areas. Shoreline fills are mostly green areas that do not require as heavy pre-construction as plot land. Deep and long canal structures are not excavated in the area. The long coastlines of the islands are built of rock and soil fillings. And their treatment contributes to the development of natural and organic breeding ground and diversity of eco-systems.

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 workshop 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 blocks that are nearest to the Hatanpään valtatie and Hatanpäänkatu. The other half of the parking is allocated in two three-story parking facilities in the immediate vicinity of the entrance streets. These facilities can be built or dismantled in stages, and can be used as a plot land to fill in the block structure. These buildings themselves provide also a platform for other activities, including sports and urban farming on the rooftop.

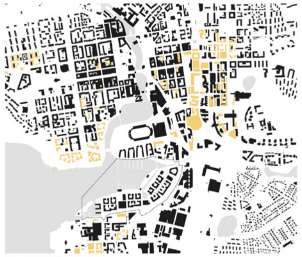
ENTRY 44 "GREENIKKA"

ENTRY 44 "GREENIKKA"

SUB AREA PLAN 1:1000

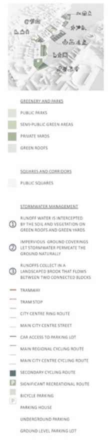
CROSS-SECTIONAL VIEW 1:1000

ELEVATION DRAWING 1:1000



CITY STRUCTURE 1:10000

GREEN AREAS AND PUBLIC OUTDOOR SPACES 1:5000



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Proposal statistics:	
Competition area	387 946
Land area	213 262
of which filled areas on the existing water area	54 073
Water area	174 684
Block areas (for construction)	61 209
Public green areas and parks	86 720
Gross floor area for housing	185 000
Gross floor area for business and offices	10 000
Gross floor area for public services	4 250
Gross floor area for other uses	2 250
Waste water treatment plant	500
Electricity supply station of the tramway	120
Total gross floor area	202 120
Vehicle parking spaces, total	1 150
Bicycle parking spaces, total	6 500
Number of residents	4 111
Estimated number of jobs	100
Areal density (total gross floor area gfm2 /competition area m2)	0,52

ENTRY 44 "GREENIKKA"

ENTRY 48 "NATURAL ALLIANCE"

Natural Alliance is a new unique district, where the lake and city merge and create a great setting for the everyday life of both residents and visitors, for Viinikanlahti and Tampere. A strategy that values the natural connection, the industrial history and the life that is lived today and in the future of Tampere. The 'Natural Alliance' requires a strong emphasis on community and circularity by constructing a resource-efficient neighborhood that involves local residents. The systems are supported by the structure through collective shared spaces that are found within the blocks and throughout the public realm. Together the spaces form a binding network of social pockets, supporting a variety of functions and scales – restoring the city's relationship with the water.

The foundation of our proposal are cycle designs. Because precisely the concept of cycles, as we know it from the wild, has the strength to adapt to external influences and create properly functioning ecosystems that we as citizens can actively contribute to.

The cycles generate a series of integrated solutions like water harvesting, renewable energy, local food production, and localized composting. Reducing the living costs and engaging people into the community by rethinking the design, management and life cycle of our built environment.

Tactic

A new shore line design restores the city's relationship with the water and the geometric design increases the shore line dimension enhancing the contact between the city and water. This extensive shore line creates a coherent and sustainable infrastructure that establishes local and recreational flows and urban spaces for the district's residents.

As an extension of the local context, the project grows into a dense city grid. The structure breaks down into finer grained blocks that are human scaled and walkable as it gets closer to the shoreline. At the lake promenade, the vegetation and water are preserved and strengthened into an inviting longitudinal intricated structure of different social spaces and activities.

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 Viinikanlahti. It's the street that concentrates all the main transportation and that assure the buzz and thrill 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. The 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 Viinikanlahti 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.


ENTRY 48 "NATURAL ALLIANCE"

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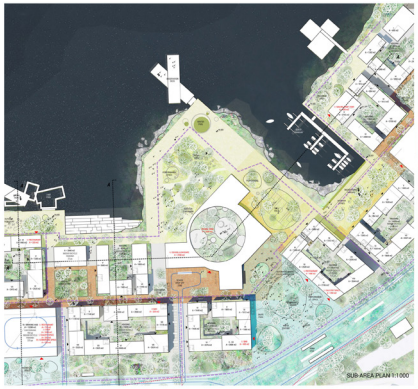
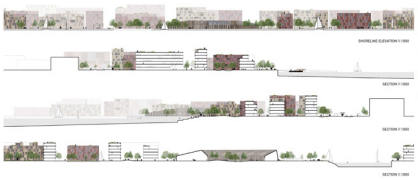
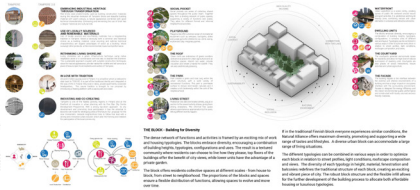
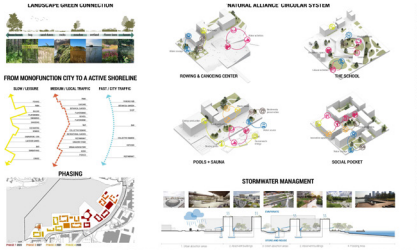
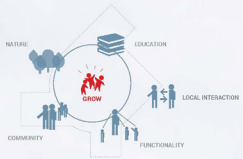




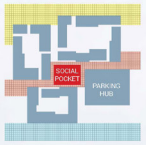




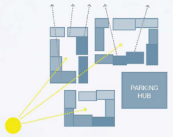
ENTRY 48 "NATURAL ALLIANCE"



1. SCHOOL STRATEGY

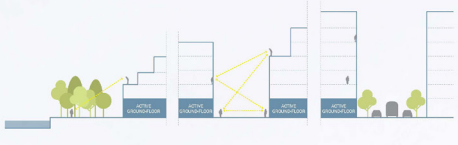


2. DIFFERENT STREET CHARACTERS



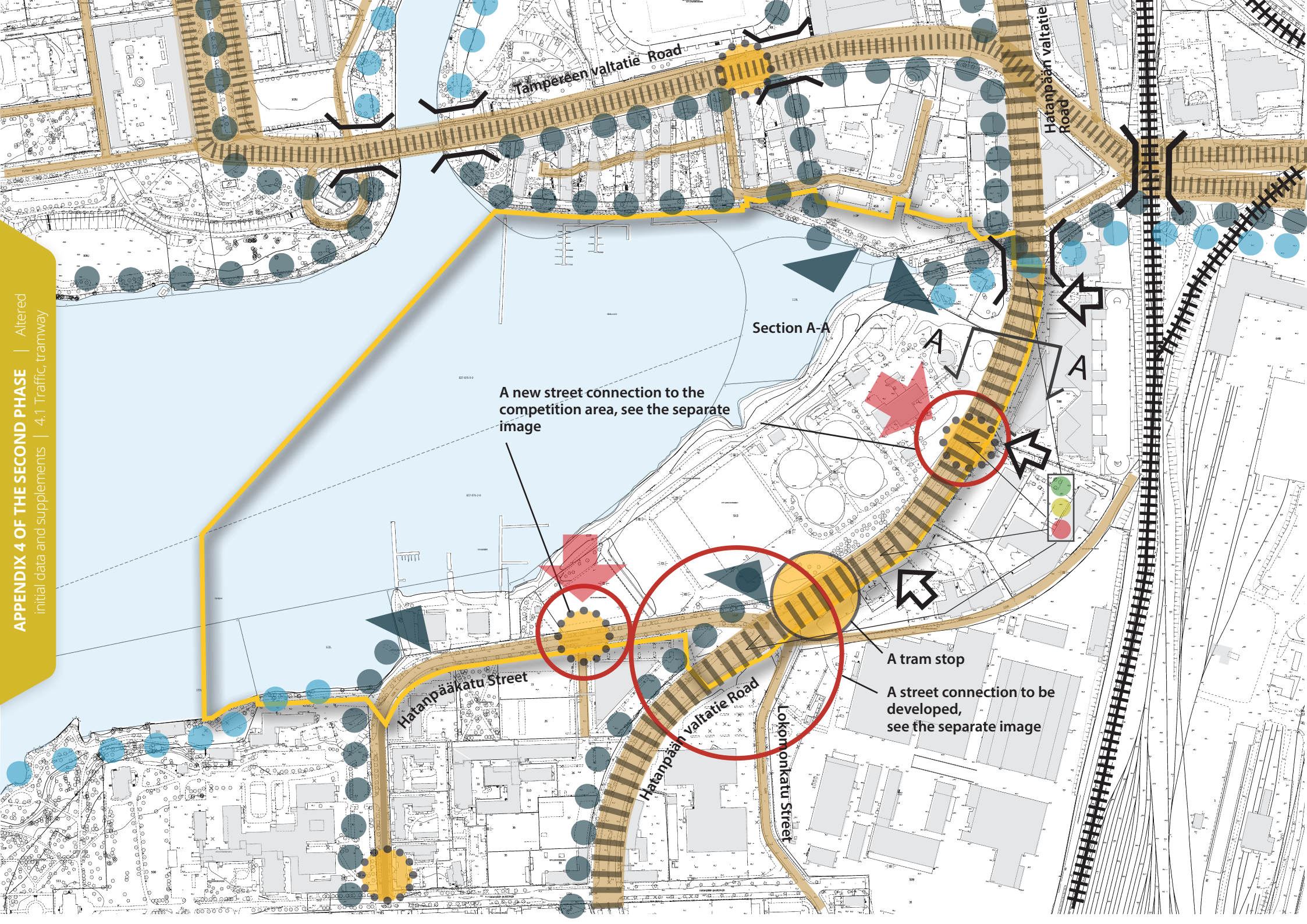
3. RELATION HEIGHTS AND LAKE VIEWS

4. GROUND FLOOR STRATEGIES
Public services


5. SHORE SCALE

6. HUMAN SCALE

7. URBAN SCALE


Tampereen valtatie Road
Hatanpään valtatie Road
Section A-A
A
A
A new street connection to the competition area, see the separate image
Hatanpääkatu Street
Hatanpään valtatie Road
Lokomonkatu Street
A tram stop
A street connection to be developed, see the separate image

TRAFFIC ARRANGEMENTS IN THE COMPETITION AREA AND CONNECTION TO THE TRAFFIC NETWORK

Main street

Street

Railway
(the railway is connected to a marshalling yard in Viinikka and a passenger railway yard in the city centre)

An underpass / bridge

A junction area to be developed

A new street connection to the competition area
Other street connection (to be preserved)

Traffic lights (current or new)

A tram street that also contains bus and vehicle traffic

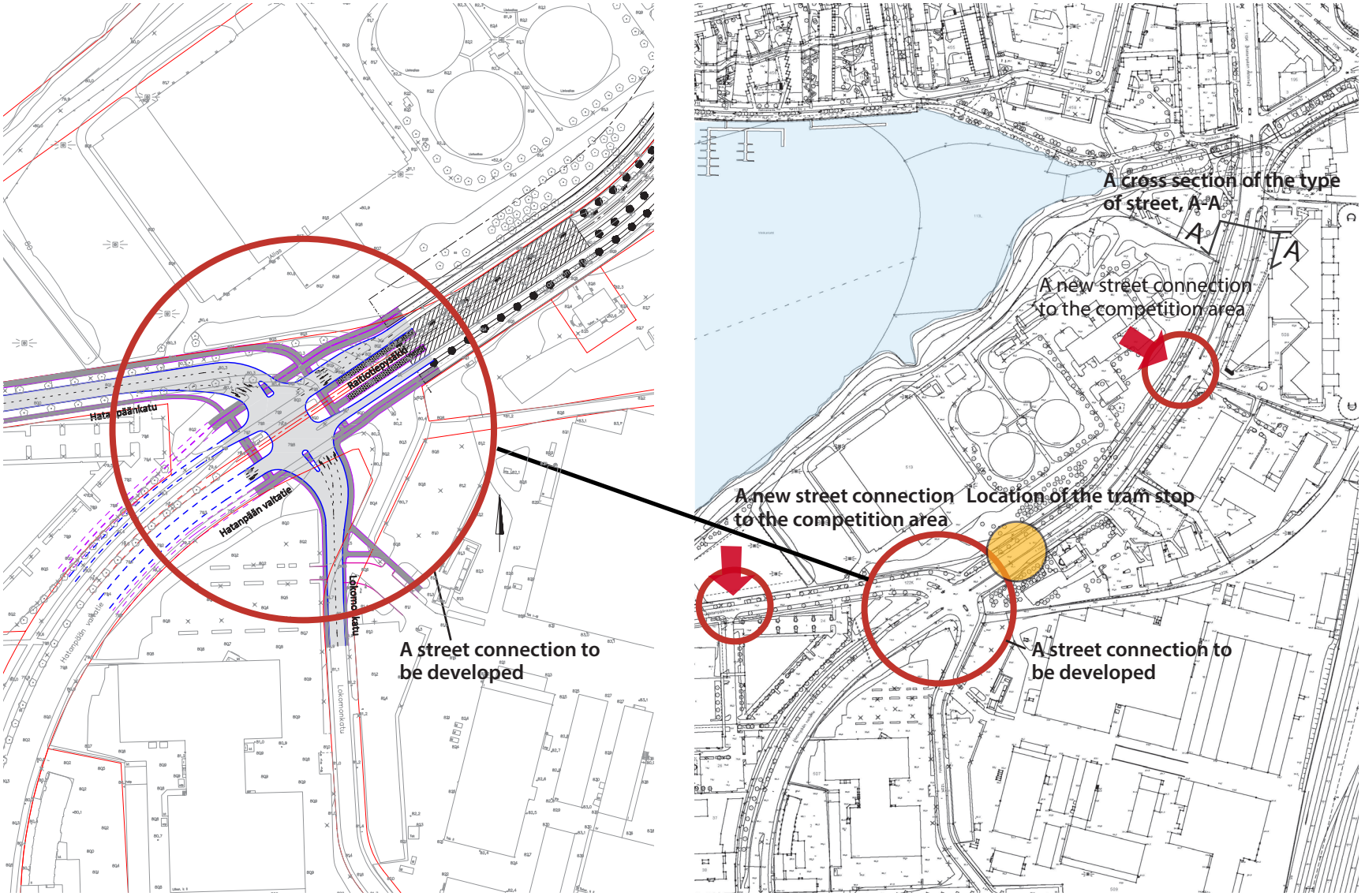
A bus street that also contains vehicle traffic

A tram stop (there will be a bus stop in connection to the tram stop)

A bus stop (on both sides of the street in connection to junctions)

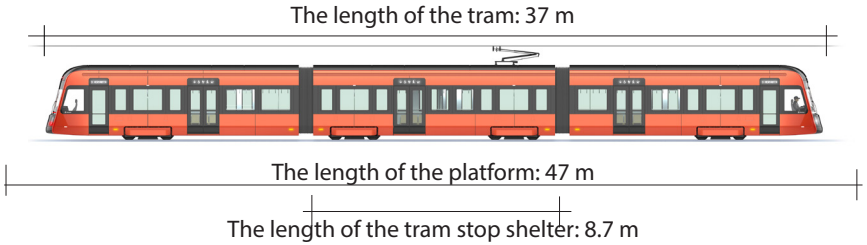
A pedestrian and cycling route
A connection need through the competition area

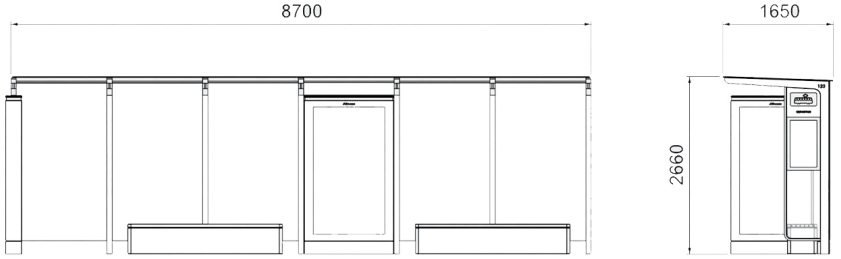
STREET ARRANGEMENTS OF HATANPÄÄN VALTATIE ROAD

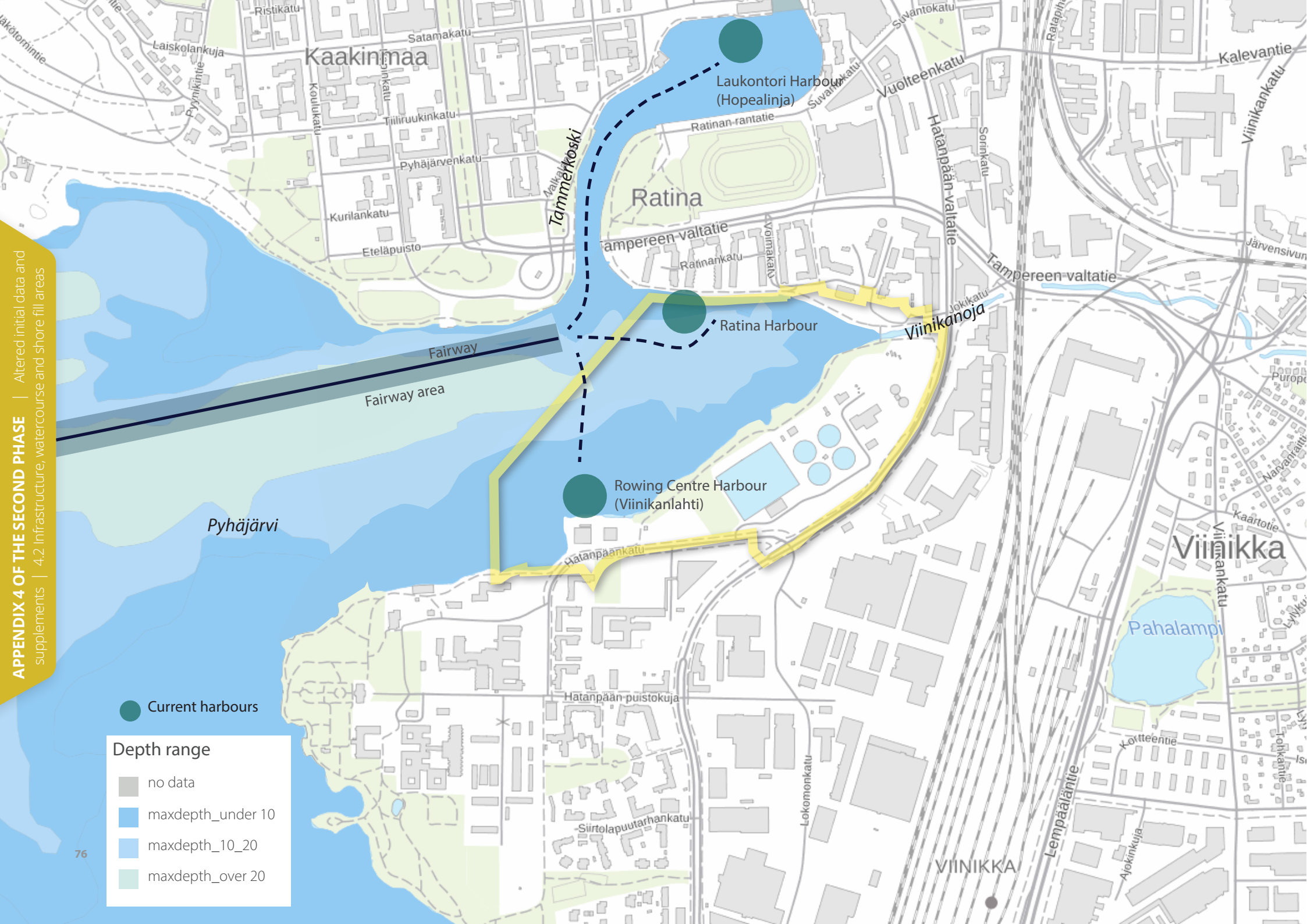


THE SHELTER AND CAR OF THE TRAMWAY IN TAMPERE

Images: Tampere Tramway Ltd./ JCDecaux Oy, 2019.





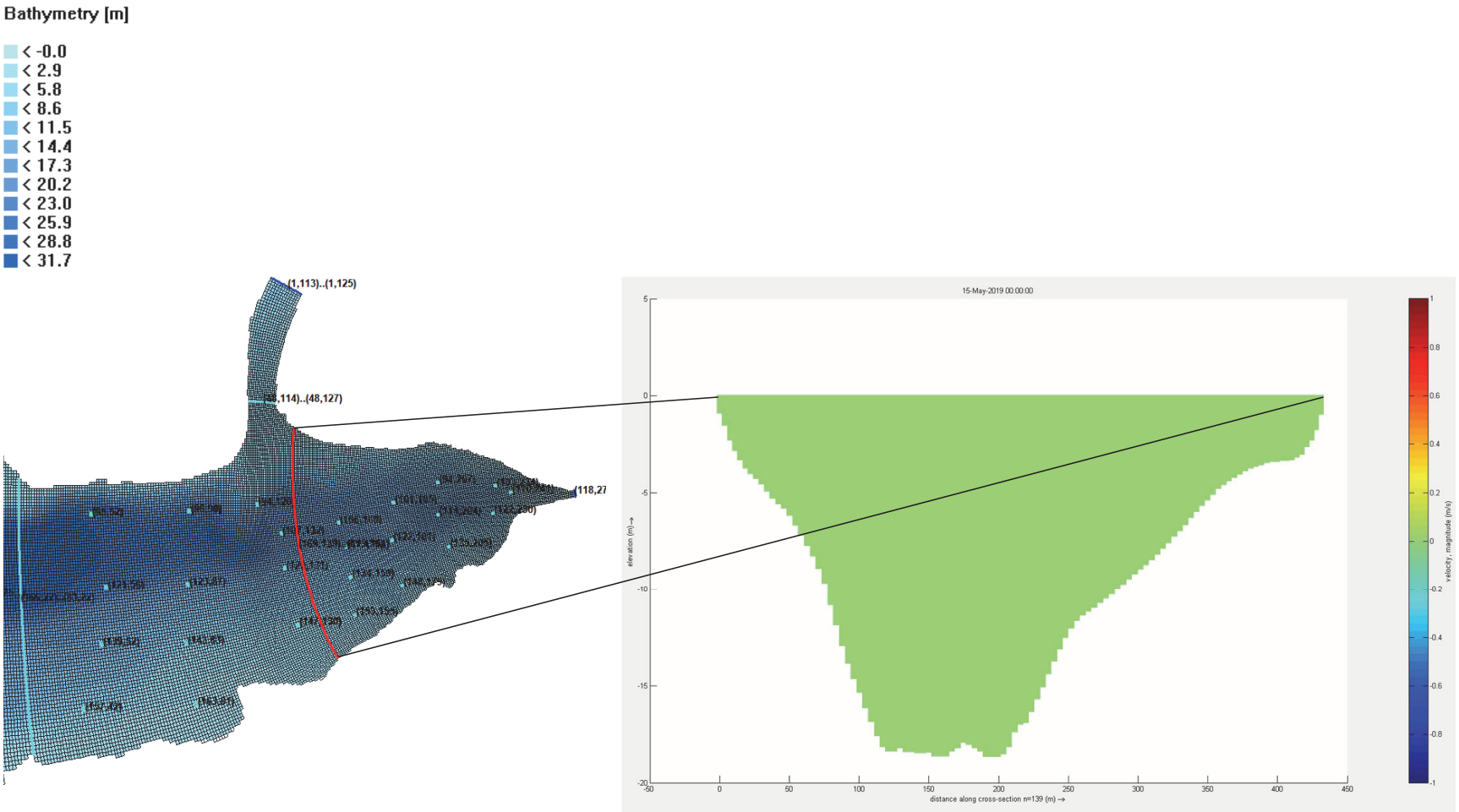


Current harbours

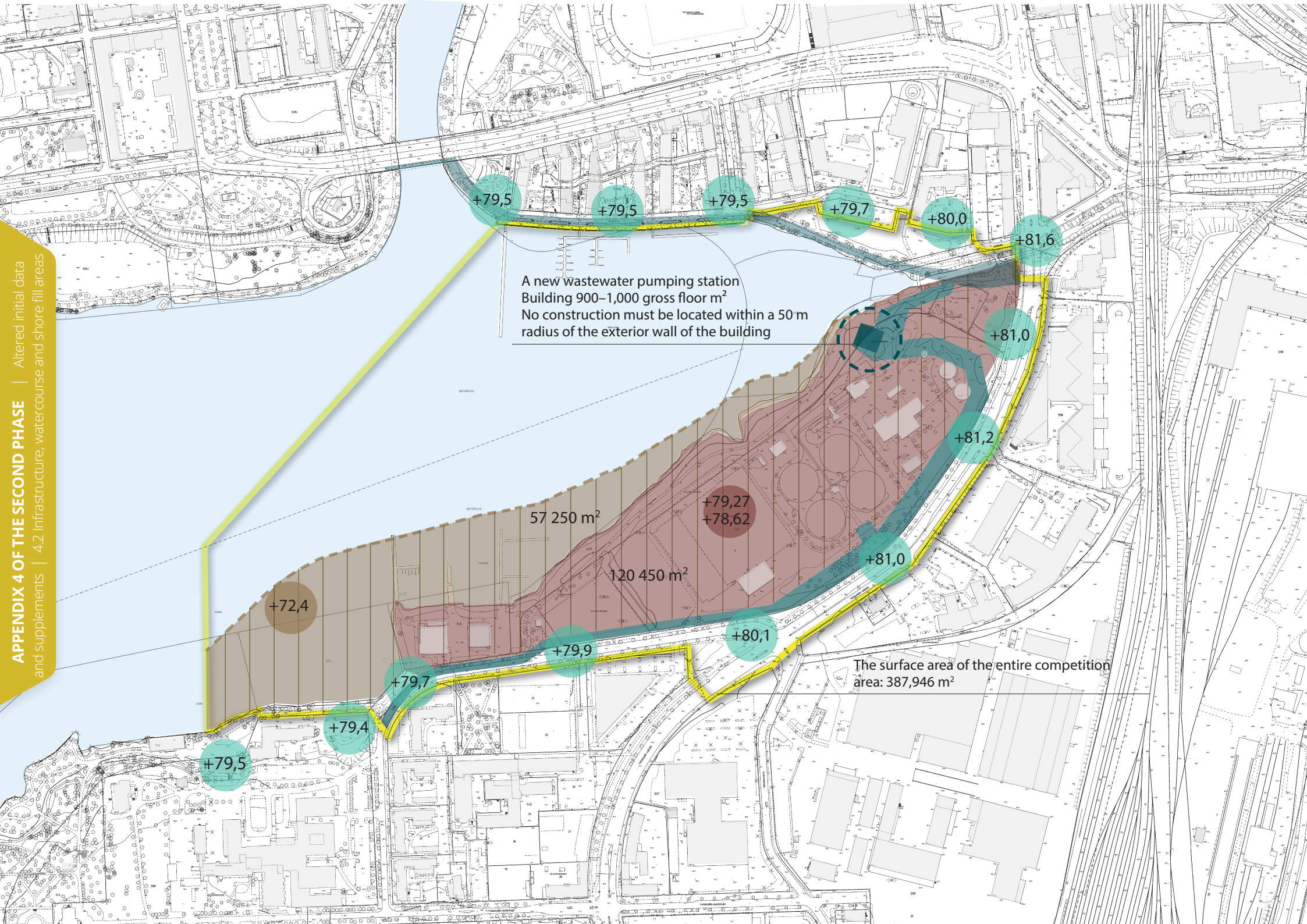
Depth range

- no data
- maxdepth_under 10
- maxdepth_10_20
- maxdepth_over 20

A CROSS-SECTION OF THE VIINIKANLAHTI WATER AREA



Source: The City of Tampere / Sitowise Ltd, 2019.


+79,5
+79,5
+79,5
+79,7
+80,0
+81,6
A new wastewater pumping station
Building 900–1,000 gross floor m²
No construction must be located within a 50 m radius of the exterior wall of the building
+81,0
+81,2
+79,27
+78,62
57 250 m²
120 450 m²
+81,0
+72,4
+80,1
+79,9
+79,7
+79,4
+79,5
The surface area of the entire competition area: 387,946 m²

POSSIBLE FILL AREAS AND ELEVATIONS OF CONSTRUCTION

Definitions of the markings:

The current land area and shoreline

Outermost permitted new shoreline (the border between the land area and the water)

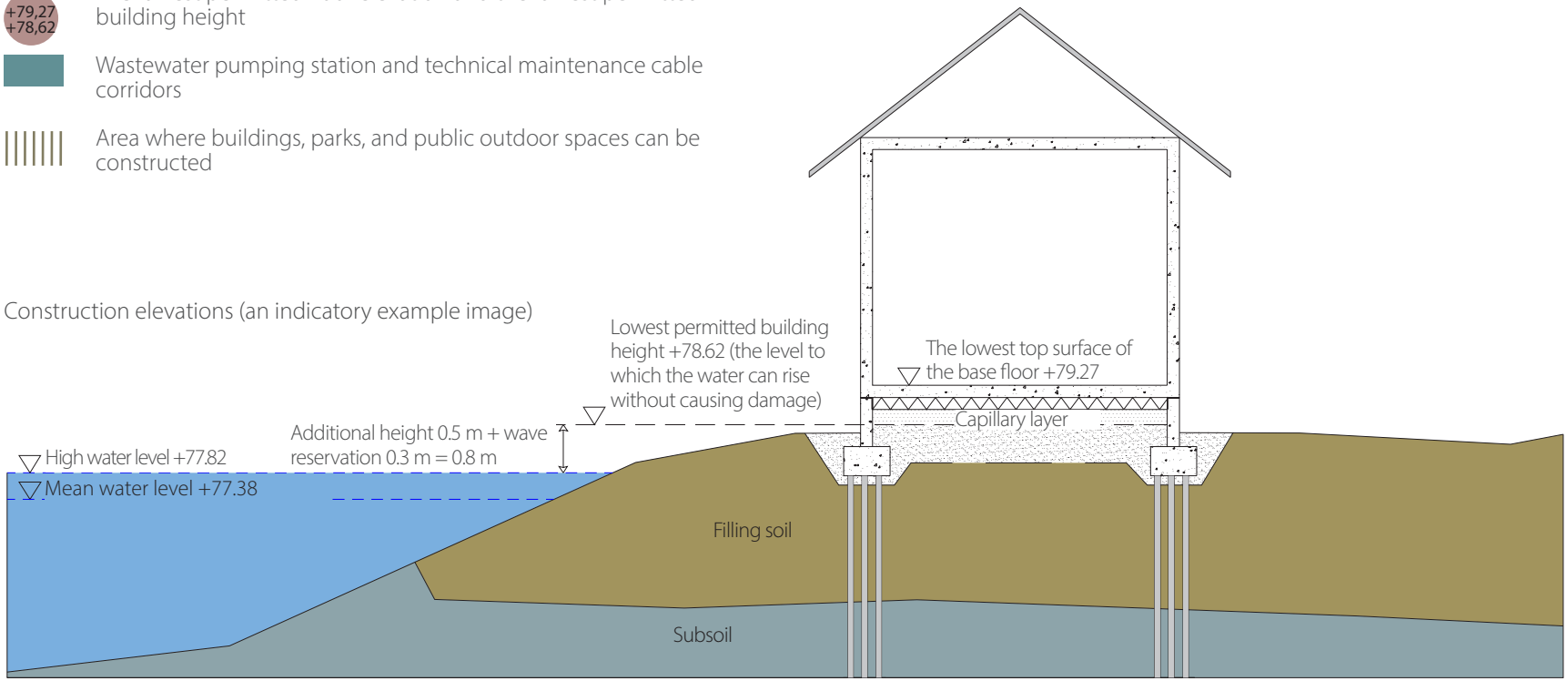
+81,6 Ground surface elevation to be preserved

+79,27 +78,62 The lowest permitted floor elevation and the lowest permitted building height

Wastewater pumping station and technical maintenance cable corridors

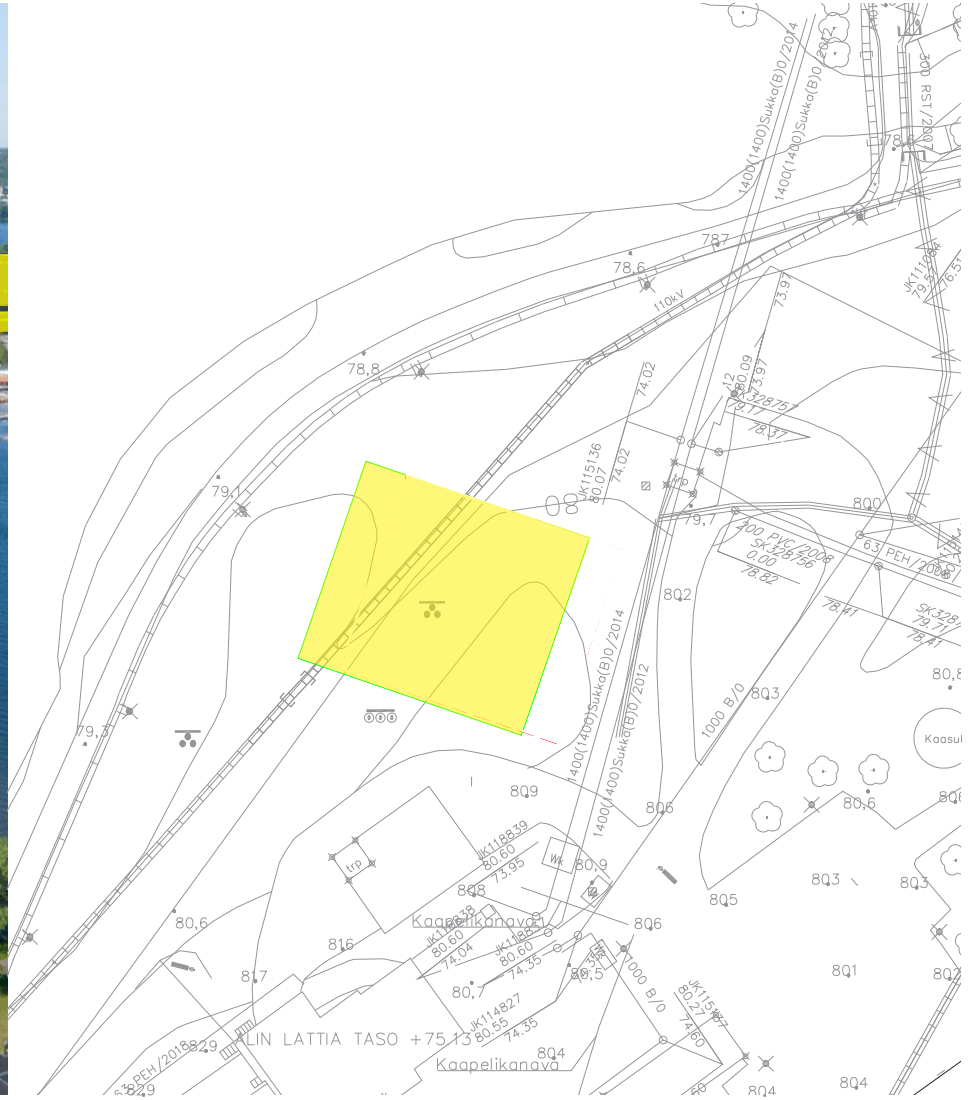
Area where buildings, parks, and public outdoor spaces can be constructed

Construction elevations (an indicatory example image)



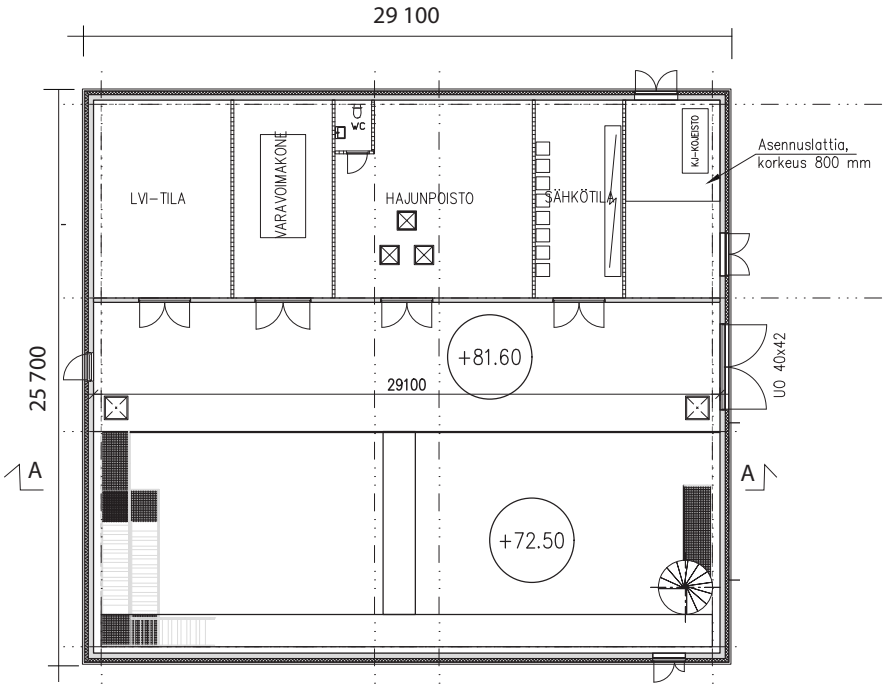
LOCATION OF THE WASTEWATER PUMPING STATION

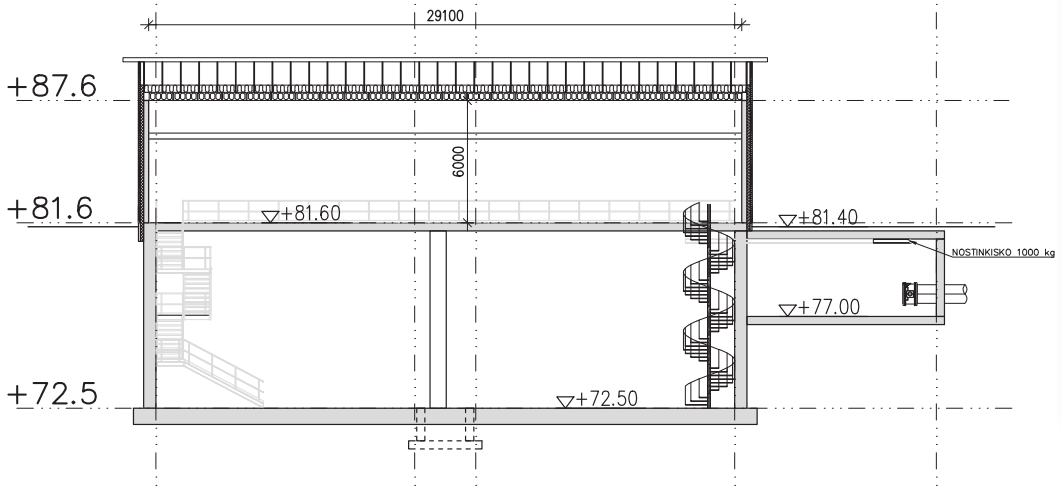
IMAGE: City of Tampere / Tietoa Finland Ltd , 2019.



Source: The City of Tampere / Pöyry Finland Ltd, Tampere Region Central Wastewater Treatment Plant Ltd, 2019.

A LAYOUT DRAWING OF THE WASTEWATER PUMPING STATION (1ST FLOOR) AND A CROSS-SECTION A-A





Source: The City of Tampere / Pöyry Finland Ltd / Tampere Region Central Wastewater Treatment Plant Ltd. 2019.

FACADES OF THE WASTEWATER PUMPING STATION

Source: The City of Tampere / Pöyry Finland Ltd / Tampere Region Central Wastewater Treatment Plant Ltd., 2019.

Image: The construction of the transfer sewer related to the wastewater pumping station is about to start.
Photograph: City of Tampere / Tarja Kaasalainen , 2019.

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
Organiser of the competition: City of Tampere, Five-star City Centre development programme
In cooperation with: the Finnish Association of Architects (SAFA) and the Association of Finnish Landscape Architects (MARK)
Competition secretary: Planest Oy / Antti Pirhonen
Data model coordinator of the competition: Tietoa Finland Oy
Editing of the competition programme: City of Tampere
Layout of the competition programme: City of Tampere
Translation and proofreading of the competition programme: Translatinki Oy
Printed competition programme: Grano Oy, 14 November 2019.

TAMPERE.
FINLAND

www.tampere.fi/viinikanlahti