

VISION FOR TAMPERE WEST+

A COLLABORATIVE PLACEMAKING CHARRETTE FOR THE WESTERN CITY CENTRE





CHALLENGE & OUTCOME

THE CHALLENGE

It is clear that every inch of the city centre has a story to tell, of historical backgrounds, previous planning decisions, political priorities and much more. At the same time, the city's agenda is full of challenges as its declared aim is to become carbon neutral already in 2030, which is 5 years earlier compared to Finland as a country. *"Finns always like to have a good race!"*, yes, but in the western part of Tampere city centre those responsible are facing any number of dilemmas, which are asking for clear answers, including:

- Introduce walking and cycling to reduce car usage.
- Attract thousands of new residents whilst keeping important green and leisure features that make a difference in liveability.
- Strengthen the commercial heart despite reduced car parking.
- Activate joint projects and teamwork between public and private sector, whilst there isn't always trust between those parties.
- Develop Keskustori, Tampere's most important square: which uses should there be in the future?

- How to create additional attractions and support cultural institutions?
- How to keep important jobs in WEST+, when everywhere else in Tampere new business areas are being developed?

These and many more issues have been considered during a complex Community Planning process.

A VISION FOR TAMPERE WEST+

Key ideas that emerged from the Vision Charrette were presented to the local community with a worldwide live stream on Wednesday 30 September 2020: Keskustori as the revitalised heart of West+ including a wintergarden, mobility hub, new footbridge links and exciting events all year round: establishment of a new vibrant mixed use urban quarter with a new 'culture loop' linking visitor attractions within West+; investment in parks and green spaces around West+ with new connections focussed on active travel, including pedestrianisation of Kauppakatu linking through to a rejuvenated Hämeenpuisto; a review of new housing development opportunities, parking and building-height policies in the central West+ area.

"Getting to know other businesses & city council people & understanding the big picture - everyone now sees the whole Vision. Going forward we will understand the whole picture & it will be easier for us to make decisions knowing this."

COLLABORATIVE PLACEMAKING

1.1 Why a collaborative Charrette	8
1.2 The WEST+ Process	10

PLANNING BRIEF (ANDREAS)

2.1 Stakeholders' Objectives	15
2.2 Experts planning brief	16
2.3 Public Community's Brief	18
2.4 Key Themes	20

WEST+ VISION

3.1 Placemaking Concept	24
3.2 Vision Masterplan	38
3.3 'Tame the car'/ Mobility	42
3.4 Connecting Green	52
3.5 Cultural Loop	68
3.6 Keskustori	76
3.7 The nine blocks	94
3.8 Increase residential	100
3.9 Business- and Employment Areas	112
3.10 Celebrate the waters	114

INNOVATION & SUSTAINABILITY

4.1 Innovation Strategy	124
4.2 GreenScenario	128
4.3 Sustainability Goals and Tools	130

WAY FORWARD

5.1 Main Vision Elements	138
5.2 Next Steps for Tampere City	140
5.2 Politics & WEST+ Town Team	142

APPENDIX

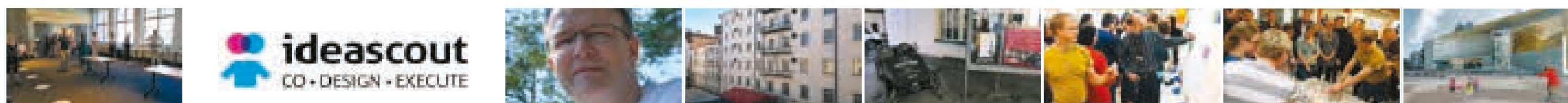
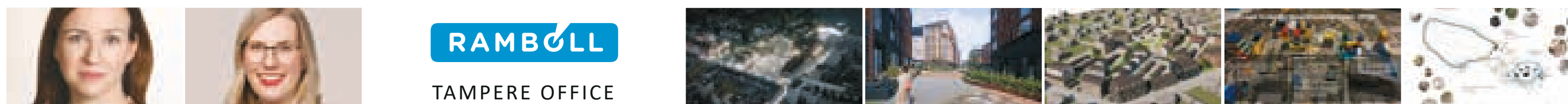
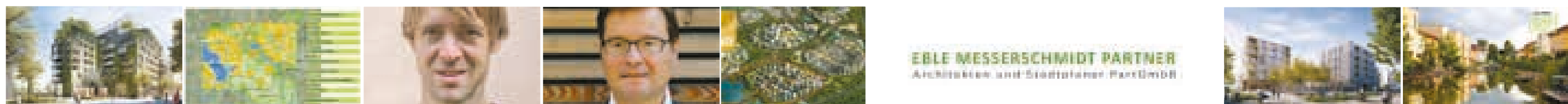
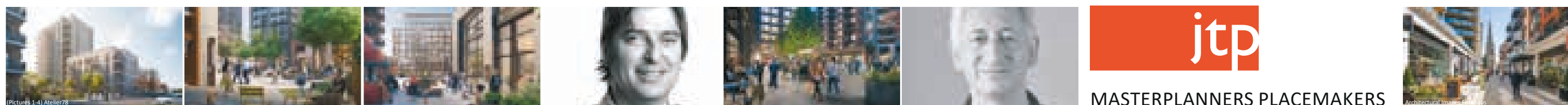
6.1 Web-based public questionnaire	146
6.2 Survey Housing Co-operatives	148
6.3 Hands on Planning Tables	158
6.4 WEST+ Visioning Panels	178
6.5 FIVE STAR CITY CENTRE Panels	184

The following partner jointly contributed to the WEST+ project

	TAMPERE	City of Tampere
	D-KULMA OY	Tram Programme
	EQ	D-Kulma
	FINNPARK	EQ
	LAHTISET OY	Finnpark
	Metsä	Lahtiset Oy
	PIRKANMAA	Metsä Group/ TAKO
	SÄRKÄNNIEMI	POK/ Sokos
	SINDORI	Särkänniemi - Amusement Park
	FINLAYSON AREA	Sponda
	VTS KODIT	Varma
		VTS

THE PLANS CONTAINED IN THE VISION WORK ARE NOT ALL IN ACCORDANCE WITH THE EXISTING PLANS, FORMULAS, ETC. OF THE CITY OR OTHER PARTIES. THE AIM OF THE WORK HAS BEEN TO FREELY BRING NEW PERSPECTIVES TO THE DISCUSSION, WHICH IS WHY IT HAS BEEN DESIRED TO MAKE PRESENTATIONS THAT ARE NOT IN LINE WITH CURRENT DECISIONS OR PLANS. THE FEASIBILITY AND FURTHER PLANNING OF THE PLANS WILL BE REVIEWED AT A LATER STAGE, IF NECESSARY.

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LÄNTISEN KESKUSTAN VISIOTYÖ

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THE SOUTH WESTERN REGIONAL COUNCIL • THE SOUTH WESTERN REGIONAL COUNCIL • THE SOUTH WESTERN REGIONAL COUNCIL • THE SOUTH WESTERN REGIONAL COUNCIL

1

COLLABORATIVE
PLACEMAKING
CHARRETTE

1. HIGHLY COMPLEX SITUATIONS

Charrettes are an excellent methodology to use in multi stakeholder situations dealing with strategic, urban design decisions of major importance, as they allow fair and transparent facilitation between all environmental, political and economic interests.

2. PREVIOUS PROCESSES FAILED

Charrette processes are often commissioned when the 'normal' development tools such as architectural competitions failed to deliver satisfactory results. Sometimes Charrettes are used as a 'third way' to overcome conflicts or deadlock situations that are preventing important future developments.

3. FRESH VIEWS OF OUTSIDERS

A key aspect for a Charrette is for it to be run by an experienced, interdisciplinary team of professionals from 'outside'. Their independent, neutral views enable them to facilitate the local process and to deliver design proposals that respond to the brief, reflect previous ideas and incorporate the stakeholders' agendas. They may introduce new ways of thinking about longstanding problems.

4. ACCELERATE COMMUNICATION

The basic idea behind a Charrette is to get the various stakeholders together in a forum that encourages them to exchange standpoints and ideas whilst jointly developing solutions. It creates a momentum to which all stakeholders are invited to contribute, whether from the public or private sector, local, regional or maybe even national authorities. Making this happen is not always easy but, because a Charrette creates not only a forum to be seen and heard but also an opportunity to exchange ideas and generate new ones, even major players tend to participate, giving rise to breakthroughs in project communication that are unlikely to arise through traditional design processes.

5. BETTER DECISIONS

Having a shared overview of the urban planning situation which the diverse group of stakeholders and decision makers can discuss and develop together provides a much better understanding of the complexities and the 'do's and don'ts'. As a result, subsequent decisions, for instance of public planning frameworks or private investments, will be much better informed.

6. ADDITIONAL RESOURCES

Charrette processes often result in delivering more than was envisaged by the initial brief. Inspired by the creative work, exciting results and future opportunities, additional stakeholders join 'the club' and contribute their ideas as they take on board the 'win-win-win' nature of the project. New public funding lines are often found by Charrette participants to support the delivery of a project, and the Charrette report can be used as a great marketing tool for future initiatives of all kinds.

7. SPEEDIER DEVELOPMENT

The fact that so many important stakeholders and decision makers understand the complexity of the situation through their creative collaboration helps to pave the way ahead; Charrettes can have a breakthrough effect which can accelerate the timescales for development.

8. MORE APPROPRIATE RESULTS

The holistic view provided by a Charrette process will establish the base for more integrated solutions; there are no high quality, place making solutions without integrated planning. Spaces, services and uses for the future users and customers of an area have to be designed beyond individual 'box thinking' or private property boundaries. Charrettes enable participants to think 'outside their boxes' so that the outcomes will work better for everyone.

9. MORE SUSTAINABILITY

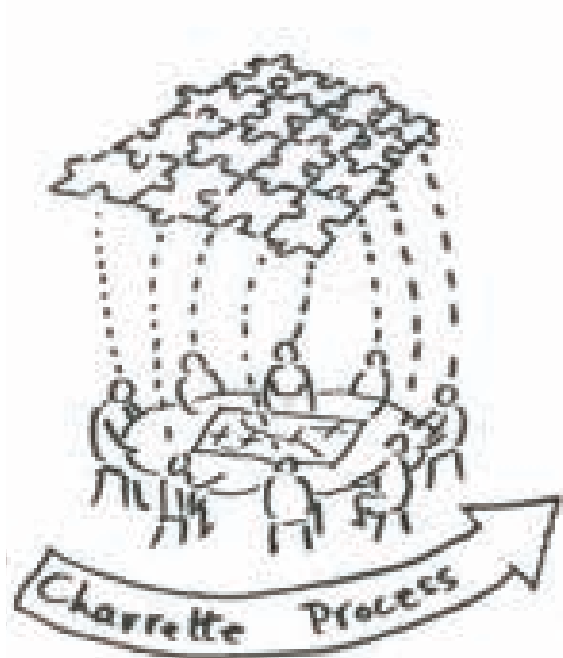
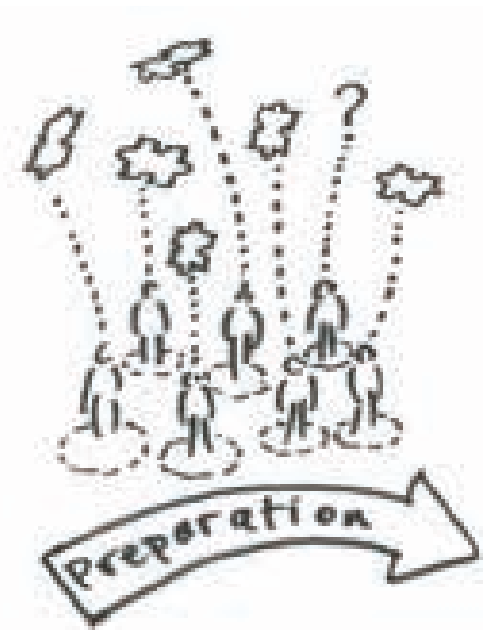
Collaborative thinking leads to better-integrated, sustainable and more people oriented solutions that support social life and health and increase the sharing of resources, infrastructure and sustainable mobility.

10. PREPARE FOR PUBLIC INVOLVEMENT

Charrettes provide a safe, confidential atmosphere that allows transparent and creative exchange between stakeholders. As an optional next step, wider public may also be included through Community Planning processes.

11. TEAM BUILDING

In highly complex or pressurised projects, a Charrette process helps to identify and communicate the key themes amongst a diverse group of actors and initiators. Typically this leads to close collaboration that unites the players, rather than everyone acting on their own and thereby getting into conflict with the other parties.



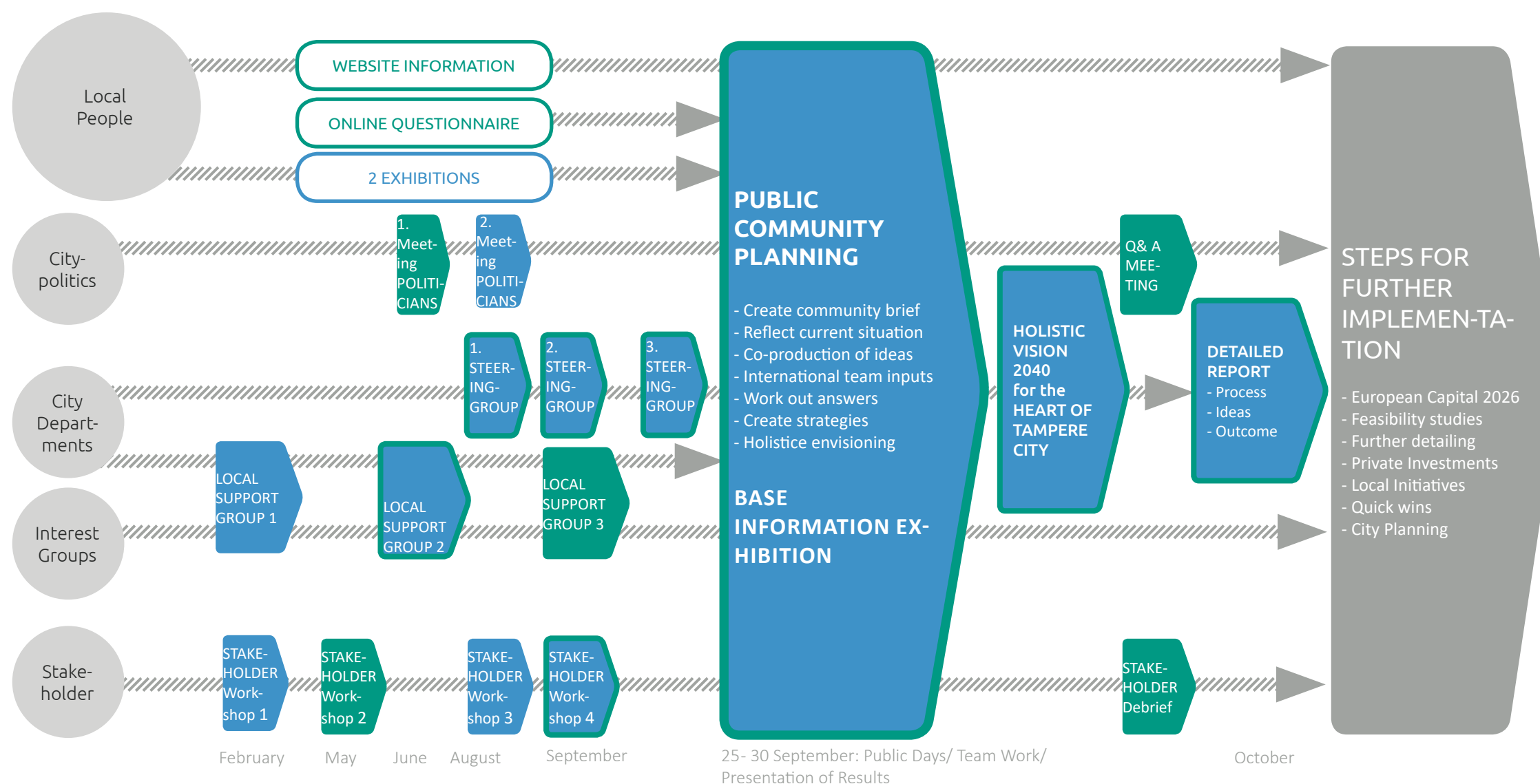


1.2 THE WEST+ PROCESS

COLLABORATIVE PLACEMAKING CHARRETTE 11

LÄNTISEN KESKUSTAN VISIOTYÖ

TAMPERE WESTERN CITY • VISION WORK



2020 - STAGES OF THE COLLABORATIVE ENVISIONING PROCESS - LOCAL • ONLINE • COMBINED

WEST+ PROCESS DESIGN

The city of Tampere invited an international team led by Von Zadow International and JTP to undertake a nine-month, interactive Charrette process, working with stakeholders and the wider community to create a Vision for the regeneration of the western part of the city centre, known as West+.

A wide range of experts, city planning departments, interest groups and representatives of political parties were integrated into the 9-month process. A series of stakeholder workshops, meetings, walkabouts, cycle tours and public hands-on-planning tables were held in the run-up and during the public Tampere West+ Charrette.

Due to the unexpected Covid situation a lot of physical meetings had to be replaced by web-based communication, which turned out to be astonishingly productive. The number of contacts and meetings grew over time and over 750 people took part in one way or another in the visioning process.

The local community was invited to bring in their likes, dislikes and dreams for the future, using an online map-based platform. Everyone was also invited to participate over two days of public Charrette workshops.

The International Team facilitated a complex process to raise everyone's understanding and engagement and to collectively create the WEST+ vision, which include Key Themes, a Development Strategy, an Illustrated Masterplan Concept, Next Steps Recommendations and a detailed report.

Proposals for action will be taken forward both by private actors and the City of Tampere.

Perhaps the most important focus was put on social governance so that now radically new processes can take place to accelerate joint projects and teamwork between the public and private sectors; for example the creation of a WEST+ Town Team.



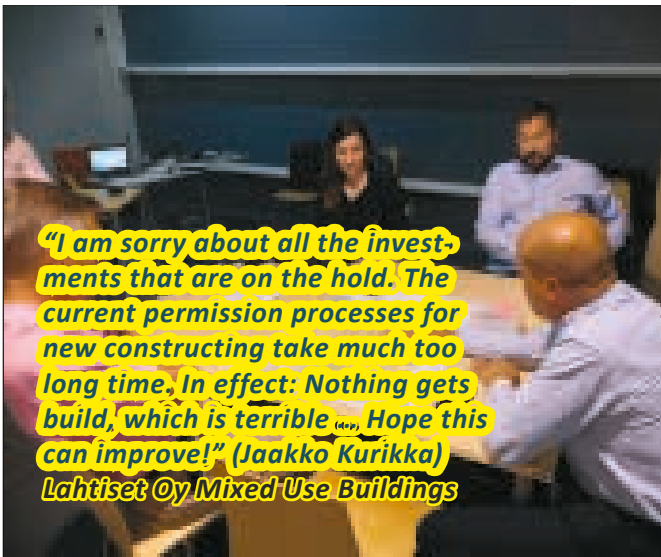
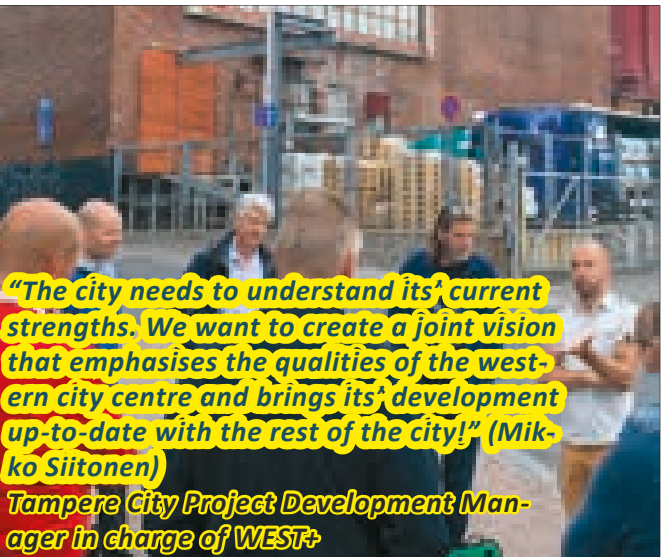
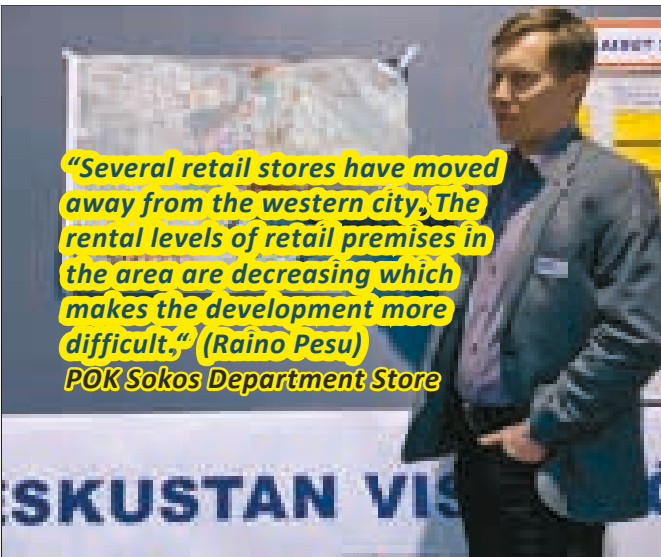
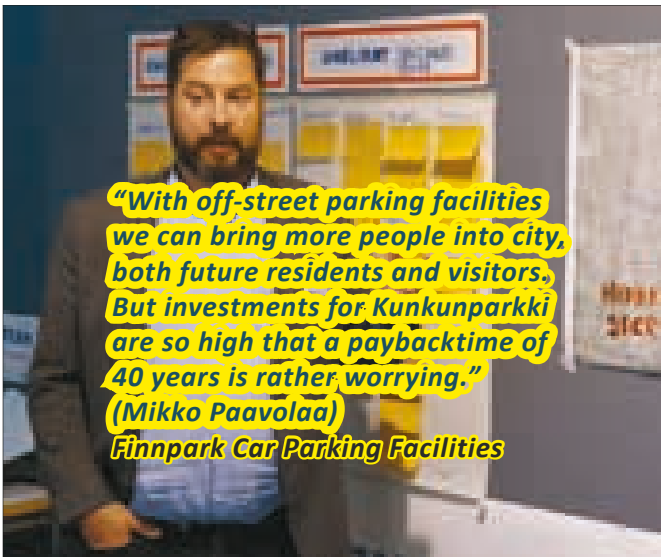
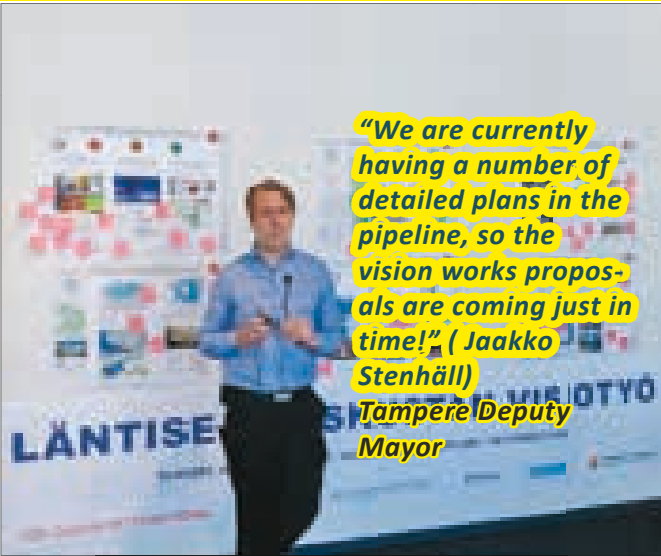
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PLANNING BRIEF

Stakeholders of the WEST+ visioning process gave clear objectives as part of a series of workshops, walk-about tours, hands on planning tables and online conferences.

2.1 STAKEHOLDERS'S OBJECTIVES

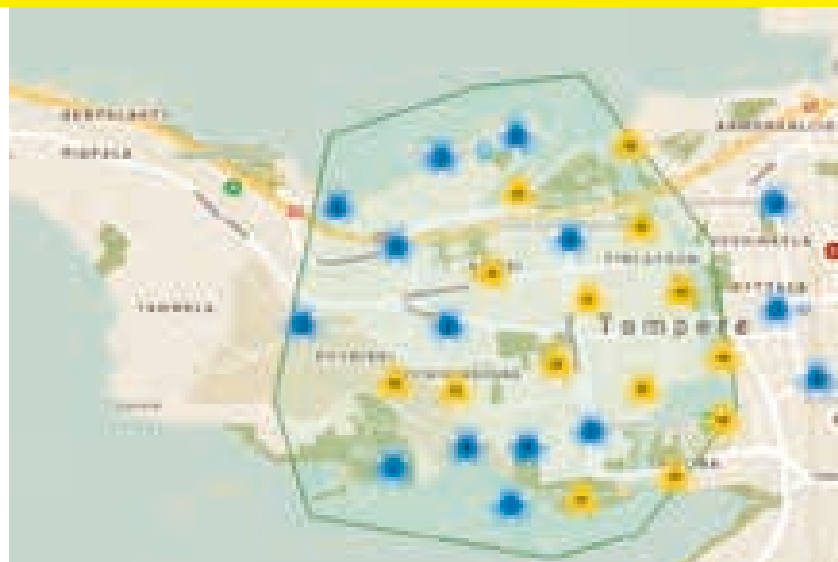
PLANNING BRIEF 15





2.3 PUBLIC COMMUNITY'S PLANNING BRIEF

PLANNING BRIEF 19



**WEST+ KULTTUURI
JA HISTORIA**
**CULTURE AND
HISTORY**

PUBLIC HANDS-ON-PLANNING TABLES

As part of the Community Planning Weekend September 2020, citizens were invited for two days to join public workshops in the midst of the planning area. In the format of hands-on-planning tables participants engaged actively in the exchange of opinions around 9 main themes. With great expertise a wealth of local knowledge emerged and suggestions were made in each of these groups. Please see appendix for further details.

**VIHERALUEET,
PUISTOT JA RANTA-
ALUEET**

**GREEN AREAS,
PARKS AND SHORE
AREAS**



**AMURI JA
PYYNIKINTORI**

**AMURI AND
PYYNIKINTORI**

WEB-BASED PARTICIPATION TOOL

Due to the Covid situation many people preferred not to join the public meetings but to express their opinions and ideas with the help of the online tool 'Create Communities'. More than 450 comments were given focussing on:

- likes
- dislikes
- dreams

Please see the detailed results of the online participation in the appendix. You will find a rich list of topics to be included in any of the future strategic decision-making and detailed planning processes for WEST+.

LIIKENNE
TRAFFIC



HÄMEENPUISTO

**KÄVELYN JA
PYÖRÄILYN REITIT**
**PEDESTRIAN AND
CYCLING ROUTES**

**KESKUSTORI JA
KAUPALLINEN YDIN**

**CENTRAL SQUARE
AND COMMERCIAL
HEART**

**SÄRKÄNNIEMI JA
FINLAYSON**
**SÄRKÄNNIEMI UND
FINLAYSON**



THE FOLLOWING KEY THEMES ARE A SUMMARY OF THE OUTCOMES FROM THE TAMPERE WEST+ COMMUNITY PLANNING PROCESS.

1. SUPPORT FOR WEST+ RENAISSANCE

The western part of Tampere city centre has a strong heritage, with many pleasant buildings, parks, streets and squares, with some hidden treasures, cultural and community assets and of course access to the rapids and the lakes. But the area is currently lacking identity and purpose and in common with many city centres is confronted with challenges, including changing trends in retail and leisure and the ramifications of Covid 19. The community has understood that West+ must reinvent itself, building on its unique assets to bring back life and activity, and attract more people and investment into the centre and create a more liveable city.

"Bring West+ back to life!"

2. REVIVE PARKS AND GREEN SPACES

A key part of the character of West+ is the many accessible parks and green spaces. These green assets are much valued and the pandemic has reminded everybody of their importance for wellbeing and quality of life. However, there is a strong view that investment is needed to improve the quality, connectivity to and through, and activities in many of these park and spaces. In addition, there is scope to green many of the harder urban streets and spaces in West+.

"Green is enough, quality and variety is lacking."

3. REVITALISE THE GRID

Many streets are in need of investment, particularly in the commercial heart, to improve their attractiveness as places to visit and linger. The grid offers the opportunity, through its hierarchy of streets, to create and define character areas. Potential for pedestrianisation of certain streets can be piloted to create people focussed places and uses. There should be attractive open spaces and squares in the city and blocks can become more permeable creating cut throughs and intimate courtyard spaces. Public spaces should cater for both summer and winter activities and each space, whilst being part of the greater whole, should have its own identity.

"Small is beautiful" - create smaller spaces which are functional and meaningful."

4. TAME THE CAR, PROMOTE ACTIVE TRAVEL

Many participants feel that West+ is dominated by the car and a better balance should be created. The opening of the new tram service in 2021 will help create a shift in emphasis in the city and there is a strong desire to push for better walking and cycling routes in the centre, including bridges from Kirjastonpuisto to Koskipuisto Park. To enable and encourage more active travel and consequently improve the quality of streets and places. Opportunities to pedestrianise streets and unpick the one-way system should be investigated.

"Strengthen pedestrian and cycle routes between the lakes and generally within the whole of WEST+"

ALL QUOTES ARE FROM PARTICIPANTS.

5. CREATE QUARTERS

Improving the walkability and liveability of streets will promote the creation of new quarters and places in West+. A new cultural loop can define a new urban quarter linking the rapids and Keskustori in the east through to Pyyrikintori in the west, connecting up many key assets in West+ and incorporating the 'nine blocks' of the commercial centre. Investing in Hämeenpuisto will also define an improved north-south connection linking Särkänniemi and Näsinpuisto in the north with Eteläpuisto in the south. These quarters and places can be branded, programmed and promoted to encourage visitors and stimulate vitality.

"Green and urban grids and connections should be strengthened and be redefined."

6. REIMAGINE KESKUSTORI

Keskustori occupies a pivotal position in West+ but is currently not fulfilling its potential as a "nexus" for the city and a driver of vitality. Removing surface parking and replacing it with a new public wintergarden building and mobility hub will help orientate people arriving in the space and provide a year-round visitor attraction related to the activities in and around the square. A year-round programme of events, including a Christmas market, will bring footfall which will ripple through the commercial quarter and beyond. New footbridges across the rapids will bring the two sides of the river together and create one park connected to the square.

"Keskustori is not working good enough - a lot of potential should be unlocked."

7. REFRESH HÄMEENPUISTO

Hämeenpuisto is the main green route connecting the northern and southern parks and was masterplanned as a key space in the city. However, participants wanted to improve its quality and ambiance and there is a desire to reduce the dominance of cars and improve the walking and cycling experience. Participants wanted more variety along the green avenue with more activity and interest along the route.

"Hämeenpuisto should be upgraded, more human scale and less traffic / parking focused."

8. BRING LIFE & ACTIVITY

Many events and activities currently occur in West+ but there is a feeling that a more holistic framework is needed to link these activities together. A particular emphasis should be given to spaces for youth and young adults. Overall, the creation of a new branded cultural quarter could include the curation and management of a full year-round programme in West+.

"Bringing everything together will create a whole offer which is more than the sum of its parts!"

9. EMBRACE PARTICIPATORY PROCESS

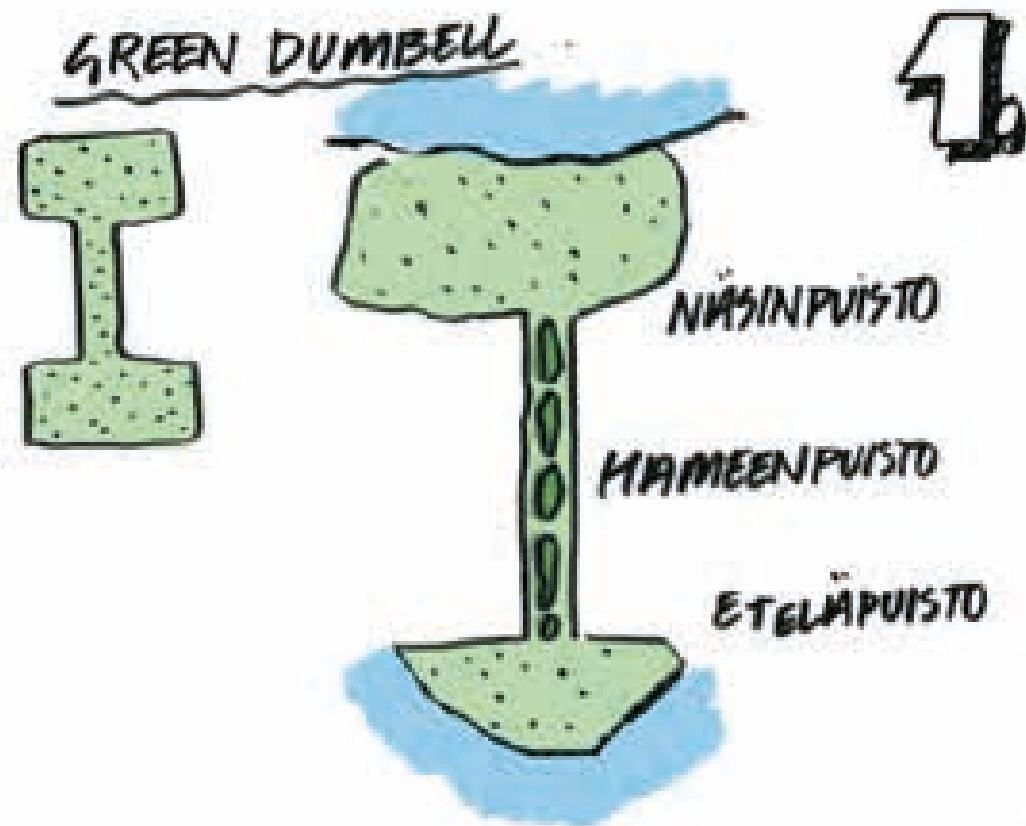
Throughout the West+ community planning process participants have appreciated being asked for their thoughts and ideas before plans are made and finalised. A key outcome is to continue the participatory process and establish a West+ Team to take the process forward and help deliver the Vision. Projects will vary in complexity and scale but there is scope to be experimental and test low cost but effective initiatives to deliver early wins!

"WEST+ should become a unique place and we want to be a significant part of this change!"



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A VISION FOR WEST+



CROSS DIMENSIONS

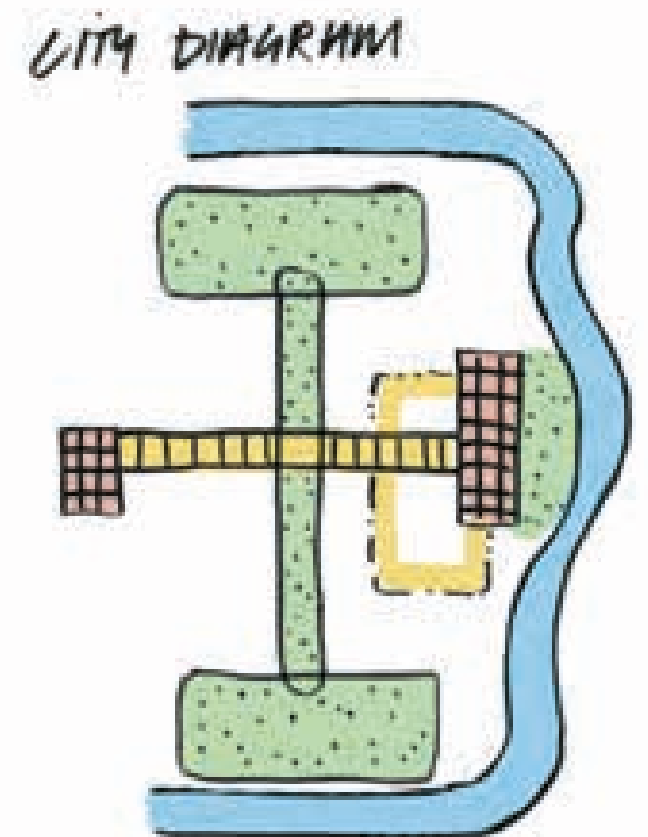
Cities are by their nature complex. Layers of history are constantly overlaid by infrastructure and new developments making for a constantly evolving environment. However, for cities to function properly they need a **clear diagram of public space** to make them usable, navigable, and understandable to residents and visitors.

Through the Charrette process Tampere and its townscape has been assessed and understood with its inhabitants and through this dialogue the vision for WEST+ has been created.

Tampere is formed by its **unique relationship with water** and in turn, the two green public spaces that relate directly to this. To the north is the park called Näsinpuisto and the south, Eteläpuisto. These are joined by the impressive Hämeenpuisto, a greened avenue that with the two parks forms a **'Green Dumbbell'** running north/south.

By contrast, the city is also served well by **hard landscaped public spaces**, with the largest of these being Keskustori, which acts as a focus for public gatherings and Pyylikintori to the west, also a sizeable space. The two squares are connected by a number of streets and one in particular, Puutarhakatu is the address of a number of important public buildings. This began to be considered as a cultural route tying the two spaces together and creating a **'Cultural Dumbbell'** of hard landscaped spaces running east/west.

By bringing the two dumbbells together in conjunction with its relationship to the rapids and the commercial centre a clear urban framework for WEST+ has been plotted.





WEST+ DIAGRAM

Further aspects were considered to complete the 'Diagram'. The importance of greenery in our lives is increasingly being understood, whether it's an environment for exercise and relaxation, planting food, biodiversity and habitat creation or to simply enjoy looking at.

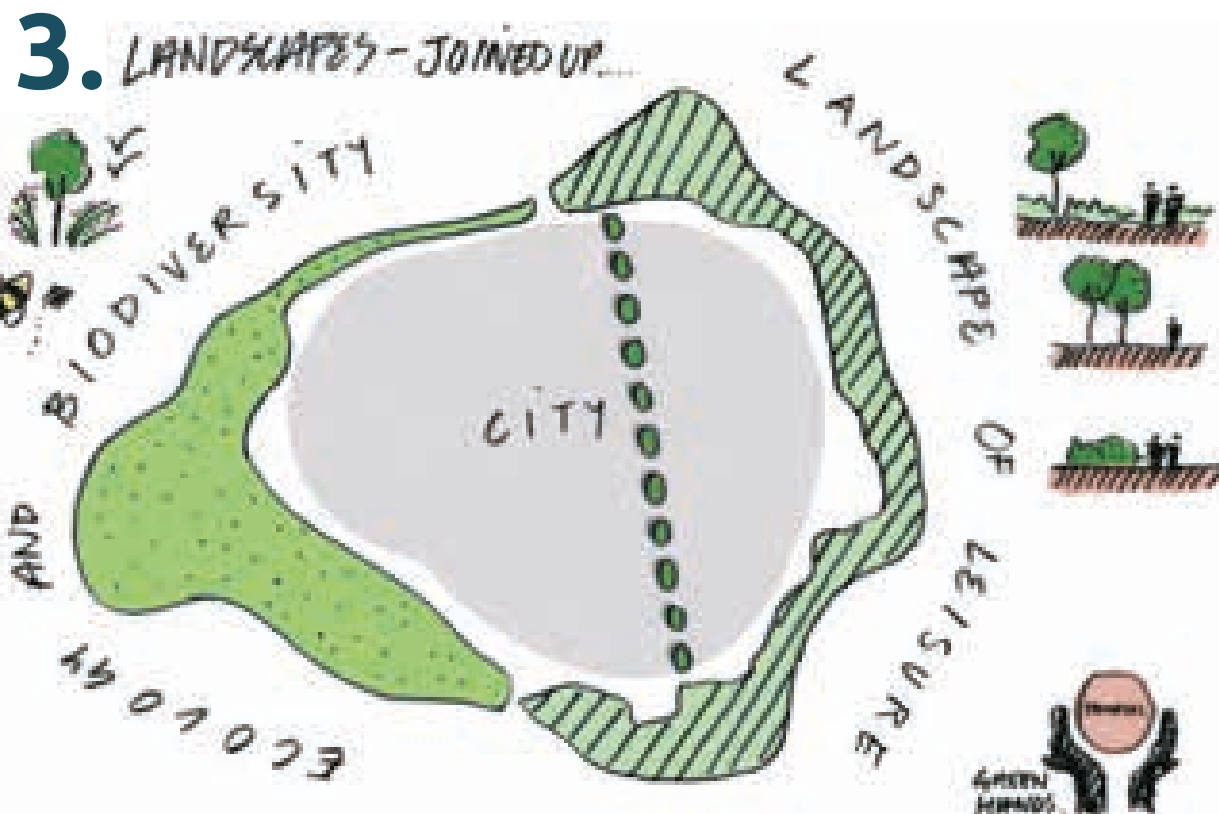
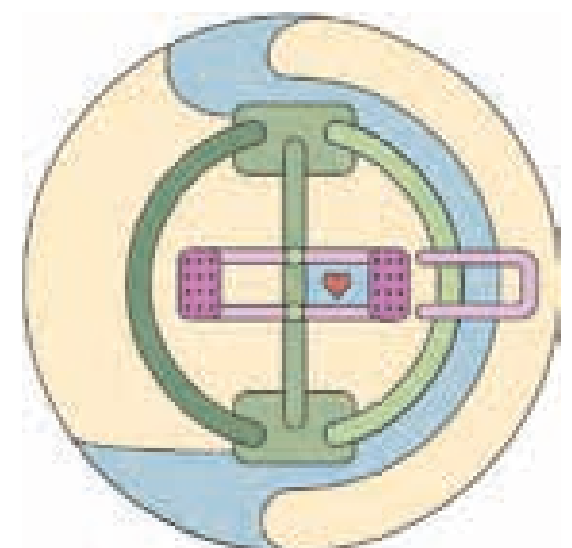
Tampere has extensive green swathes to the west and there will be benefits of connecting these to the north and south parks forming a **western arc of landscape connecting** the railway sidings to established forested areas to create landscape with its emphasis on ecology and biodiversity.

To the east are a number of more designed green spaces adjacent to the rapids and the vision shows a **landscape of leisure**, extending the greenery from

the park in the north, alongside the river to the park to the south. This could be achieved by a number of different measures using vertical, horizontal and even floating greenery to make the connection.

By creating the **green ring around WEST+**, the landscape works as one and creates a nature recovery network maximising the benefits of the greenery for the public but also for wildlife, encouraging life to flourish.

The final aspect recognising the importance of the connectivity of WEST+ promotes links beyond to the amusement park and to the east bank of the Rapids, creating a connected place that looks outwards to the rest of the city and welcomes people in.





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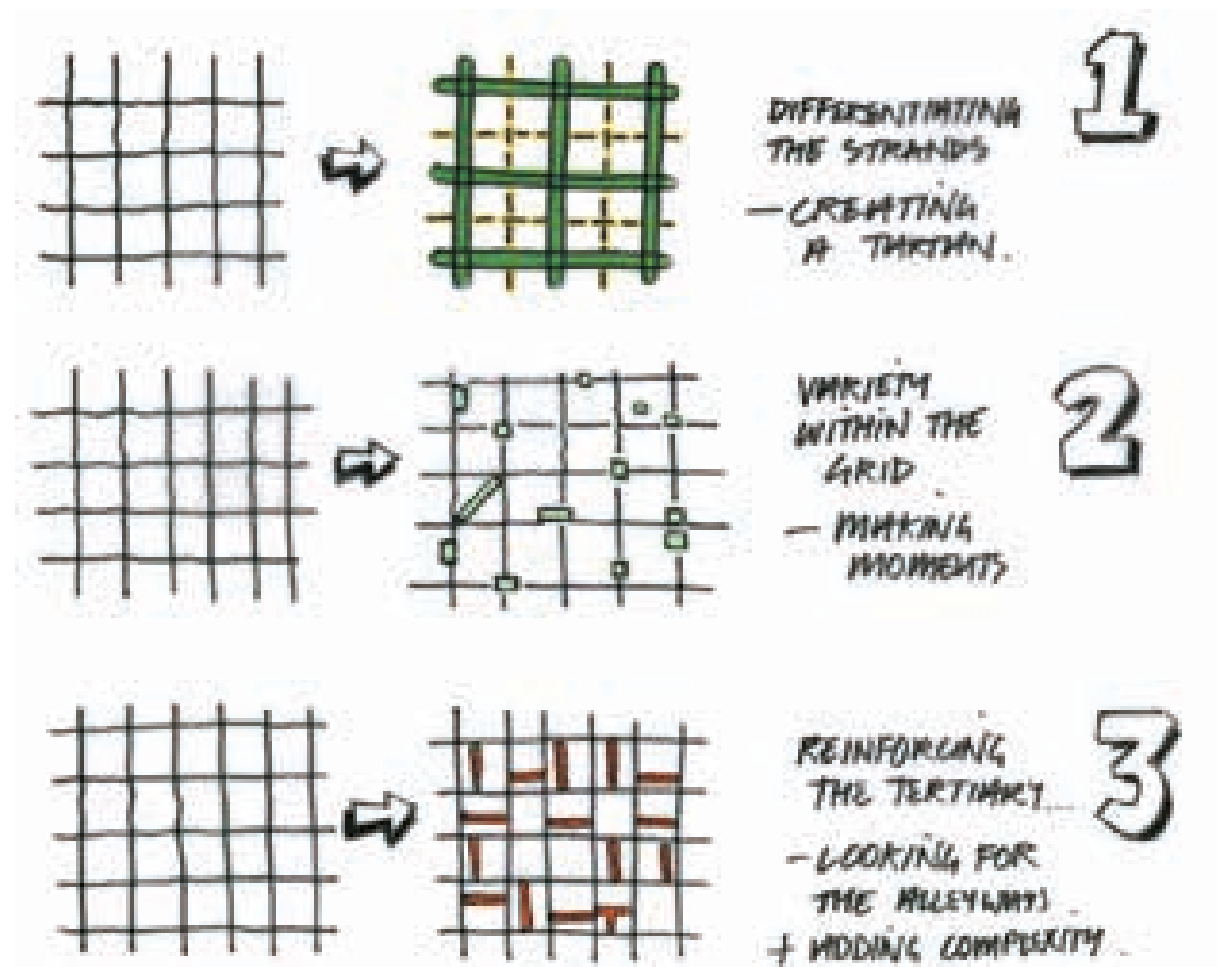


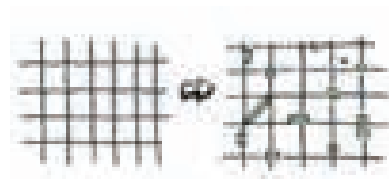
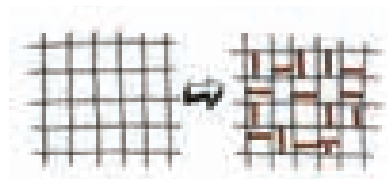
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GETTING MORE FROM THE GRID

Cities with grid patterns are easy to comprehend and have a logical system of connections. However it is the variety created within the grid or when features work against the grid that create memorable pieces of townscape and add character.

The WEST+ Vision incorporates three ways of getting more from the grid to add a richness and distinctiveness to the grain of WEST+.





3.1 PLACEMAKING CONCEPT

REINFORCING THE TERTIARY - LOOKING FOR THE ALLEYWAYS AND ADDING COMPLEXITY

The clarity of the street network is a virtue but to create different spaces there are opportunities within the plots to add complexity to the public realm. It is the intimate spaces that often create 'sticky' environments or places that people are naturally drawn to and linger in with their human scale and visual clutter. The blocks in WEST+ provide a number of chances to turn spaces currently considered as 'backs' into 'fronts' and create a network of animated alleys and alternative routes through the city.

VARIETY WITHIN THE GRID - MAKING MOMENTS

To create variety in the grid and add opportunities for further neighbourhood-based greenery the idea of creating moments within the grid pattern was explored. The best, most liveable grid structures from around the world were examined such as the clever spaces created in Barcelona where four plots come together with chamfered corners and the network of small parks in the grain of New York. These moments bring delight within the grid and can be introduced today with 'parklet' structures constructed within the space needed for two parked cars which can act together to create a network of greenery within the city

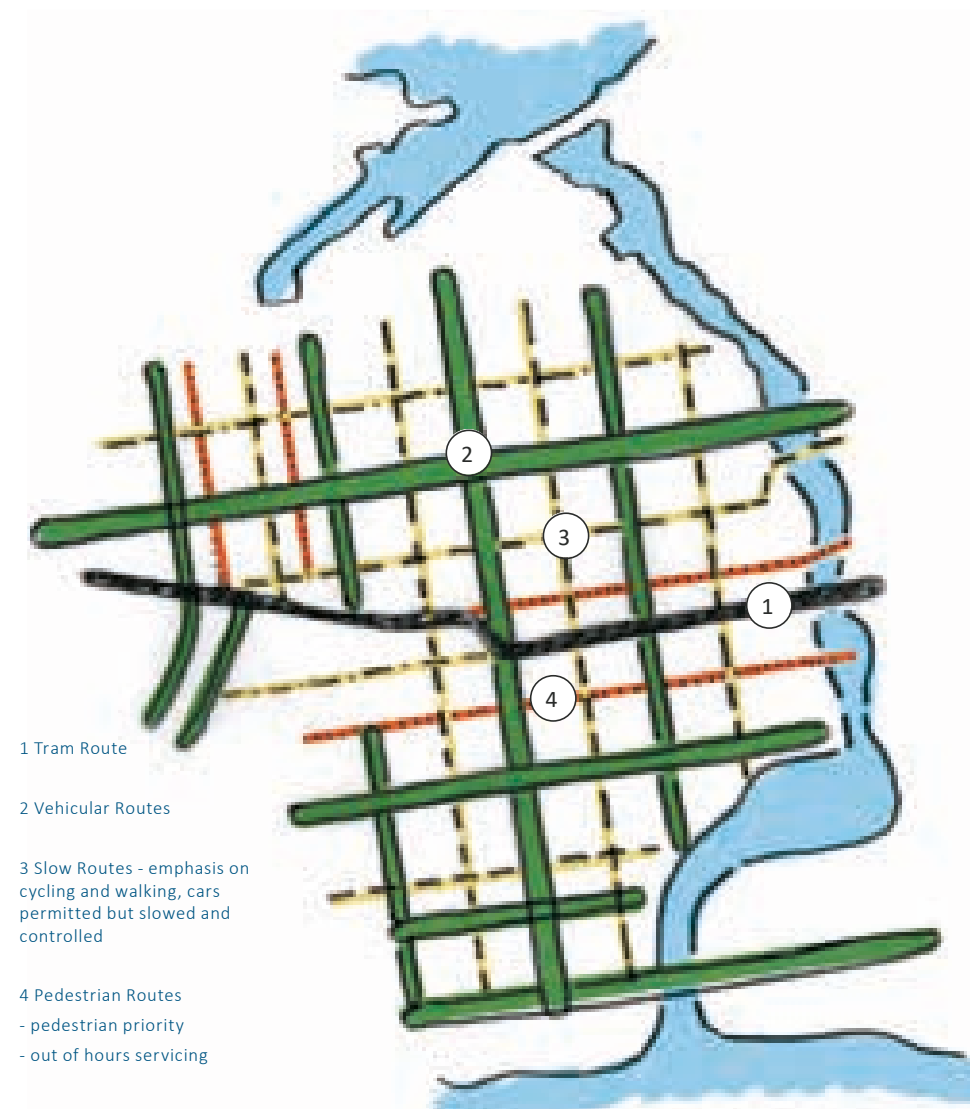
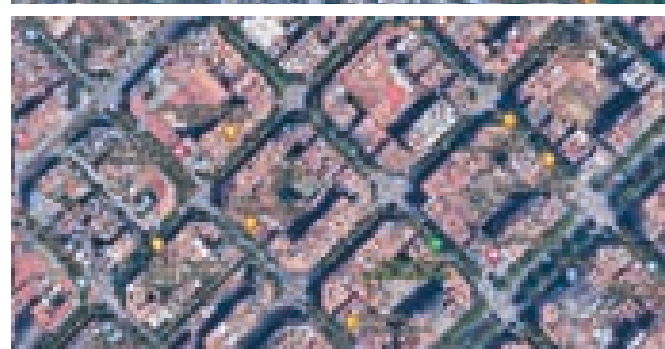
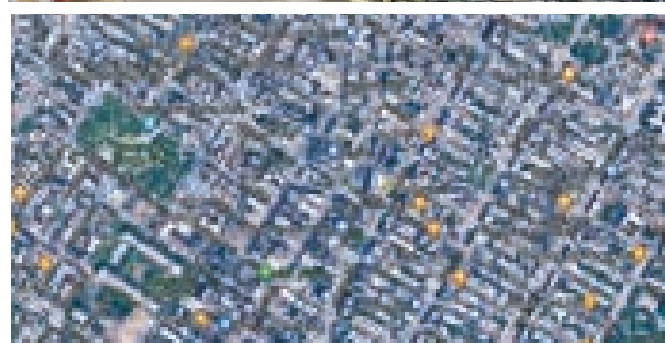
DIFFERENTIATING THE STRANDS - CREATING A TARTAN

Whilst the grid by its nature, is based on a series of perpendicular roads, the character and function of each can be varied dramatically to respond to location, surrounding uses and transport choices. The grid can be modified to become more like a Tartan, with a pattern of differentiated strands that do different things but come together to create something recognisable.

The diagram shows the central tram route and a

series of overlaid grids reutilising the existing structure of the city. Some remain vehicular routes but others are changed into 'slow' routes with an emphasis on cycling and walking with cars slowed and controlled and finally some are identified for the sole use of pedestrians and cyclists, with servicing restricted to key times.

This makes the road structure work harder responding to the needs of its residents and visitors.





Amongst all other great and high quality development areas, which have been or are still being realised in Tampere for the growing demand of people and investors, WEST+ is the best and almost the only place for people who don't have or don't want a car. WEST+ offers living, shopping, culture, education, history, leisure, sport, green and water. It is perfectly connected by tram, buses, ships and trains to the rest of the world.

Connect the special and green-blue spaces with a pedestrian and cycle focussed grid of GREAT streets!



Upgrade WEST+ key connections: Hämeenpuisto (park and shared space), Hämeenkatu (tram), Kauppakatu (walk), Puutarhakatu (cycle), Sotkankatu (green garden link)



WEST+ A VERY WALKABLE CITY

The scale of WEST+ and the nature of the grid network of streets and paths shows that the city is ideal for walking with most areas being easily accessible within a 10-minute (800 metre) walk from the central area at Hämeenpuisto.

Plans for WEST+ should capitalise on these attributes of the city to encourage densification towards the central area, including the commercial core blocks, and to promote pedestrian and cycle focussed design. This in turn will help promote car free or greatly car reduced dependence for living in WEST+, with the arrival of the new tram and coordinated bus services this makes the city more sustainable and less car focussed. The scale of the city also means that walking and cycling to the green and blue areas of Tampere are well within easy reach.



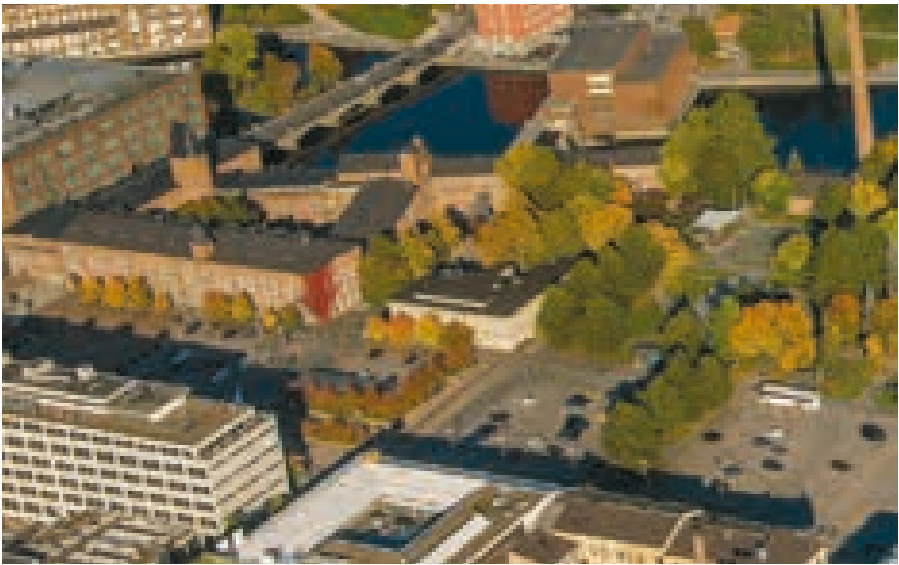


“We'll never address climate change without reducing how much we drive!”

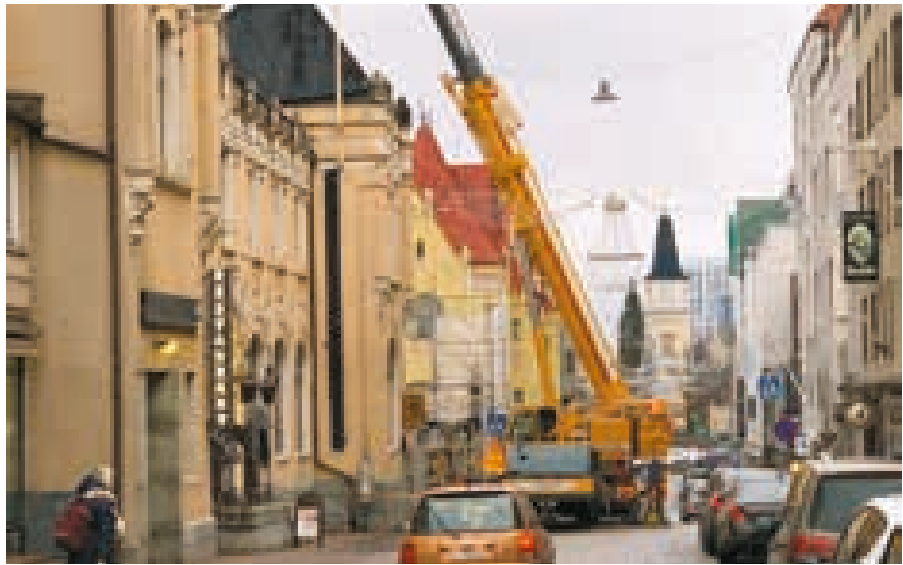
Report on Transportation, land use and climate change. 2020, Smart Growth America & Transportation for America. <https://smart-growthamerica.org/resources/driving-down-emissions/>



Laukontori has the scope to become a wonderful urban destination. It has excellent connections from every point of the compass, that converge in a south-facing public space overlooking Tammerkoski. But at present, as a destination, Laukontori is primarily a place where people park their cars (Photo VZI)



Keskustori, Tampere's main and central square is currently being used for areas of surface-parking and, in recent workshops with senior decision makers, there was unanimous agreement that any parking in the square must be below ground (Photo: City of Tampere)



Kauppakatu, historically the first main shopping street in the city centre, with an axis directly to the beautiful Church Tamperenn vanha kirkko, allows parking on both sides of this narrow road instead of being pedestrianised (Photo VZI)

MAKING WEST+ HEALTHY AGAIN

One of the key principles of Healthy Placemaking is Environmental Integration, which refers to the many health benefits of spending time in the presence of green and ‘blue’ spaces. Neuroscientific research has shown that humans have a naturally positive

response to greenery, regardless of where it is situated. It combines the reduction of stress and increases in a sense of wellbeing and has shown that being near greenery can help people suffering from mental and physical health problems.

The city of Tampere has worked hard, not only to maintain its green spaces but also to expand their range by joining them together to make connections between different parts of the city. There have been occasions when community pressure has prevented the loss of areas of environmental value threatened by development projects. So it is clear that in terms of Environment Integration Tampere scores very well with regard to the health of its citizens.

But there are other aspects of the way the city manages its health that are less successful, most notably involving the large number of vehicles that enter the urban centre. Laukontori, for example, has the scope to become a wonderful urban

destination. It has excellent connections from every point of the compass, that converge in a south-facing public space overlooking Tammerkoski. But at present, as a destination, Laukontori is primarily a place where people park their cars. Close by is Keskustori, also being used for areas of surface-parking and, in recent workshops with senior decision makers, there was unanimous agreement that any parking in the square must be below ground. A third example is historic Kauppakatu which allows parking on both sides of this narrow road.



Healthy Placemaking Interweaving diagram - the ethos of healthy placemaking. The interweaving of the grid diagram produces a different block of colour for each of the nine intersections to reinforce the message that all of the six principles relate to one another. This emphasises that the benefits each principle may deliver individually are secondary to the impacts generated through the combined effect of them all. Connection and integration are fundamental to the ethos of healthy placemaking. (Fred London, Healthy Placemaking)

HEALTHIER LIVES

A central aspect of Tampere's West+ project, also supported by the city planners, is the promotion of walking and cycling which are the cleanest and therefore healthiest ways to get about in urban centres. This will soon be complemented by the first stage of the Tramway which will be not only a 21st century movement system but also a status symbol showing that Tampere really means business!

Tampere's West+ area is a beautiful part of the growing city, and the way it has been laid out means it can also become a very healthy place in which to live, work, learn and play. At present the city is dominated by car traffic and one of the main reasons for encouraging the use of alternative modes of transport as part of daily life is that it can help people of all ages to lead healthier lives.

We tend to take our health for granted until we feel

unwell, and it has become increasingly understood that the design of the environments where we spend our lives can have significant impacts on our health and wellbeing; for better or for worse.

In recent years the medical profession has been making incredible progress in finding cures for a wide range of illnesses, leading to a dramatic increase in life-expectancy around the world. But whilst this apparent 'safety net' may make our lives seem easy, the unforeseen consequence has been the amount of time health professionals must spend treating avoidable illnesses caused by contemporary lifestyles. This has come into stark focus due to the onset of COVID-19 which has revealed that people with pre-existing health conditions have accounted for 90% of fatalities.

A high proportion of poor air quality is caused by

motorised vehicles, of which the most serious emissions are toxic exhaust fumes from fossil-fuel cars. These vehicles also emit large amounts of CO₂, thereby contributing to the climate emergency and, if this continues, Tampere's aim to become zero carbon by 2030 will fail. Although electric vehicles are free from that problem, the microscopic dust particles emitted from their brakes and tyres, plus the erosion of road surfaces, can lead to permanent infections in our lungs.

The main sources of these health challenges have been respiratory illnesses, sedentary lifestyles and obesity, but these are risks that can be reduced by

reorganising urban spaces to enable us to lead healthier lives. Whilst these concerns have the most direct health impacts, the presence of too many cars is undesirable for many other reasons.

Public transport, including taxis, take up road space when in motion but are only stationary for short periods of time and, without the congestion generated by private cars, they can travel more easily. By limiting the urban space occupied by vehicles in motion, and parked at ground level, the public realm can become more compact and lively. Narrowed streets and widened pavements enable cafés, bars and restaurants to spill out and become 'parklets', leading to more social interaction through planned or chance meetings. This can also free up space for other uses such as local businesses, new housing, play areas and green spaces. Reduced vehicle traffic makes the streets safer and healthier for pedestrians and cyclists, and can be further strengthened when given priority at road junctions.

The Placemaking principles, which are being applied to WEST+ visioning work, aim to support the delivery of Tampere's ambitions to become Carbon neutral by 2030

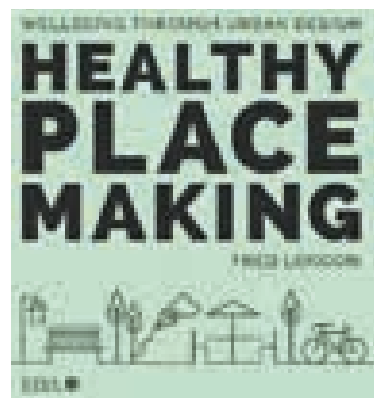


This book presents the path to healthier cities through six core themes

- urban planning
- walkable communities
- neighbourhood building blocks
- movement networks
- environmental integration
- community empowerment.

Each theme is presented with an overview of the issues, the solutions and how to apply them practically with exemplars and precedents. It's an essential text that provides practitioners across urban design, architecture, master planning with the necessary knowledge and guidance to understand their role in producing healthier places and put it in to practice.

<https://www.architecture.com/riba-books/books/urban-design-planning-housing-and-infrastructure/planning/product/9781859468838-healthy-placemaking-wellbeing-through-urban-design.html>





3.2 VISION MASTERPLAN

WEST+ VISION 39

Keskustori - The Heart of Tampere

- 1 New public space with shops, eateries and market-place
- 2 New wintergarden building defining green space to the east and main congregation space to the south
- 3 Rejuvenated green park linking Keskustori Square with Rapids and footbridges
- 4 Northern 'hotel square' with new mobility hub building adjacent to bicycle route

Cultural Loop

- 5 Bicycle route from east of Rapids to Pyyntikintori
- 6 Pyyntikintori with bus terminus and public green space
- 7 Facilities in green space along Hallituskatu

Rapids - Walking Along and Across the

Water

- 8 New bridges across Rapids to Koskipuisto park
- 9 Extended footpath from Finlayson Area to Laukontori
- 10 Improve interfaces of footpaths and buildings

Hän eenpuisto

- 11 Rebalancing of road layout to prioritise walking and cycling, including 'cross-overs'
- 12 Introduction of pavilions for outdoor and indoor eating and drinking

South Park

- 13 New sports facilities on waterfront spaces
- 14 Development on plots to west of Klingendahl
- 15 Leisure ring

'The 9 Blocks'

- 16 Improvements of public realm
- 17 Kauppakatu pedestrianised

Laukontori

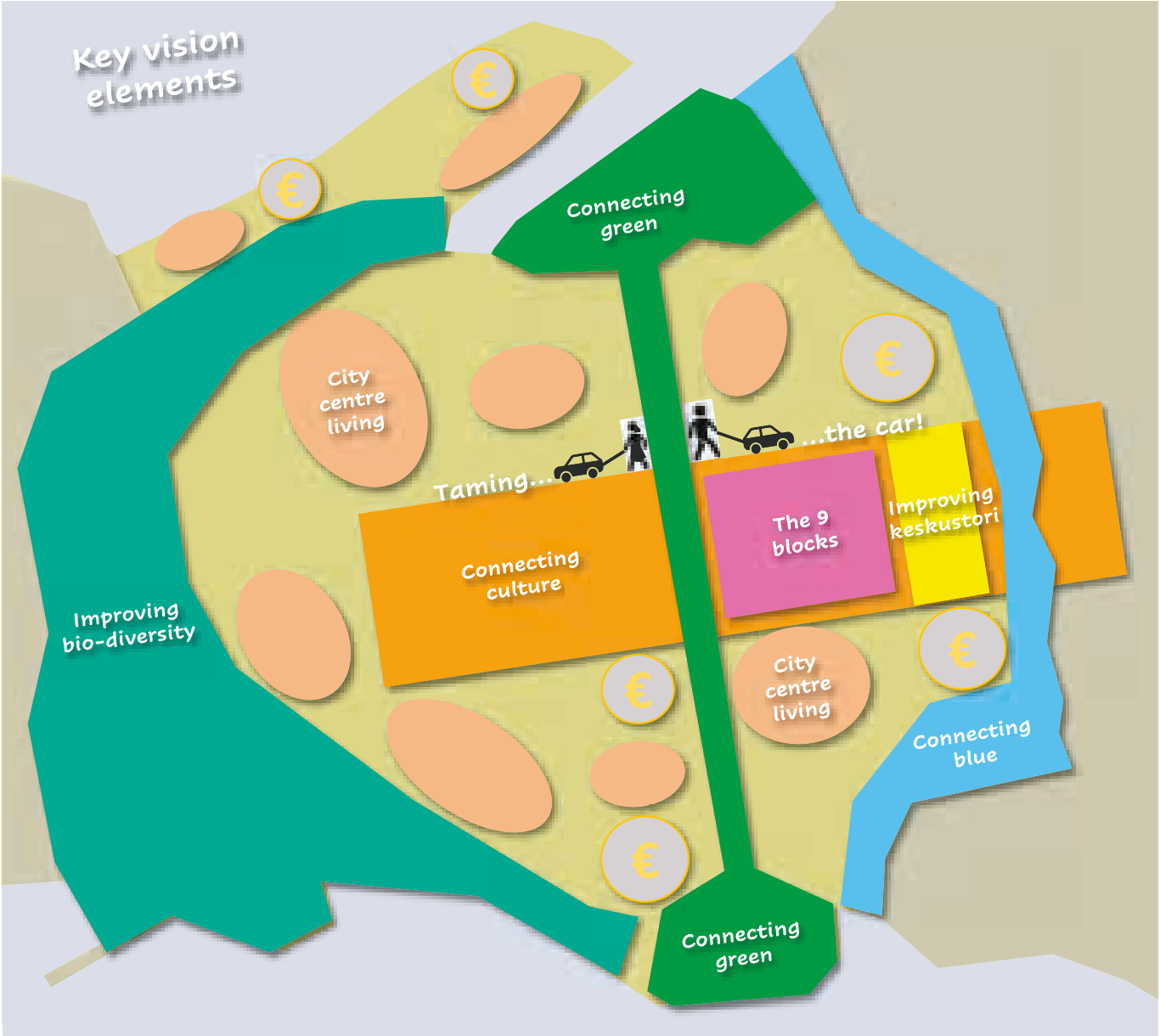
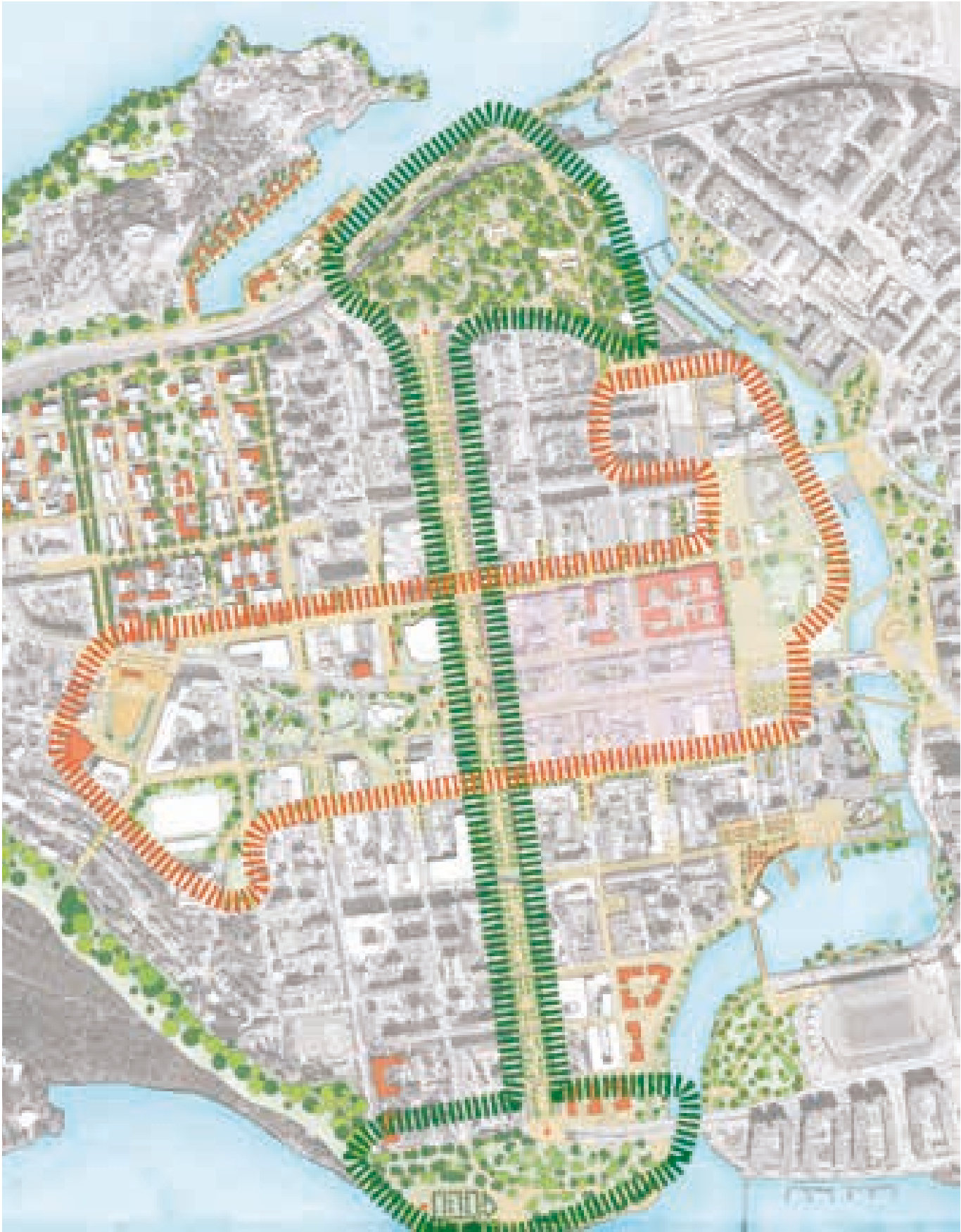
- 18 Creation of attractive spaces looking south onto Tammerkoski
- 19 Avenues of trees to create spatial definition

Amuri

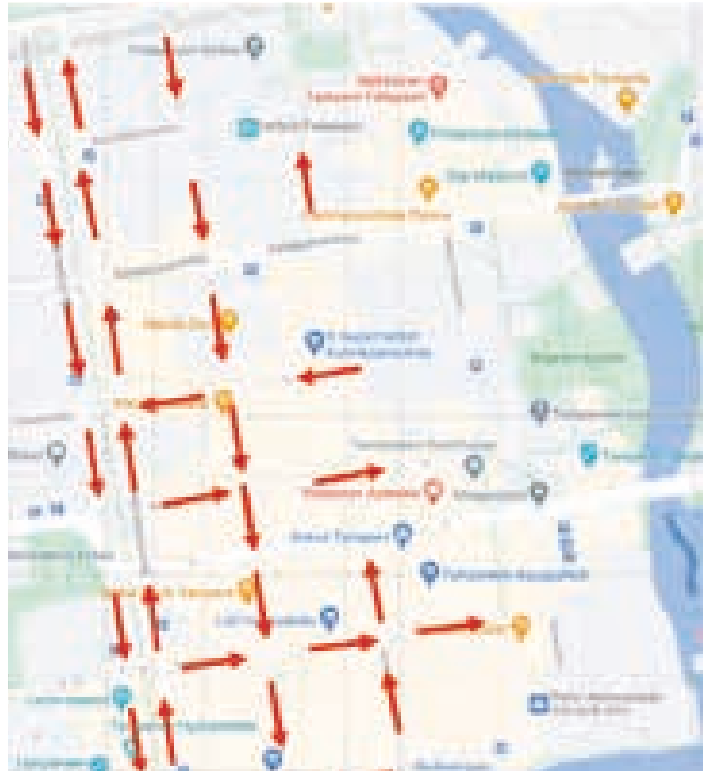
- 20 Rearranging existing areas of parking to be underground or multi-storey in building frees up land for buildings
- 21 New centre with hybrid buildings accommodates supermarket, kindergarten
- 22 Strengthen north-south green link

Northern Harbour

- 23 Kiosks and signs in Keskustori and Hän eenpuisto to publicise Säkäniemi
- 24 Investment in Säkäniemi including harbour area

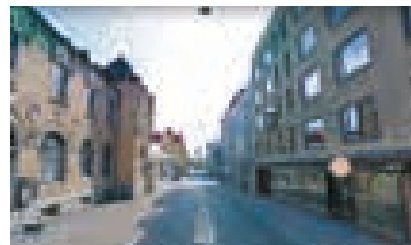
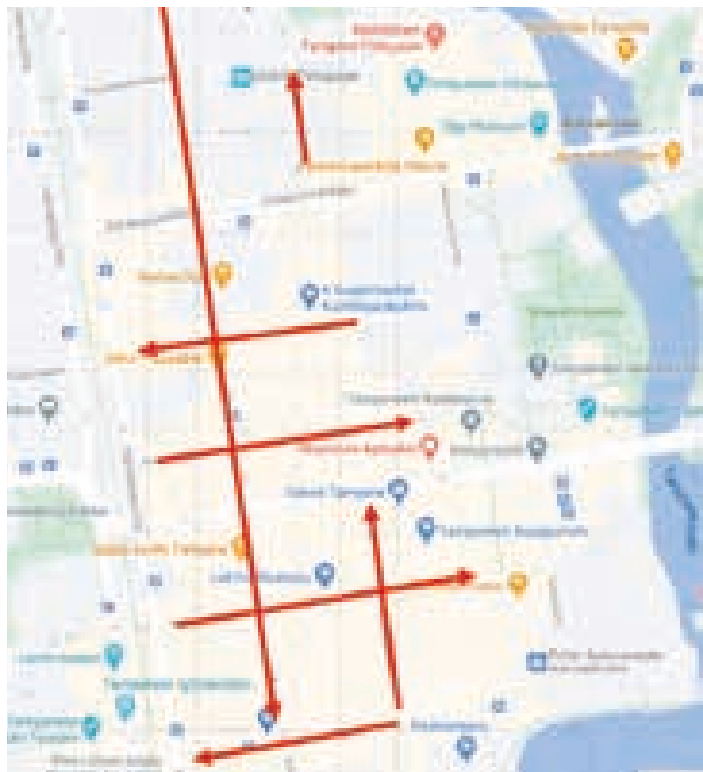


UNPICK THE ONE-WAY-SYSTEM TO MAKE BETTER STREETS

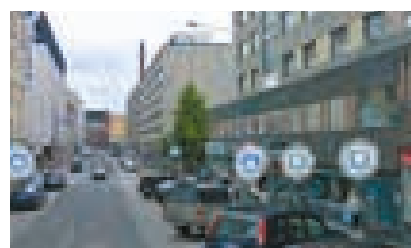
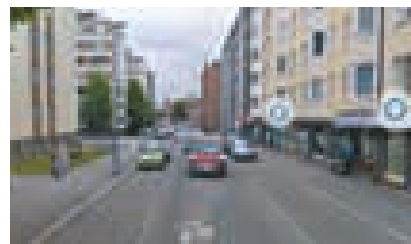


Existing one-way-system, why is it needed, can we just remove?

Excluding Hämeenpuisto, there are 7 streets to be returned to 2-way. More human scale, slower vehicles, less kms travelled and less pollution



Initial inspection suggests there is space to return all one-way streets to 2-way, more in depth design, junction layouts and modelling needed. Central area to have a 30kph speed limit (Google Streetmaps)



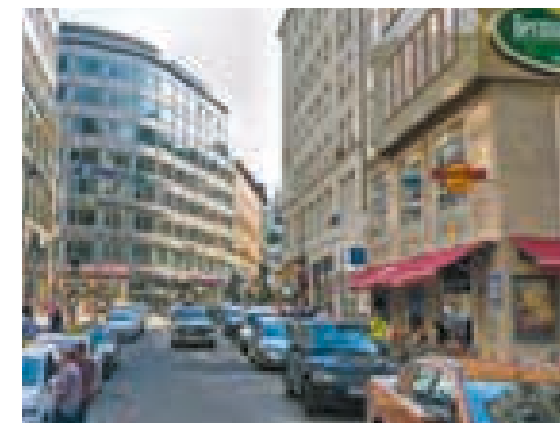
MAKING ROADS INTO STREETS AND PLACES

WEST+ is of a walkable scale with most locations being accessible within a 10-minute (800 metre) distance from the central area. We heard from several people during the Charrette that the city should be made more friendly for pedestrians and cyclists. At present the design of the streets and spaces appears to focus more on motor vehicles in many locations.

It was felt that it should be possible to upgrade some existing streets for better walking and cycling, by removing traffic at certain times of day (tartan grid diagram). These routes will help generate the walking and cycling connections across the city that join up the special places, the green spaces and the water. (Dumbbell / Bobbin analogy)

At the heart of WEST+ there is a network of one-way

roads where vehicles dominate. These roads would have historically all been two-way streets and it was felt that a return to two-way working on these streets should be evaluated and considered. As has been seen from many other examples from cities around the world one-way roads tend to generate higher vehicle speeds (as there is no opposing traffic), more vehicle kilometres travelled and more pollution. So, in many locations historic one-way systems are being returned to two-way. Clearly there will be other considerations for each street including how space for walking and cycling is accommodated and what impact there may be on car parking.

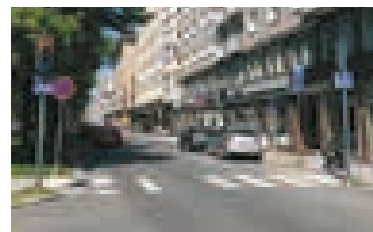


Vienna ??? Street, converted into a place in 2018 (Google image)



Archway gyratory, London - before and after upgrade (Google Images)

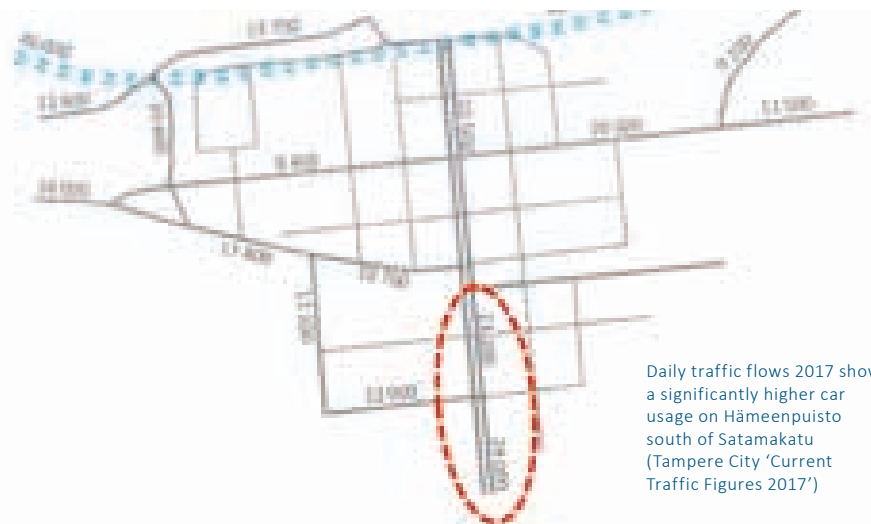




Hämeenpuisto western and eastern traffic lanes (Photos Verna Hahtola)

3.3 "TAME THE CAR" / MOBILITY

WEST+ VISION 45



FREE HÄMEENPUISTO! REBALANCING ROAD LAYOUT

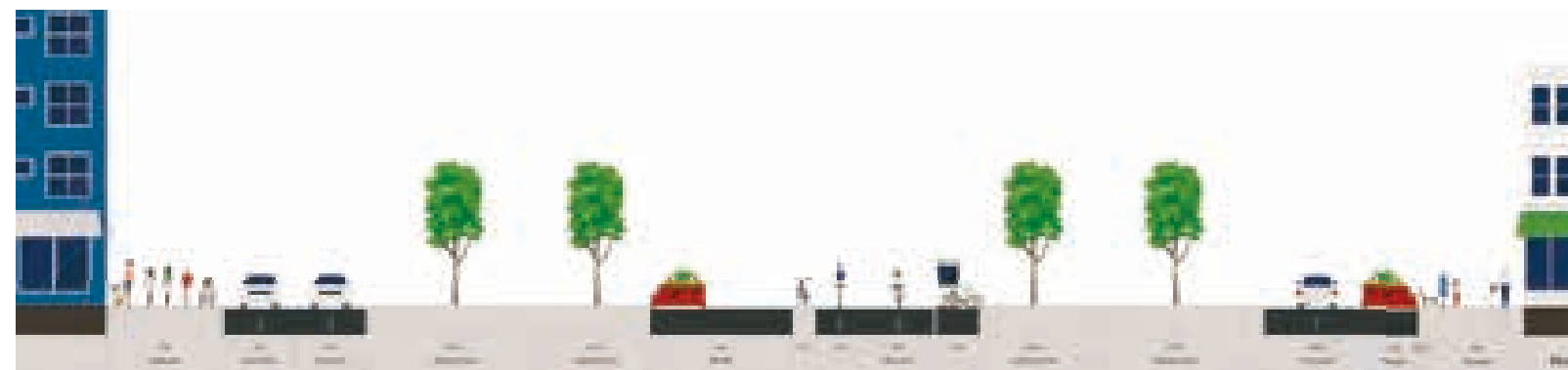
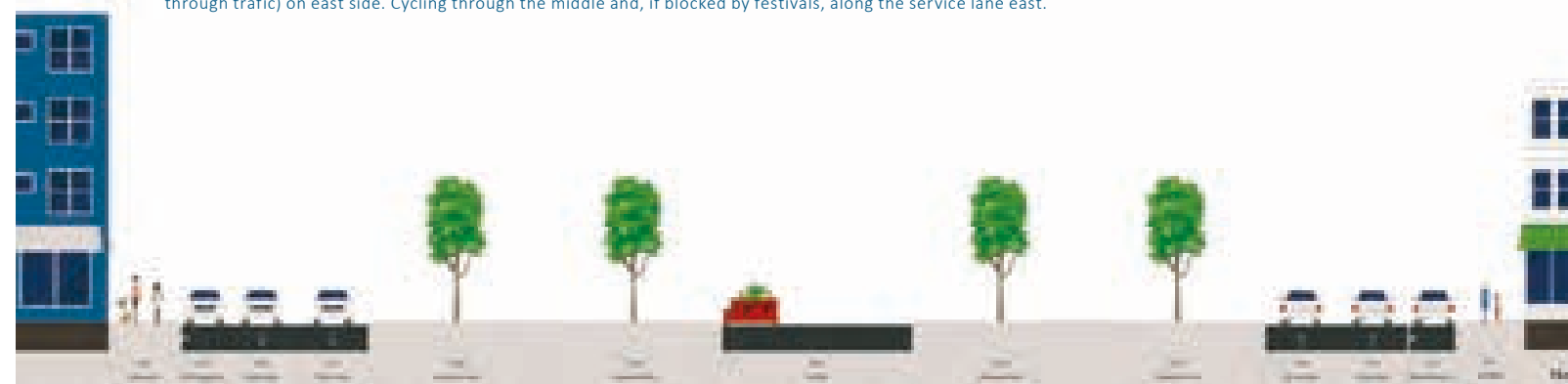
Hämeenpuisto creates the key north-south route in WEST+ and many people felt that it should be used more as a destination and that having one-way traffic on both sides makes it feel in places like an island. At the south of Hämeenpuisto traffic flows are high with around 30,000 vehicles a day and so it was felt that in this location the existing 4 lanes of traffic should be retained. However, as you head northwards traffic levels drop and hence it was suggested that the western side of Hämeenpuisto above Satamakatu be made two-way and take the majority of traffic so that the eastern side of Hämeenpuisto can be 'upgraded' to a better

pedestrian realm with more space for walking, cycling and sitting out. This stretch of street could also be re-paved but as noted earlier an experimental setting-out of this may be the first stage.

Speeds on Hämeenpuisto should be lowered from 40kph on the west to 30kph and on the east to 20kph to help create a more human environment.

It was recognised that these ideas need to be tested with traffic modelling and concept design layouts and we recommend this as a possible next stage of work.

Cross-sections of the northern part of Hämeenpuisto: Today: 1 parking lane, 2 traffic lanes on both sides, no separate cycle lane. Proposal to be tested (shown below): Widened sidewalk on both sides. 1 parking lane, 2 traffic lanes on west side, 1 parking lane, 1 service lane (no through traffic) on east side. Cycling through the middle and, if blocked by festivals, along the service lane east.





NEW OPPORTUNITIES FOR HÄMEENPUISTO EAST

Using the eastern side of Hämeenpuisto as shared space new opportunities would include:

- Reducing the traffic barrier between the east and west parts of the city centre
- Reducing car noise and air pollution for park users and residential housing on east side. There are by far more public and commercial uses along the western lane
- Improving spatial quality. Users of the park would feel better not to be squeezed between car lanes
- Improved and extended spaces for recreation, sports, art, fun, leisure, playgrounds, markets, biking and walking
- Potential car parking for residents, shoppers and visitors
- Extending the temporary service functions, e.g. delivery and cooling cars for markets, restaurants and festivals in the park
- Greatly improving the footfall and viability of businesses along the east side of street



Right: Vision Drawing of Hämeenpuisto eastern side (Robbie Polley, architectural illustration: robpolley@me.com; Google Streetmap)

left bottom: Brighton New Road (Google Image)

left mid: Clematis street, West Palm Beach (Google image)

left top: Potsdam Hegelallee (photo VZI)

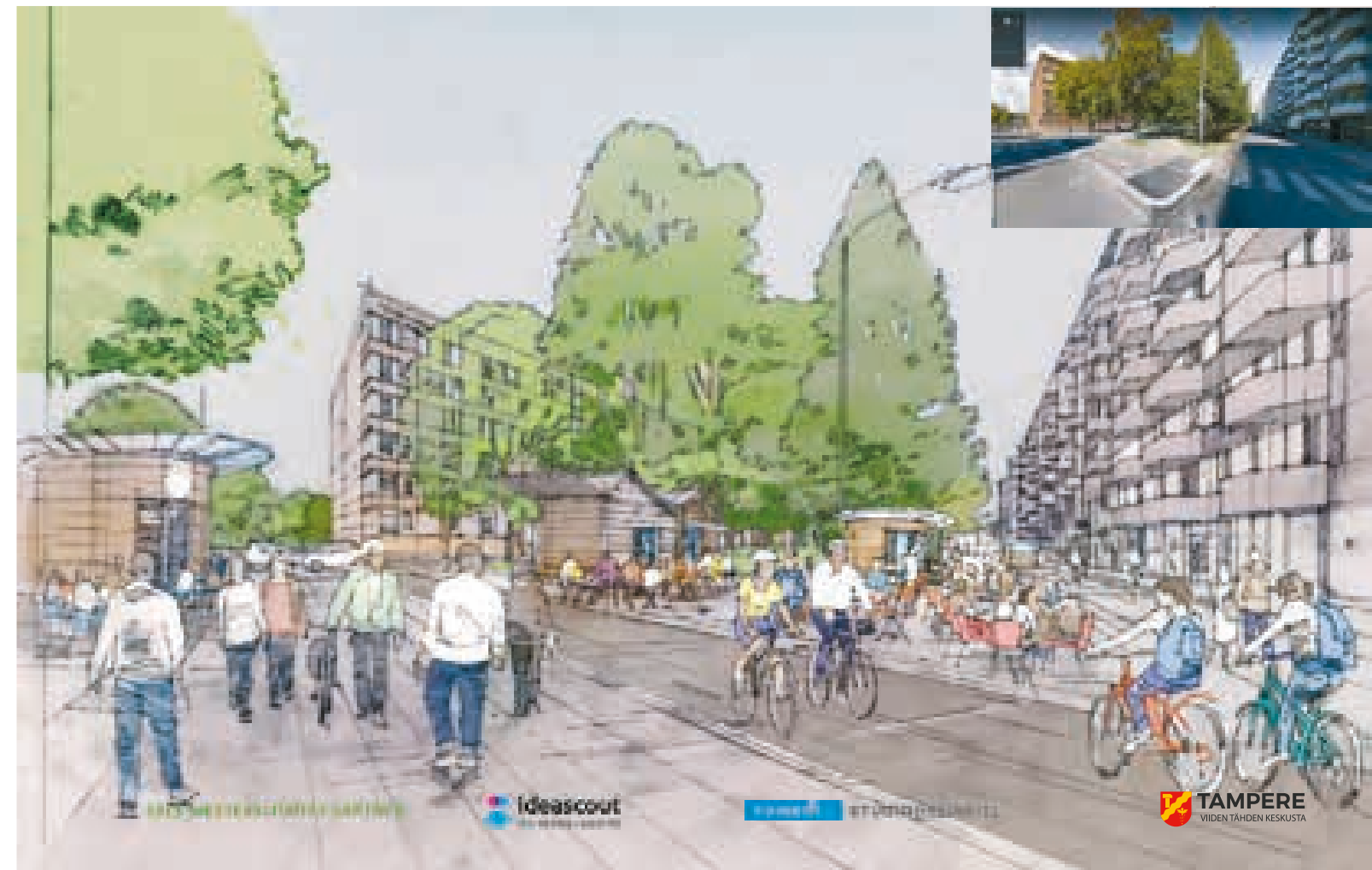


HÄMEENPUISTO EAST - A LOW SPEED SHARED SPACE ON THE NORTHERN PART?

The eastern side of Hämeenpuisto, heading northwards from Satamakatu should be 'upgraded' to become a better area of public realm with more space for walking, cycling and sitting out. This stretch of street could also be re-paved but, as noted earlier, an experimental setting out of this may be the first stage.

Speeds on Hämeenpuisto should be lowered from 40kph on the west to 30kph and on the east to 20kph to help create a more human environment.

It was recognised that these ideas need to be tested with traffic modelling and concept design layouts and we recommend this as a possible next stage of work.



START WITH EXPERIMENTS

Street improvements can take time and the detailed design and implementation of street works can be lengthy and costly. In many cities a culture of trials and experimentation has been developed to test new layouts and road closures, these are set up as 'experimental' areas in a quick manner, for example using planters and signage to close areas to traffic and then using recycled or inexpensive furniture to populate the place to see how it would be used. Before and after surveys with users and stakeholders are key to judge how well used such schemes are. This is a quick and inexpensive way to trial new layouts and should be encouraged for WEST+.

WEST+ Deliveries and servicing for the 21st Century: Cycles, drones, robots, goods coordination and consolidation, waste and recycling.

bottom: Before spending millions redesign streets, it's better to test out various options and solutions in practice by rapid experimentation.

(Photos Google Images)



NEW TECHNOLOGIES FOR MOVEMENT

The Tampere Tram provides a new start for WEST+, a change in perception for the city. Urban, car free living is desirable. New technologies for movement are with us and these should be embraced in Tampere, e-scooters are already on the streets which is great, but the city should explore other technologies and initiatives to make movement better. These may include car clubs, charging for electric vehicles and trialling autonomous vehicles for cars and buses. In addition there may be opportunities to introduce mobility hubs at key locations and to look at consolidating deliveries and servicing, and to explore new technology for the delivery of goods (drones, autonomous pods etc) and how refuse collection can be streamlined and more recycling be undertaken.

WEST+ becoming a test bed for electric cars and autonomous vehicles? (Visualisation Google images)

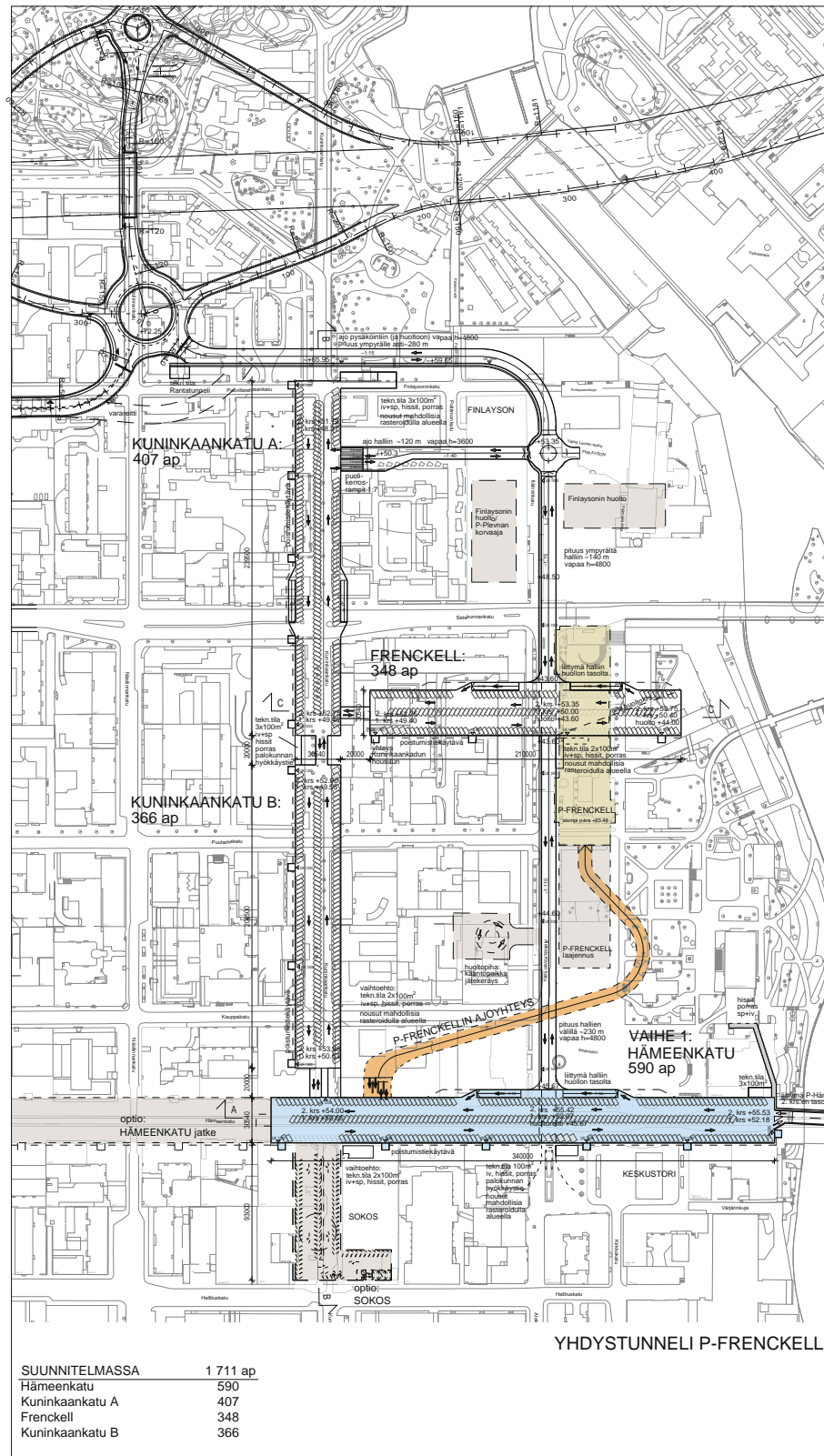
bottom: Tampere Tram changes the perception for the city and will make a major impact for the future of WEST+. (Visualisation Tampere Tram Project)





New 'Kunkun Parkki light' could be connected with the existing P-Hämpi (Photos EMP)

3.3 "TAME THE CAR" / MOBILITY



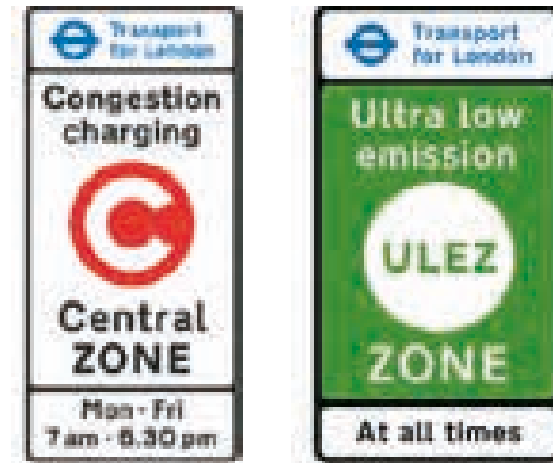
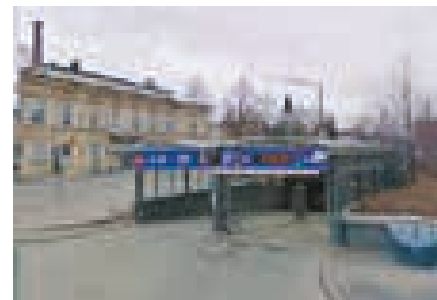
'KUNKUNPARKKI LIGHT' COULD BE CONSIDERED

During the Charrette new proposals for Kunkun Parkki were shared that would access a new underground car park under Hämeenkatu (which would be connected to the existing underground parking system to the east) which would be accessed via the P-Frenckell site.

These proposals are more modest and less expensive than the previous scheme seen by the design team which included greater areas of parking and complex junctions underground.

It was felt that these should be supported (further to more detailed study) as they are potentially complementary to many of the other suggestions from the Charrette, but that due to the timescales and costs involved in delivery they should be independent of the many other Charrette projects suggested that could come forward much sooner.

Existing access to P-Frenckell could be connected with new 'Kunkun Parkki light' (Photo ACA)



Congestion charging, limitation for delivery vehicles and access limitations for ultra low emission cars would strongly support the creation of a healthy and more liveable place in WEST+

NEW PARKING POLICY NEEDED

There is a desire to intensify the numbers of people in WEST+ to add to the vibrancy, uses and walkability of the city. Tampere is a desirable city to be in, it is relatively affordable, and we heard that this has the potential to attract a younger generation for whom movement by car will be less desirable and less of a necessity. The walkable scale of the city, new tram system and excellent rail connections make car free (or limited car use) living a reality in WEST+.

The Charrette identified that the current maximum 300m walk to car parking spaces policy, for new residential developments, creates limitations on where new development can take place, yet some simple analysis has shown that increasing this policy to 500m would assist in making more car free or car limited development possible.

An equally important issue is the current requirement to provide 1 parking space per 110-170sqm residential for new building permissions. More and more European cities are reducing these numbers, even down to zero requirements for parking spaces e.g. Berlin.

All of these regulations would be a policy change that we believe the city needs to consider.

Current policy for centralised parking is a maximum distance of 300m away from home. With this arrangement many central areas of West+ are not covered



New policy suggested for WEST+ is up to 500m walking distance, which equals about 6 minutes walking





Winter fun on frozen lakes in the north and south of WEST+ (Photos Visit Tampere Laura Vanzo)

3.4 NORTH-SOUTH: CONNECTING GREEN



STRATEGY AND PLANNING GUIDANCE FOR DEVELOPMENT OF SOUTH PARK

Eteläpuisto park – or South Park of Tampere – is, as described by Visit Tampere, ‘a living room, a park and a forest for everyone in the city. Lake views, running area and peace make you believe you are far away from the city hassle’.

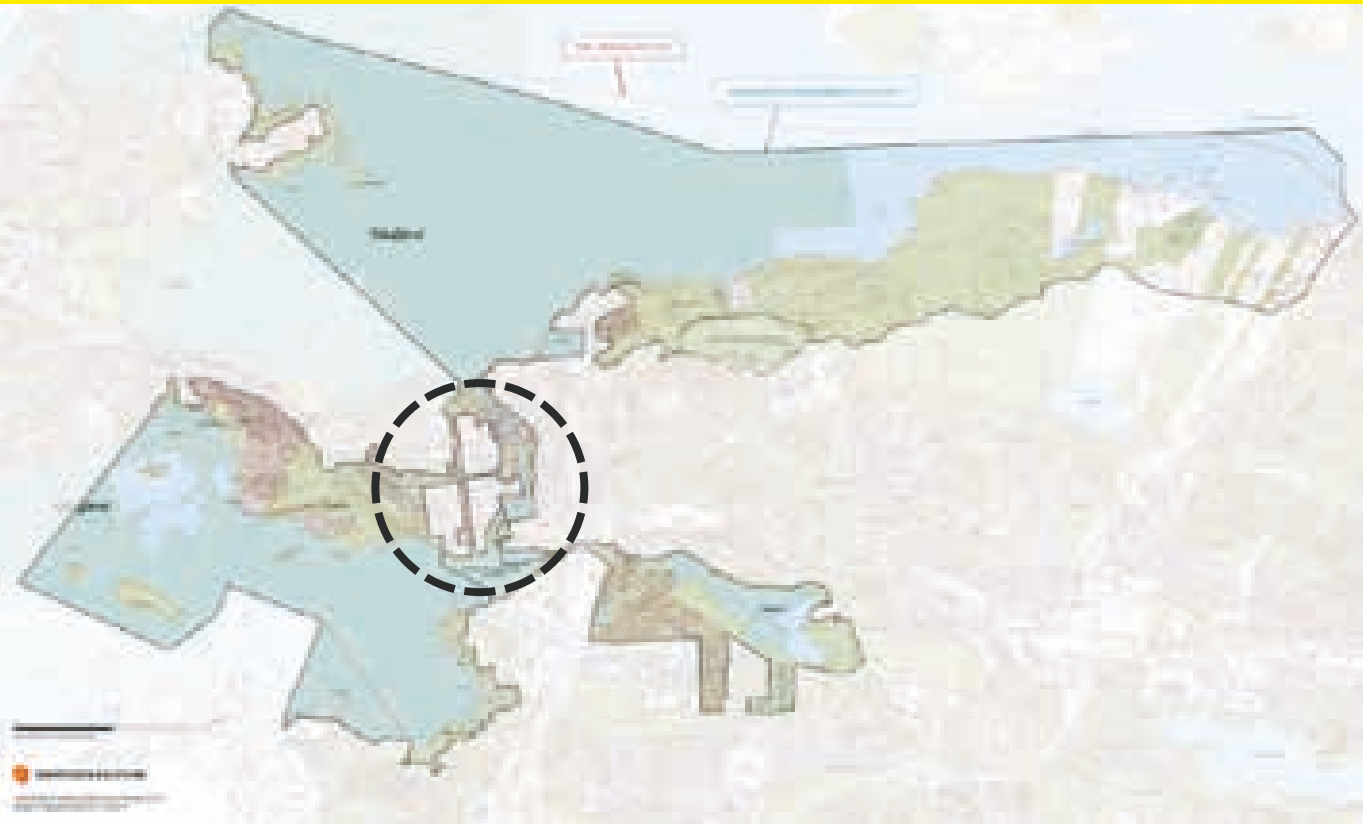
The city does not currently have a policy for developing the area. The City Government has outlined that the development of the new district of Viinikanlahti will be carried out mainly before the implementation of the Eteläpuisto and Nalkala areas. The blocks of De Gamlas Hem and the Epidemiological Hospital can be developed at the same time as the Gulf of Wine region.

We took this to heart when looking to understand the potential that already exists within Eteläpuisto. The Eteläpuisto South Park design strategy is to refine and intensify the identity of Tampere’s character, place and values, to accomplish and adapt the natural and cultural heritage into a liveable city for its residents, workers, and visitors. By revealing, exposing and even exploiting the existing potential within the landscape of South Park, by providing an interconnected, public green network - one that is human-scaled and driven by a clever mix of active and passive leisure and recreation open space programming, Eteläpuisto Park will transform into a destination place for people with a fantastic lake-side location and dynamic natural environments coupled with dramatic views.

Together, Eteläpuisto Park can be the setting transforming the aspirations of Tampere’s present and future residents and visitors into a truly public, green and destination-based park landscape.



Aerial view and historical view of Hämeenpuisto to Eteläpuisto (Photos: Tampere City)



National urban park strategy, extract, focus on Tampere / surroundings



Eteläpuisto and relationship to the national urban park strategy

Indication of green and open spaces in WEST+



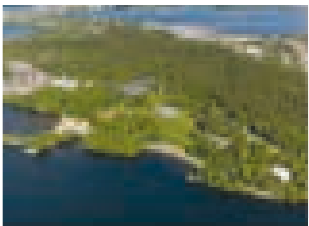
Indication of historically significant buildings and structures



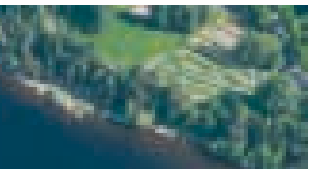
Wide green spaces; planned recreation activities



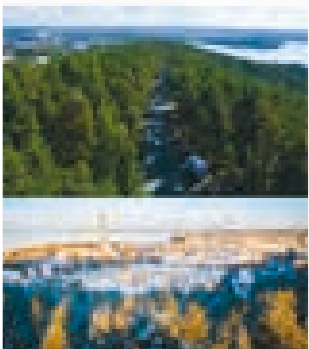
Koulukatu ice rink for sport/fitness functions



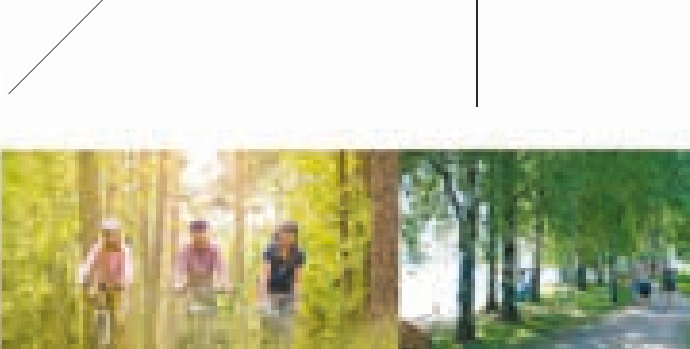
Forested green lung + beach



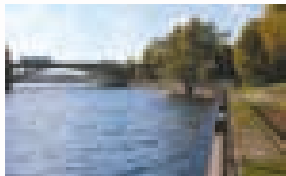
Rowing at lake edge



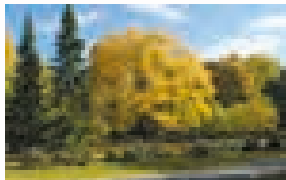
Pyynikki impression



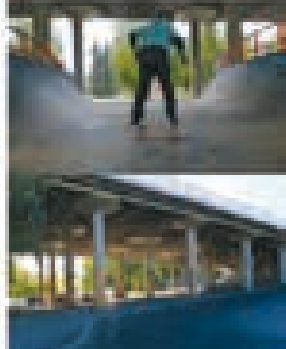
Cycling, trekking, leisure opportunities



Connect to Nalkala



Character of trees and vegetation



Temporary (permanent) skate park

ETELÄPUISTO - TEMPORARY ACTIVITIES
OFFER NEW OPPORTUNITIES

The quality of Eteläpuisto Park lies not only in the natural and recreational quality that is offered by the setting but also in the programmed and spontaneous (temporary) planned activities that create opportunities for residents and guests to visit, gather and relish in the pleasure of the park.

Depicted are events such as a skate park, food amenities and even a temporary boardwalk that took advantage of the water edge condition.



Temporary activities offer opportunities to test and experiment in Eteläpuisto, from planned to informal activities (Source: City of Tampere, 2017/2018)

ETELÄPUISTO - ISSUES TO RESOLVE

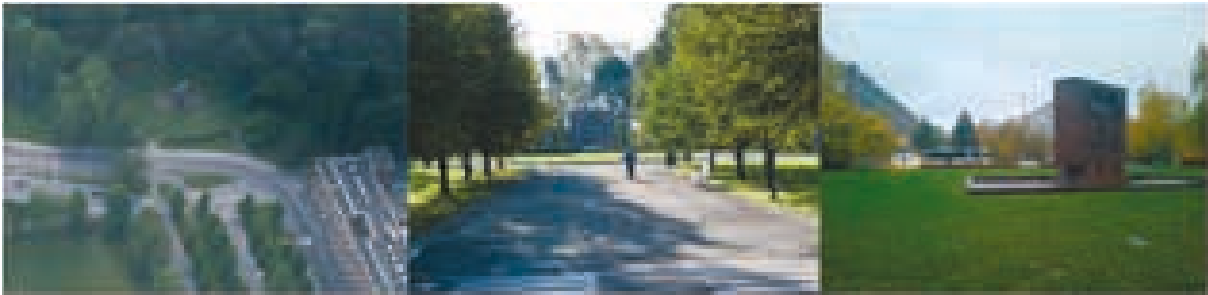
Yet, there are three primary issues that need to be resolved to enhance, improve and transform Eteläpuisto Park into a comprehensive, strong park interconnected as part of Tampere's green system. Notwithstanding the need to link a green space system from Pynikki towards the rapids and northwards, the issues to consider and resolve for future-proofing Eteläpuisto's contribution include:

1. Connect Hämeenpuisto and create a pedestrian friendly link: a clear, identifiable end point to the southern position along the French Gardens marks

the historic garden tradition of Eteläpuisto. Yet, due to overgrown vegetation, it is relatively hidden or non-recognisable. The monument is also a hidden element within the park.

2. Traffic plays a major role as a barrier, primarily at the intersection of Hämeenpuisto and Eteläpuisto as well as due to the bridge connection from Ratina into WEST+.

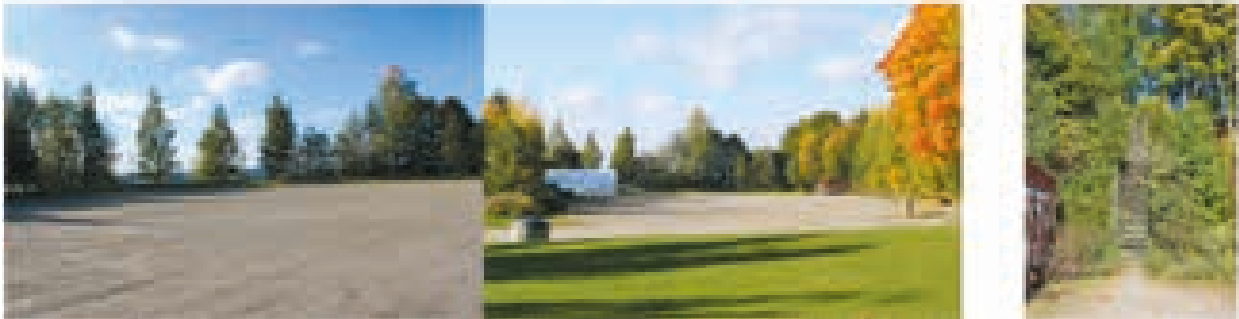
3. Lastly revitalising and more efficiently utilising spaces within and surrounding Eteläpuisto. The previous moto-track as well as the access points along the ridgelines need to critically be examined.



Traffic along Hämeenpuisto poses a barrier and challenge to connecting South Park with the city north; how can existing heritage be enhanced?



Creating a pedestrianised connection (also for cyclists) would enhance the visual, aesthetic and perception of the park space; a visual entry from Ratina such as a vertical element would enable a stronger communication of WEST+ to those entering from the main road across the rapids



There are untapped possibilities in Eteläpuisto such as the former moto-track along the lakeside; access and connections need to be reconsidered as well



Reference: destinations within Kotka National Urban Park

INSPIRATION FOR SOUTH PARK

Kotka National Park serves as a viable example of capitalising on the natural, recreational and leisure qualities offered by a large open space part of a regional network. Many urban parks comprise the Kotka area.

For example, Katariina Seaside Park is a 20-hectare outdoor recreational area built around the 18th-century Svensksund fortress ruins. The area features a vast meadow area, an inspirational play park, angling spots, frisbee baskets, a xylophone embedded in stone and fantastic picnic areas, including one right by the sea with a magnificent stone picnic table. The park's peninsula tip has a place of silence on a rock island, accessible via a small bridge. The island is dominated by an old sailing ship anchor from the 19th century.

Or another, the largest constructed park in Kotkansaari, the Isopuisto Park: originally established around the Orthodox church of St Nicholas built in 1801, Isopuisto Park is an English-style landscape park, where the terrain contours, natural trees and pathways made by the users have formed the basis of the design. The park has two playgrounds, a game field and a paddling pool for children plus an area for dogs.

The multitude of parks show creativity, attention to both built objects and planned activities as well as larger, non-programmed areas for leisure - such as lunch, picnics, strolls through the forest, trekking, hiking. Even in winter, the activities offered are multi-functional and satisfy multiple generations.

Kotka's National Park serve as inspiration for considering how to (re)program Eteläpuisto Park in the future. Multi-functional. Program and non-programmed uses. Activities for passive leisure as well as active recreation. All part of an interconnected and large green space system for people and nature.

Source: www.visitkotkahamina.fi

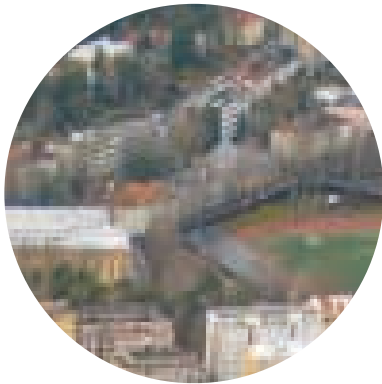


The multi-functional and diverse range of activities possible in considering how to extend the potential natural, recreational and fitness/sport uses for Eteläpuisto's future



Historical image of Eteläpuisto during transformation, similar angle

Respect existing trees of value, the ridge line and slope to water edge in future planning

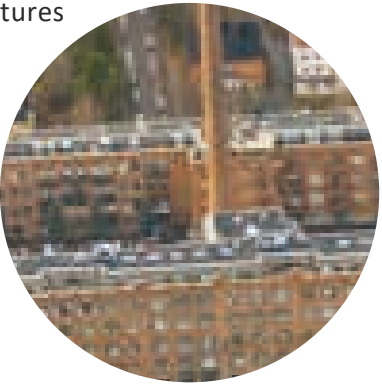


Clear trail and path markings leading to Pyynikintori and urban centre

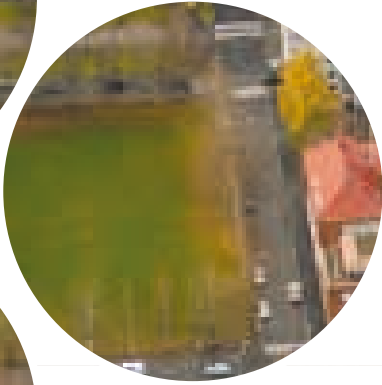
Programme for new use that focuses on people



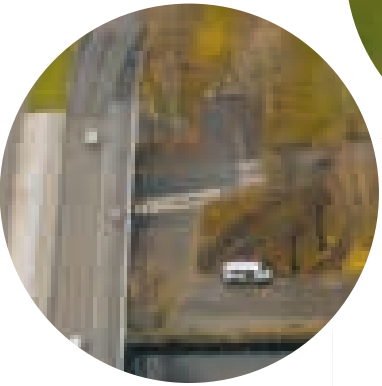
Respect existing heritage and cultural structures



Less traffic, less noise, truly connect Hämeenpuisto to South Park



Utilise space better, make a statement at entry into WEST+



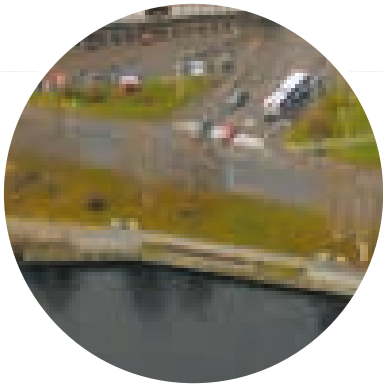
Create feeling of connection to Hämeenpuisto



Take advantage of waterfront location!

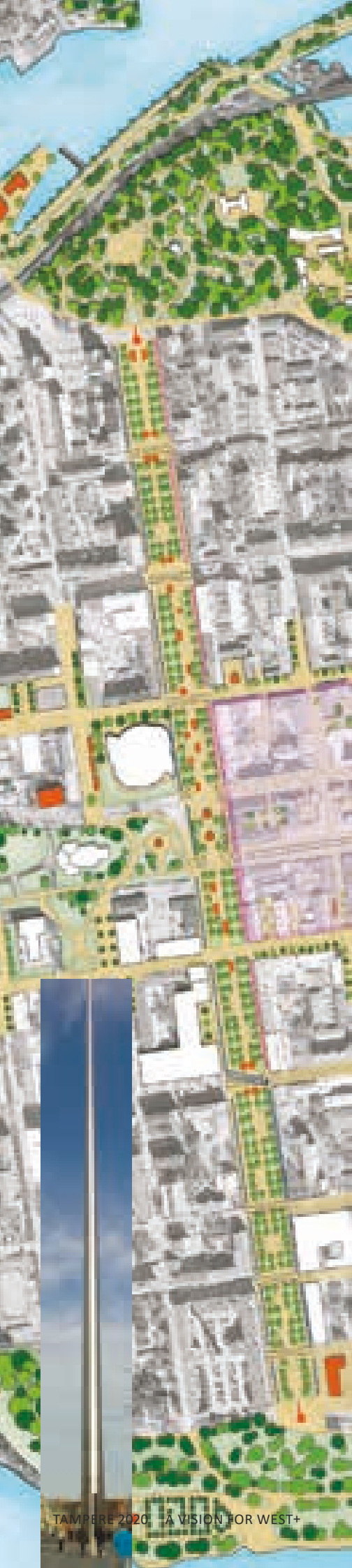


No traffic, keep the green connection

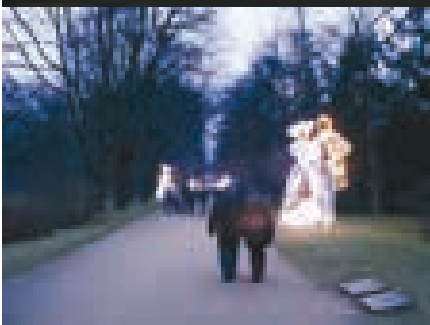
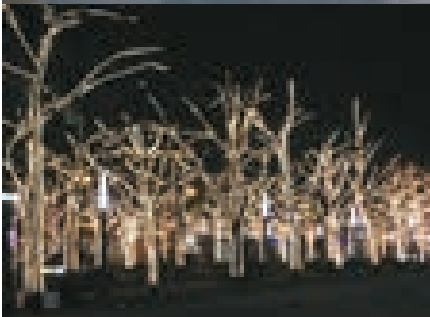
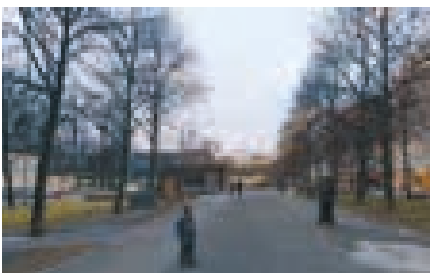


Waterfront location and rapids are an attractor along edge

Don't forget the temporary and exciting uses such as skating or pop-up parks



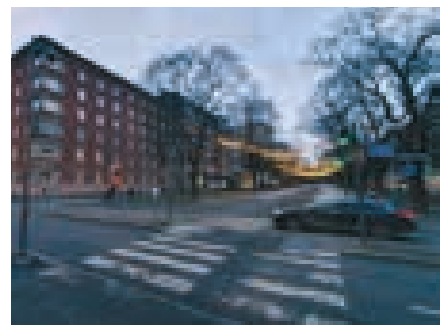
The Hämeenpuisto green avenue, extremely long and mostly empty (Photo Verna Hahtola)



Above: Uninspiring lighting Photo EMP)

Mid: More exciting lights

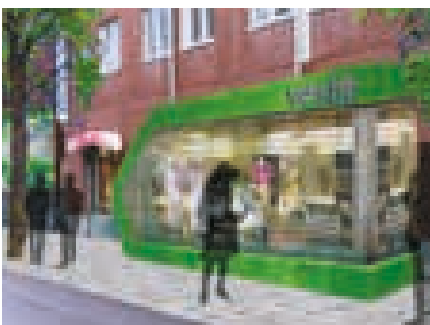
Bottom: Lights and Art at Lazienki Park Warsaw (Photo Fred London)



Above: Hämeenpuisto is well used for temporary events. They could have more of them.

Mid and Bottom: Car domination at street crossings. Priority should be changed for pedestrians and cyclists. (Photo EMP, cartoon JTP)

Exciting Pavillions can offer a wide range of information and services for visitors, park users and residents (Right: Stockholm. Bottom left: proposal for Tulli, Bottom right: Visual Robbie Polley



3.4 NORTH-SOUTH: CONNECTING GREEN

HÄMEENPUISTO - THE GREEN NORTH-SOUTH CONNECTION

Hämeenpuisto is a historically important key element of the inner-city grid. It can be seen in the Engel-plan of 1841 and is protected as a nationally significant feature of the built, cultural environment (RKY 2009). The green space between the traffic lanes is 38m wide, 1.3 km long and labelled as a park.

Many parts of it, particularly in the central and Northern sections, are traditionally used for many purposes such as festivals, markets, sports and also more major events. But for most of the year the spaces are mostly 'empty'. The impressive lines of trees on either side, with its generous pathway in the middle, form an avenue functioning as an stately esplanade.

This very formal layout, designed primarily as a major highway, fails to provide any sense of beauty, or encourage people to linger. Instead, it is more of a barrier rather than a connector without any scope to invite people to stay and enjoy. To close the northern section of through-traffic along the eastern lane would be a significant game-changer, offering better ways of using Hämeenpuisto Park all year round.

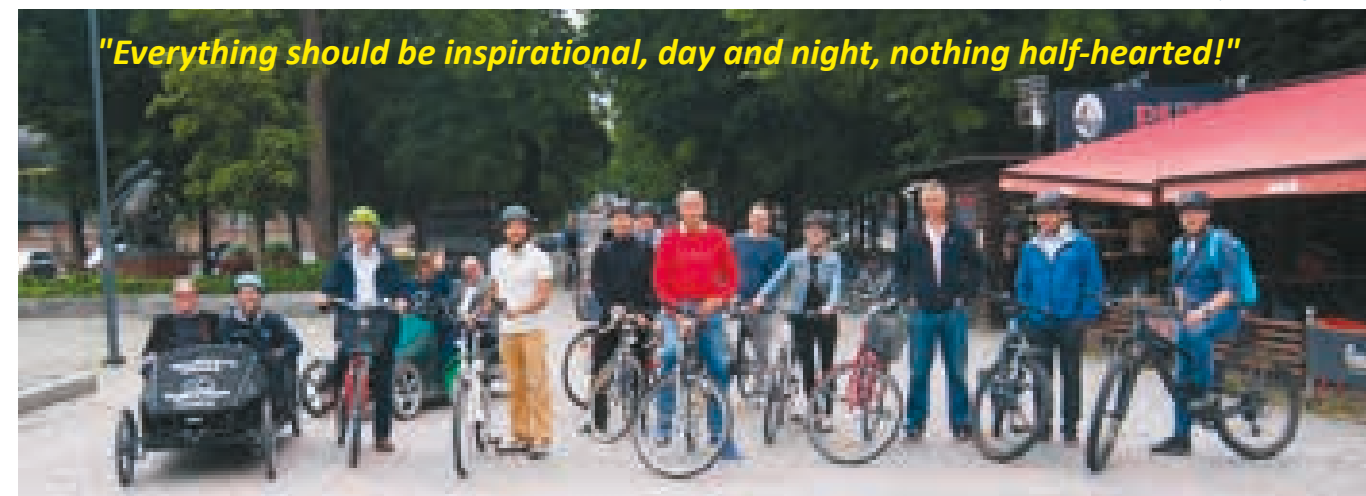
People expressed a wealth of ideas about how Hämeenpuisto might be improved and changes introduced within the given planning restrictions in addition to the temporary events that are already up and running. These ideas include:

- Statues and art installations along the whole

length

- Small Pavilions along Hämeenpuisto for many different purposes such as restaurants, bars, exhibitions and information kiosks to allow more activities and services, including in winter or when it's rainy
- Those pavilions could be ecologically 'green' and become subjects for an architectural competition whose proposals would in themselves be an attraction promoting European architectural styles and building materials
- Junctions where streets cross over Hämeenpuisto should be redesigned to provide better continuity over the esplanade and to prioritise pedestrians and cyclists
- A new 'way-finding' system should be created to make it easy and legible for people to understand the connections from Hämeenpuisto to the parks to the north and south, to Särkänniemi, the cultural loop and many other attractions
- An improved lighting concept could transform the quality of Hämeenpuisto and additional green features would add variety to a walk along on the esplanade.
- Perhaps large-scale works of art at either end of Hämeenpuisto could help visual orientation and in themselves become way-finders. The Dublin needle (see left page) is one example, so Tampere, with its textile industry, could perhaps create its own version?

WEST+ Stakeholder Tour on Hämeenpuisto, August 2020



NORTH PARK - NÄSINPUISTO

The north-south lake to lake connections are amongst the most powerful elements of West+ and the routes from Näsinpuisto to Eteläpuisto with detours via Pyynikki and other routes between them can be further enhanced by the proposals being suggested for Hämeenpuisto.

The WEST+ Workshops held at the end of September provided invaluable comments about the whole of the area. The topics of the workshops were: Culture & History, Children & Young People, Green Areas, Parks and Shore Areas, Traffic, Pedestrians & Cycle routes, Central Square & Commercial Heart, Amuri & Pyynikintori, Hämeenpuisto, and Särkänniemi & Finlayson Area. It is from these that the following extracts have been taken to explain more about the North Park area:

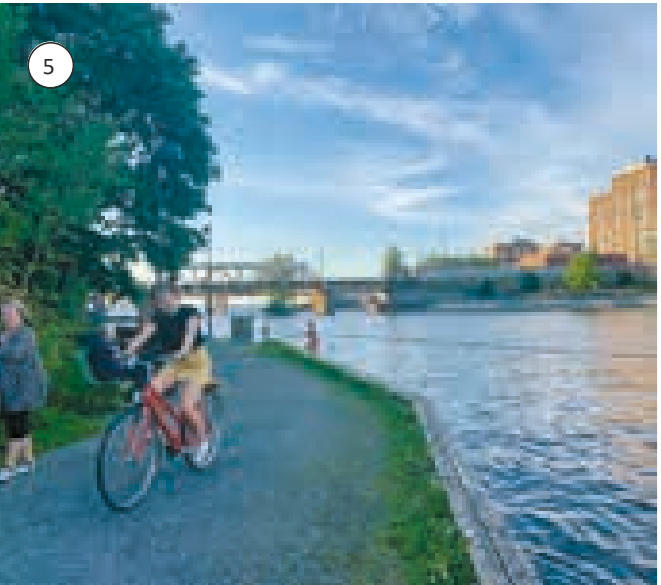
- As Näsinpuisto and Näsilinna are regarded as hidden gems they could well benefit from increased footfall, facilitated by improved signage and tourist information. But it is important that no disruptive changes are introduced in this iconic place.

- Tallipiha, also known as Nottbeck-Park & Finlayson Palace, is a very attractive park but is gated and often closed, which is why it is regarded as somewhat hard to find.
- Tiitäinen and Tallipiha together combine a playground and a great area for cultural and other activities. Tiitäinen playground is great, is seen as being a bit remote, but perhaps increased visitor numbers could overcome that?

In general, people and experts appreciate the value of Näsinpuisto Park in its current design, as well as the other cultural and historical features of the northern green and leisure area. "Keep it as it is!" has been stated several times. However, many comments were made about limited accessibility, bad orientation and poor lighting, which should be improved. In particular when coming from the Finlayson factory buildings it is hard to find obvious walk- or cycle paths towards Näsinpuisto and beyond to Särkänniemi. Obvious connections, e.g. through Nottbeck Park & Finlayson Palace are often closed.

Features and Proposal to improve Northern Green, Culture and Leisure Park

- 1 Signage to Särkänniemi from Keskustori and Hämeenpuisto
- 2 Finlayson Area
- 3 New Sara Hildén Museum
- 4 Nottbeck-Park & Finlayson Palace
- 5 Swimming club
- 6 New car-free bridge
- 7 Link to Särkänniemi
- 8 Näsikallio fountain
- 9 Laululava-Singing Stage
- 10 Shipwreck Memorial
- 11 Museum Villa Nottbeck
- 12 Mäلتinranta – Art centre
- 13 Tallipihan – Stable Yards
- 14 Possible bridge across harbour
- 15 Hämeenpuisto green link to Eteläpuisto
- 16 Pajasaari and Pajasaari-island to become part of the Näsinpuisto-park



Näsinpuisto, shown on the map above, is still one of the most diverse parks in the city in terms of plant species. There are several groups of rocky plants and beautiful pulp fences in the area. On the western edge of the park grows, among other things, Finland's largest princely poplar (*Populus' Rasumowskiana'*). In recent years, the retaining walls, corridors, singing stage and Kuru monument in Näsinpuisto have been renovated, and the views have also been opened. In 2017 an observation pavilion was completed east of Näsilinna, modelled on the pavilion previously located on site. For example, you can find new stairs to the pavilion, which start behind the Tallipiha. The park offers a great view of Lake Näsijärvi.





Särkänniemi Amusement-park in operation (Visit Tampere/ Photos Laura Vanzo)

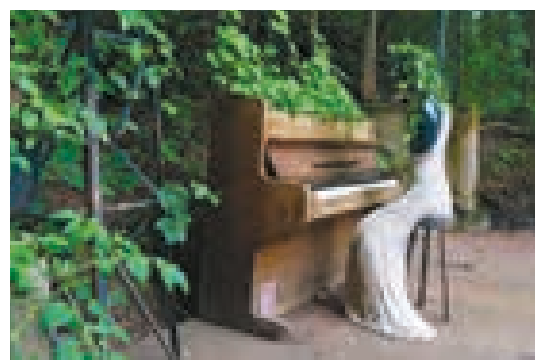
3.4 NORTH-SOUTH: CONNECTING GREEN



Future developments for Särkänniemi could include very attractive traditional harbour frontages for lively social, south-facing ground floor mixed uses with residential accommodation above (Google Maps above. Example Bergen below. Photo opposite page VZ1)



The derelict Onkiniemi building is a hidden beauty. To support the all year round active mixed use, it could become place for start-ups, media-industry and other creative industries (left: MY Study 2018. Right: Photo VZI)



NÄSINPUISTO -LINK TO SÄRKÄNNIEMI

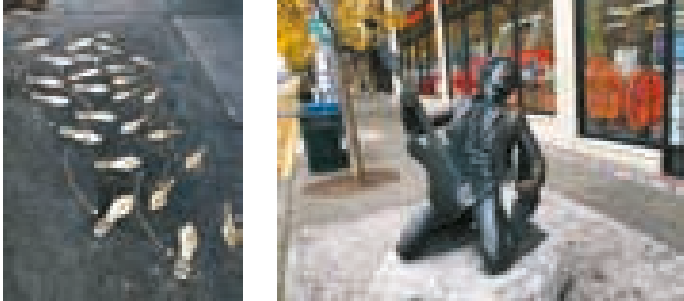
Särkänniemi Amusement Park in the North of WEST+ is a major attraction which has drawn millions of visitors from all over Finland. The whole peninsula including the historic Mustalahti harbour area is earmarked for investment and regeneration to enhance the existing amusement park offer and to introduce a mix of uses including space for new businesses, start-ups, creative media and cultural sectors and for hotels.

The WEST+ vision identifies the importance of integrating Särkänniemi into environmental, commercial and marketing strategies, with an additional potential of being part of the residential strategy as well. Ideas emerged through the Charrette process to regenerate the harbour area with active ground floor uses along the harbour front and with significant opportunities for residential and overnight accommodation above ground floor. Throughout northern Europe and

around the world, harbour areas have been developed as stunning and highly valuable places to live, work and visit, providing destinations for visitors with restaurants, cafés, bars and multiple kinds of tourist attractions. This approach could add value to the Särkänniemi development and create an attractive place for year round activity and living to bring more people and vibrancy to the northern section of West+ and to Tampere as a whole.

There are a range of excellent existing and proposed attractions on the way to Särkänniemi, as shown on the key plan and including the proposed 'Cultural Loop'. These will enable people to explore fascinating walking and cycling routes when going back and forth, assisted by the new signage system. Elements of West+ and the routes from Näsipuisto to Eteläpuisto with detours via Pyyntikki and other routes between them can be further enhanced by the proposals being suggested for Hämeenpuisto.





Cultur on Sidewalks in Seattle. Leftie-Cha-Cha-Cha Dance Steps. Right: Jimmy Hendrix Statue (Photos Fred London)

3.5 EAST-WEST: CONNECTING THE CULTURE



Lots of cultural attractions shown on Tampere Tourist Map above. Google Earth view shown below.



THE CULTURAL LOOP

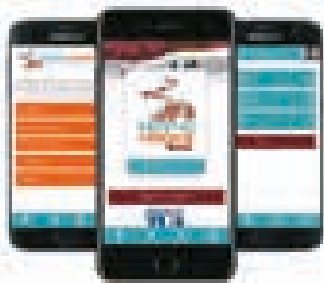
As part of the analysis of West+ and the creation of the city diagram, the Cultural Dumbbell was identified as an important feature to strengthen routes in this orientation and tie the hard spaces of Pyyrikintori and Keskustori together.

Following a cultural audit of the area a number of public facilities and buildings were identified, confirming that the city has lots to see and do, but it was felt that they were poorly 'signposted' and that they could contribute more to the life in West+. In particular, there are a number of institutions one street back from the main Hämeenkatu route on

Puutarhakatu and Hallituskatu and the team started to plot a route that captured these within a single idea.

The concept of a 'Culture Mile' is an established one that exists in a number of global cities and allows institutions to group together under a simple banner to benefit from each other's footfall and reinforce the city's brand to visitors. In a society that now values experience as highly as possessions, the idea of spending the day on the Cultural Mile, taking in two or three museums or galleries is an attractive one with hotels and eateries benefiting from visitors spending a weekend or longer nearby.



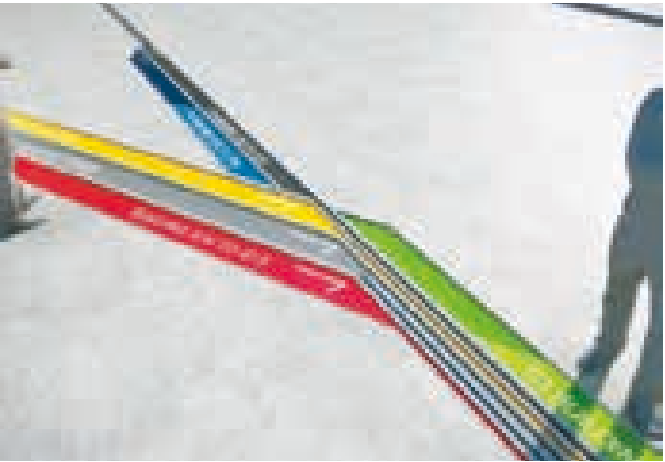


Examples how cultural loops are being marked and communicated on social media, by clear signage and floor markings (Lisbon, New York, London, Manchester)

BRANDING THE CULTURAL LOOP

The branding initially could be virtual with the creation of a map, that simply links these together helping people navigate from one to another but with smart phones and social media this can easily be elevated to include curated selfie trails or a shared presence on Instagram or other platforms. By creating an on-line 'trail', institutions can add further information about the exhibits or alert followers to unique events or discounts in a targeted way.

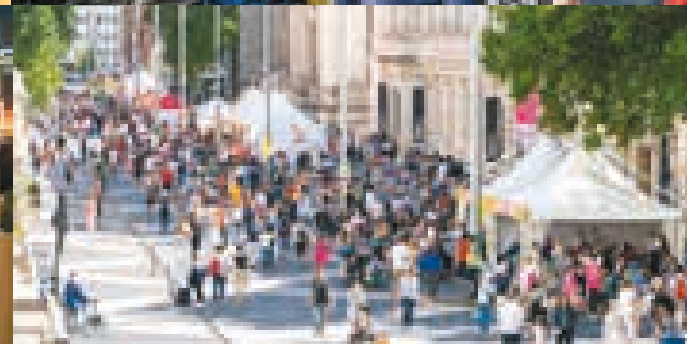
The Cultural Loop should also be marked in the physical realm with signposting of the route, maps integrated into street furniture and by using banners, landscaping and installations to provide visual prompts or stepping stones linking the facilities together and reinforcing the route.





3.5 EAST-WEST: CONNECTING THE CULTURE

73



Celebrating the Cultural Loop with events and festivals. Top: Theatre Festival Tampere. Mid: Ideas City Festival London. Bottom left: Design and Fashion Festival Montreal. Bottom right: London Exhibition Road Festival (Photos JTP)

Marking the Cultural Loop with sculpture and art. Left top: Maman sculpture Bilbao. Right top: Lide Exhibition Berlin. Left bottom: Maat Lisboa. Right bottom: Olympic Park London (Photos JTP)



MARKING THE CULTURAL LOOP

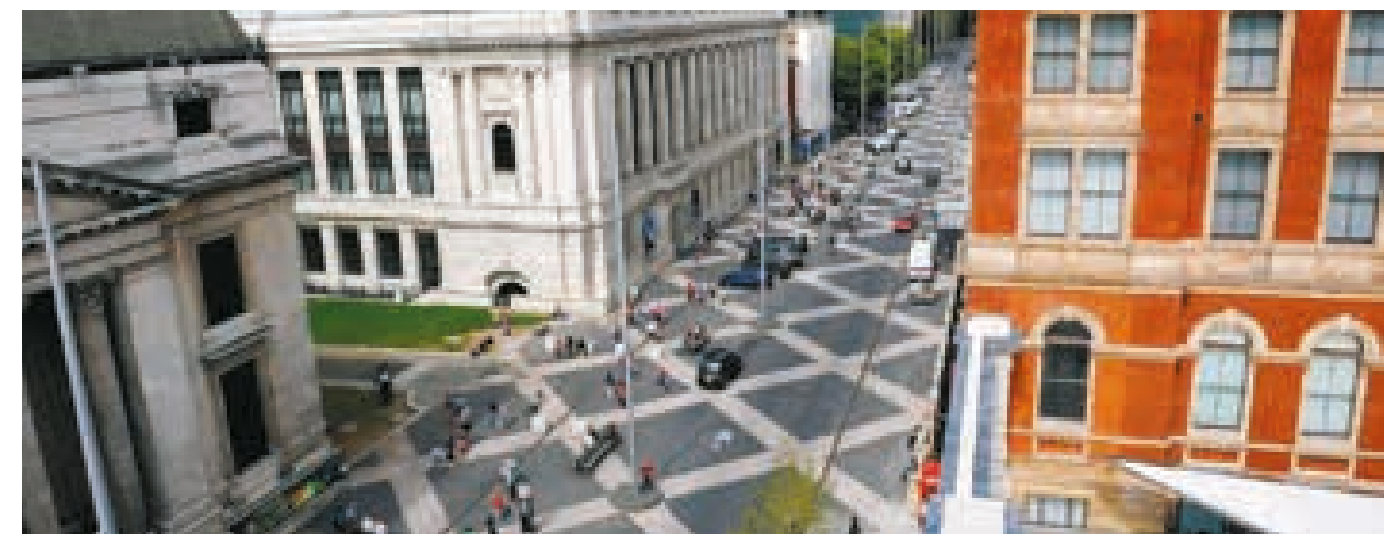
This can also be undertaken by the institutes themselves by bringing the exhibits onto the streets, 'advertising' their collections and bringing associated activity into the public realm. This could be with simple exhibitions, more permanent glass vitrines or sponsored artworks that are linear, leading the visitor to the next facility or by moving a particular iconic sculpture around the loop to reinforce the route in the psyche of local people and visitors.

The public realm and landscaping of the route also has a role to play in bringing it together. The example shown in London, Exhibition Road, creates a comprehensive piece of iconic public realm that ties a number of institutions together. In Tampere a more pragmatic and cost-effective way might be to invest in the road junctions planting uniquely coloured trees or changing the paving at points along the route forming a trail through the city.

However, the easiest way to reinforce the mental map of those that experience the loop is to programme it. Memories are made from our collective experiences and the Cultural Loop could become the focus for the cultural life of the city. There are already many exciting and interesting events; with the film festival and theatre festival and a number of these spectacles, large and small, could take place in the loop bringing the community to the centre and finding synergies between the institutions to reinforce the offer of West+.

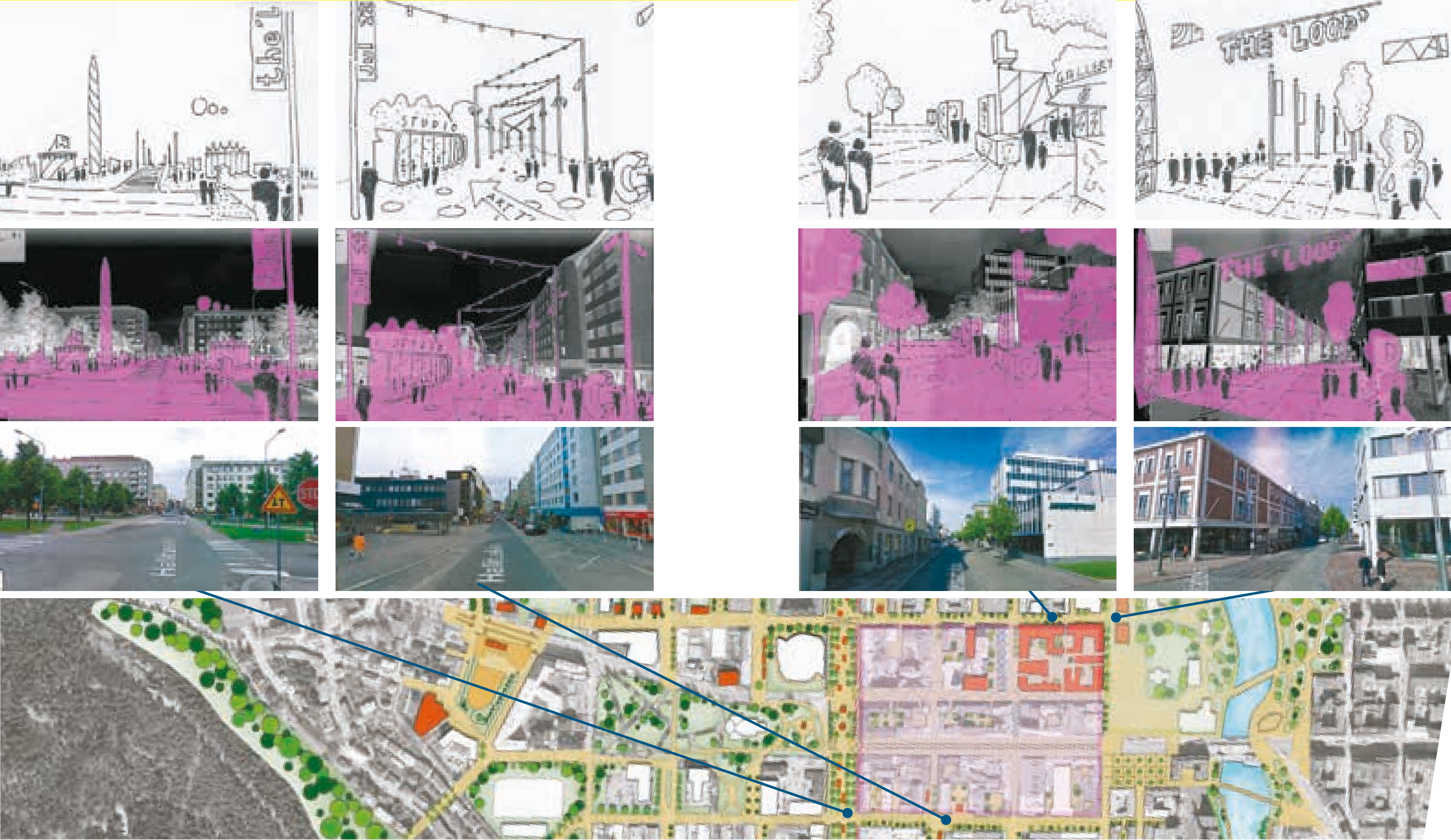


Physical signs on buildings and special street pavement in London to mark out the Museum Mile (Photos JTP)



Using a series of vignettes you could imagine a number of interventions along Puutarhakatu and Hallituskatu, forming the loop and plotting the route on the wider masterplan. Through the introduction of a new bridge from Varjarinkuja to the Verkatehtaanpuisto gardens the loop can extend to the east bank, travelling northwards through Koskipuisto and including Finlayson Area before returning the main square.

3.5 EAST-WEST: CONNECTING THE CULTURE





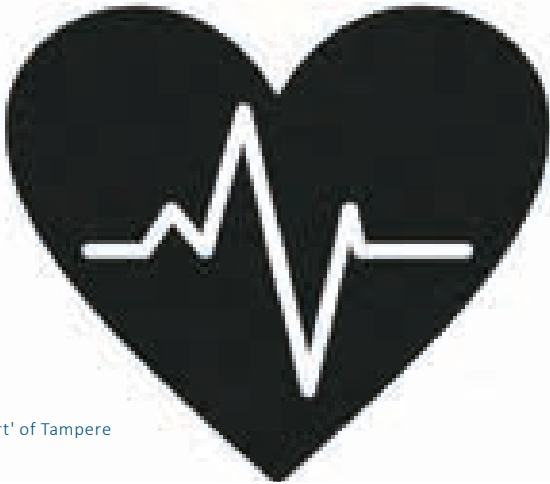
Aerial view southwest towards city

CENTRAL SQUARE: TRANSFORMING KESKUSTORI INTO THE REAL HEART OF TAMPERE

The central public square of Tampere - Keskustori - is the heart, the pulsing centre of a future Tampere. Located along the main street Hämeenkatu, Keskustori is west of Tammerkoski (rapids) and is surrounded by several important civic, cultural and historic buildings and structures including: Tampere City Hall, the Old Church of Tampere and the Tampere Theatre. The Central Square was called Kauppatori ("Market Square") until 1936.

The concept for the Heart of Tampere is to look to strengthen and respect the existing conditions; to utilise the given qualities of a central location with high connectivity levels to public transport, the new tram line, the inner city and commercial heart and within walking distance to Hämeenpuisto, Nalkala and the waterfront.

However, to make it a true heart, several improvements will need to occur to capitalise on the site's assets. Today's focus on vehicles over people means changing the approach to a pedestrian- and cyclist-first district. The following vision looks at the qualities, the historical significance and the potential opportunities in this diamond in the rough.



'Heart' of Tampere



Space for large events needed yet only sporadically; current plaza lacks identity

Dead frontages, bus stop currently

Important streetspace connection from commercial area into Keskustori

Safety perception issues along park, isolated and sunken below main ground level

Overabundance of surface parking dominates the character of the plaza

Combination of slope and steps poses difficulties for multi-functional uses

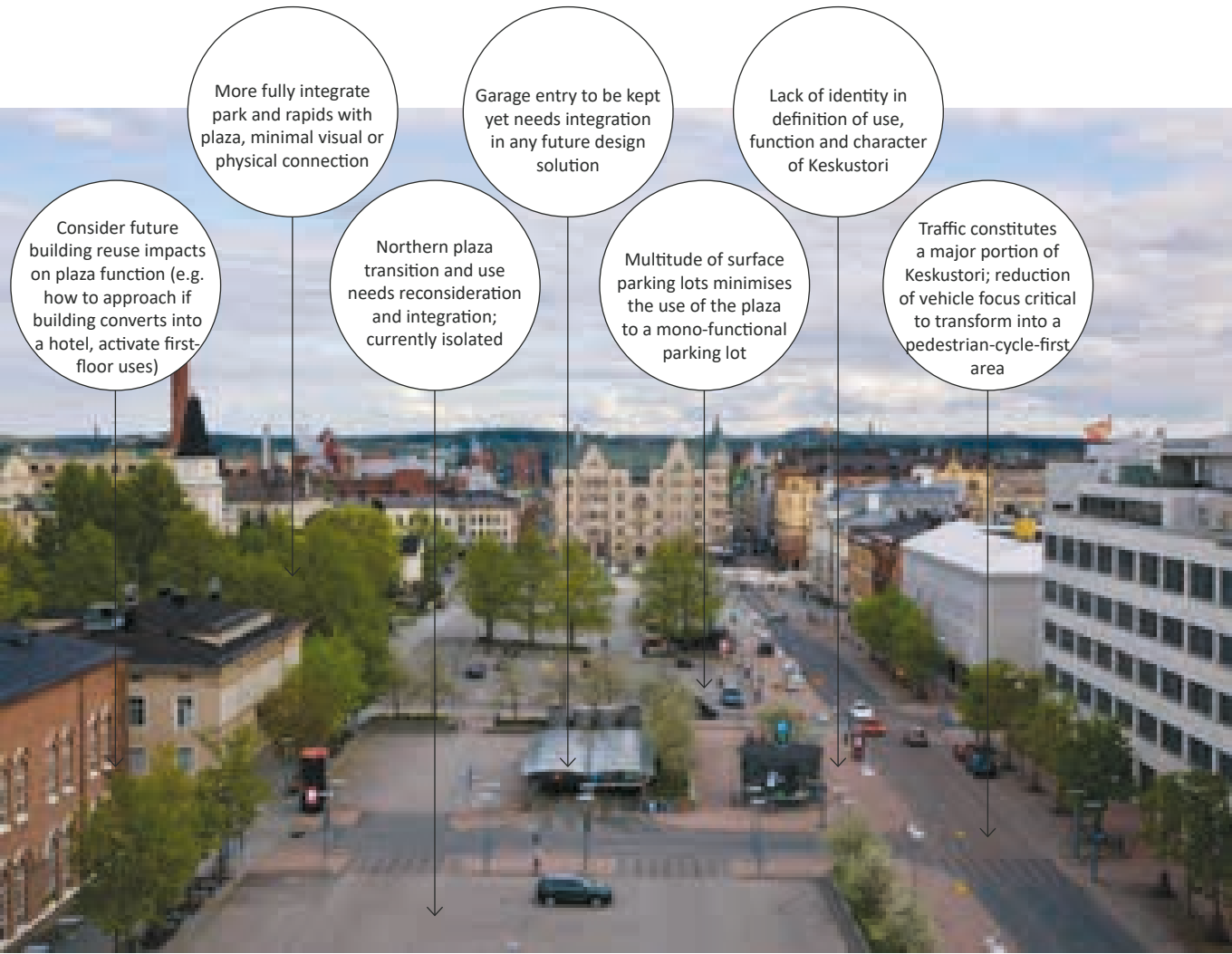
Create a seamless transition across street to Finlayson Area

Cycle route is important for the city as a fast cycle connection

Hidden, semi-public courtyard as open space gem

Limited connections via cycle, pedestrian connections along waterfront park

Green loop ends, unclear if riverside connection can continue



Analysis of Keskustori on south-facing photo of Keskustori



View north to Finlayson Area



View east towards church

CAPTURING THE SPATIAL QUALITY

There are several opportunities to utilise the existing context of Keskustori and enhance what already exists. By providing space for large events and also for seasonal offerings such as Christmas Markets or ice rinks, Keskustori can be a multi-seasonal, multi-functional space. It can provide for more than a cafe or restaurant along the first-floor but as an attractor at the centre of Tampere. It should look to take advantage of the green park along the west side of the rapids and connect to the green park on the opposite east edge. In this way, the already important cultural and civic uses will be enhanced with destination-activities, opportunities for spontaneous events and at the same time, an urban heart supported by the 'veins' of the city: its people, its opportunities, its functions.



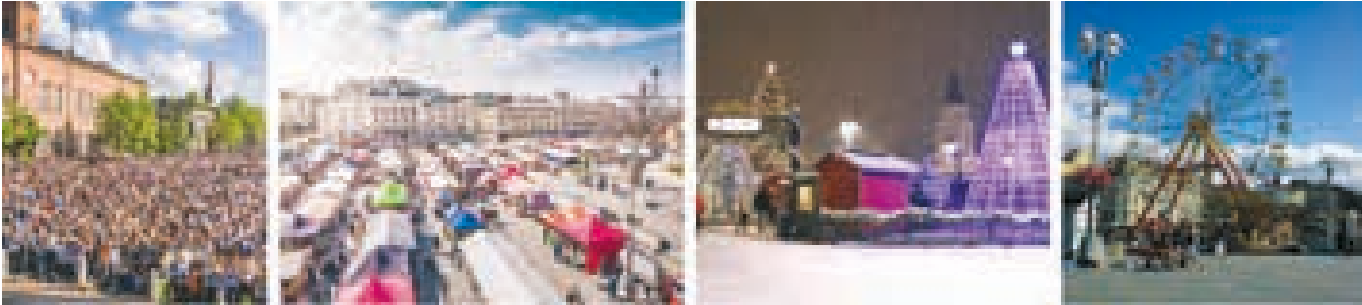
Finlayson Area and plaza with basement-level cafe



Civil and historical objects: church, theatre



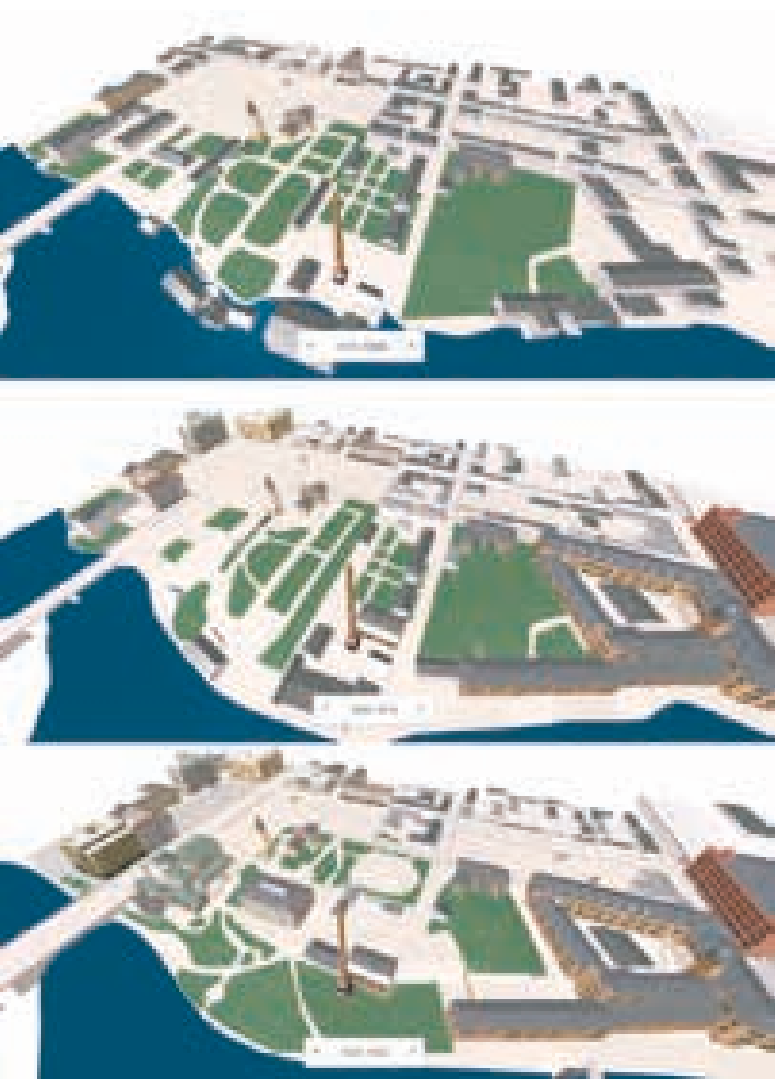
Green bits on east edge of square, not very well connected, with a major topographical change down to the rapids



Impression of Keskustori: Large events and groups, Market days, Christmas Markets on the plaza, Entertainment and amusement activities (Photos Visit Tampere)



Historical progression of central plaza transformation from 1870-1950, with supporting image of building found on Keskustori



Building on central square, historical photograph 1880



HISTORY AS CUE FOR THE FUTURE

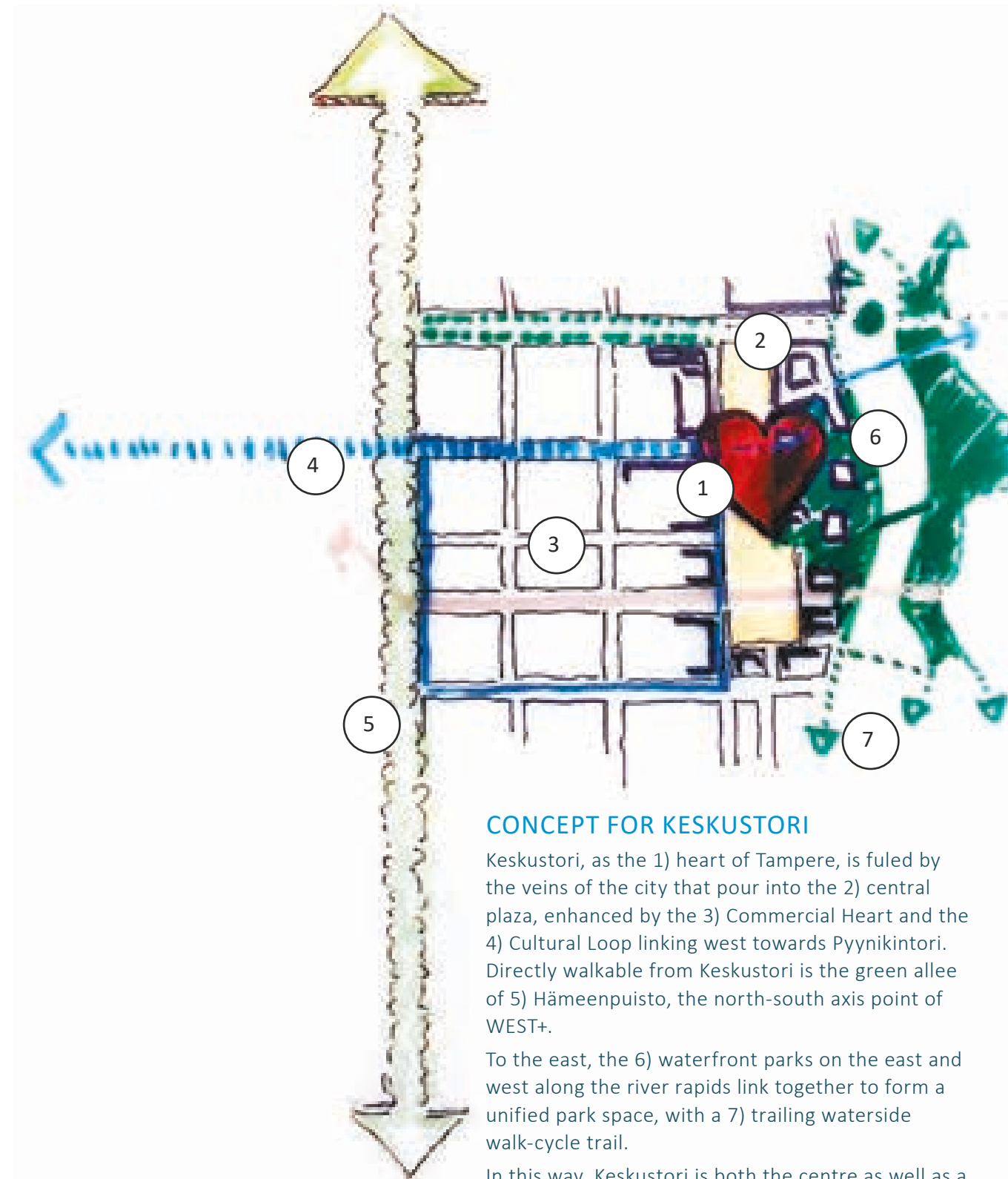
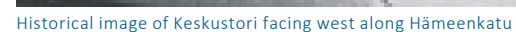
From the earliest settlements and its evolution in the late 1800s/early 1900s, the development of Keskustori became the founding point of Tampere, taking the form of a central plaza area - complemented in part by a built structure (see image on opposite page) - the plaza developed into a larger paved area in the centre of the city.

Looking at historical cues, there is potential to utilise the past tradition of a built structure to divide the plaza, increase its spatial and functional identity and to do this in a manner that respects traditions yet looks forward by connecting not only locally in the plaza, but connected to the wider open space system of Tampere.



Aerial image north/northwest to Keskustori

CONCEPT FOR KESKUSTORI

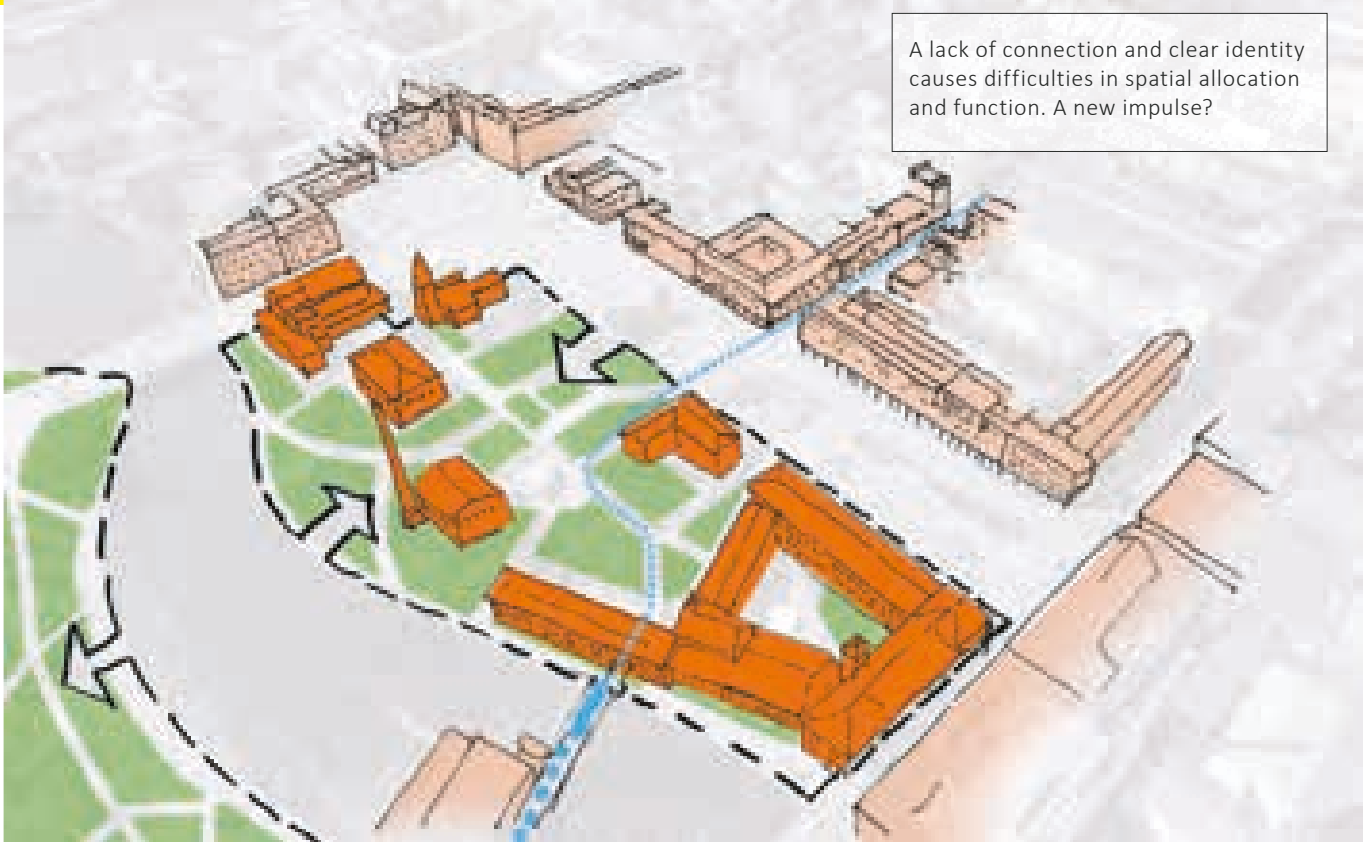


Keskustori, as the 1) heart of Tampere, is fueled by the veins of the city that pour into the 2) central plaza, enhanced by the 3) Commercial Heart and the 4) Cultural Loop linking west towards Pyyrikintori. Directly walkable from Keskustori is the green alley of 5) Hämeenpuisto, the north-south axis point of WEST+.

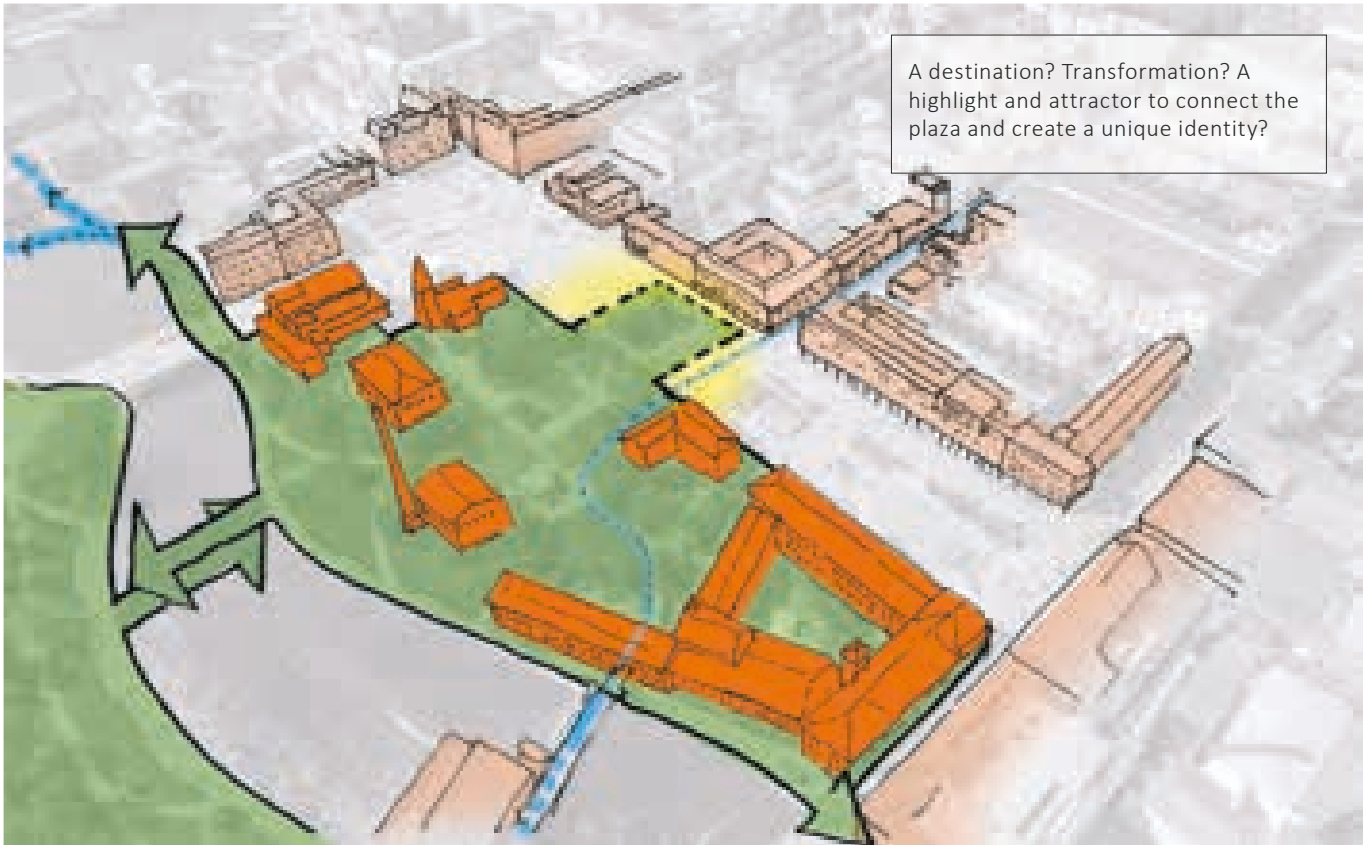
To the east, the 6) waterfront parks on the east and west along the river rapids link together to form a unified park space, with a 7) trailing waterside walk-cycle trail.

In this way, Keskustori is both the centre as well as a destination; as a starting and end point.

Concept sketch of the urban design implications of Keskustori to greater Tampere



Transformation 1: observation of the internally focused green spaces, lack of connection to surrounding to create unified identity even to plaza



Transformation 2: park and garden become a part of the plaza, parks connect across the water, a new attractor and destination is born in the middle

WHAT DOES TAMPERE NEED? HOW CAN KESKUSTORI RESPOND?

Today the park exists in isolation from the square. The square, the plaza, the central place in Tampere is more a traffic zone than a people-zone. Today, the spaces are a mix of non-connected, isolated areas. The park along the waterfront remains hidden, the plaza remains large, parking is overall. Instead, by looking towards micro-moves that can stimulate and catalyse development, we propose a new destination to attract people back into the centre.

The Tampere Winter Gardens is an answer to bind open spaces together. A built structure on the one hand to provide a spatial solution to the large space; yet one that is public, interconnected, a point for multiple uses. The key here is multi-functionality. Provide space for large events but enable smaller events to take place. Remove parking functions and integrate garage entries yet rethink the slope/step transition of the northern plaza. Enable activities to take place during all seasons and transform a hardscape plaza into a place for people.



Keskustori transformed



Keskustori - nothing warm and cosy currently at Tampere's main square during the autumn and winter (Photo Visit Tampere Sangyune Lee)

3.6 KESKUSTORI - HEART OF TAMPERE



Inspiration: Crossrail, UK



Inspiration: Crossrail, UK



Inspiration: Crossrail, UK

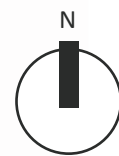


Visualisation of proposed Tampere Winter Gardens, a multi-functional park extension and new destination point, mobility hub, central point

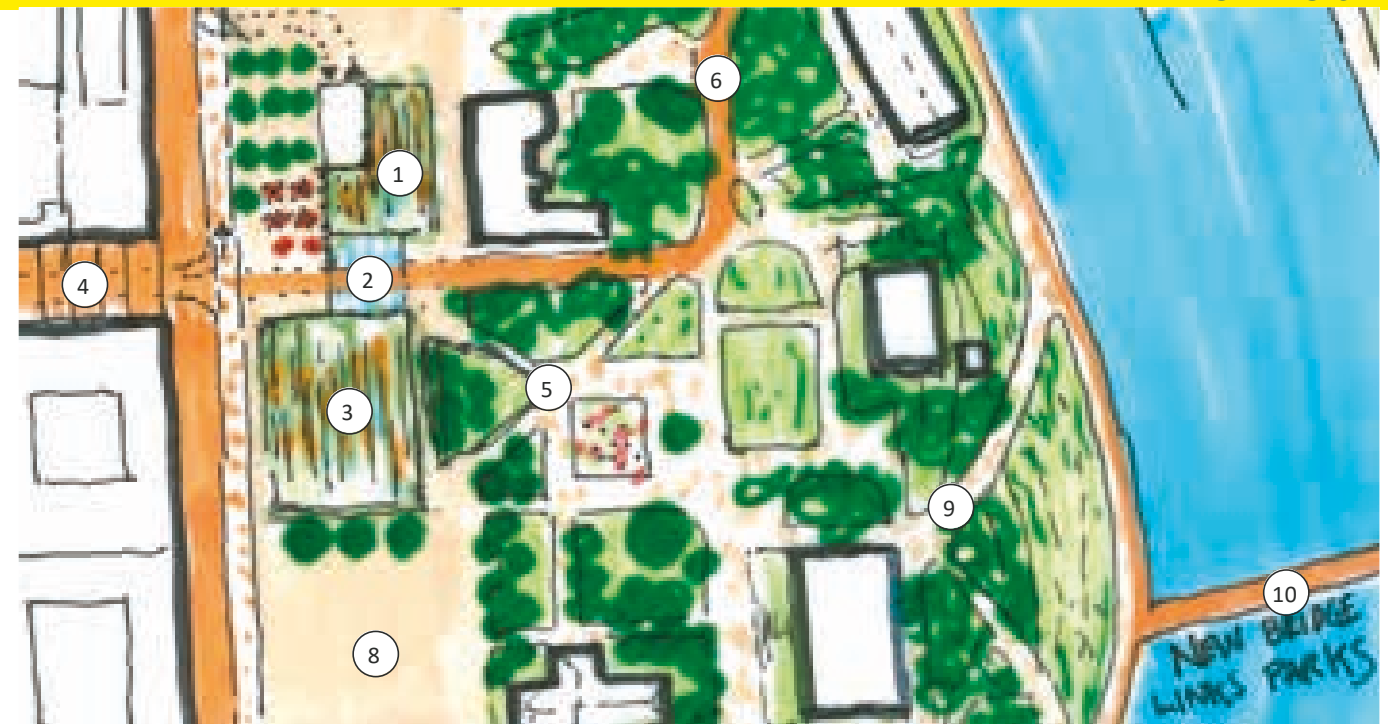
KESKUSTORI - VISION

1. Winter Gardens and Main Square
2. Cafe and Mobility Hub
3. Keskustori North Plaza
4. Keskustori South Plaza
5. East Waterfront Park

6. West Waterfront Park
7. Shared Space across Cultural Loop
8. Commercial Heart
9. Dedicated Pedestrian/Cycle Bridges
10. 'Treasure' Island Connection



3.6 KESKUSTORI - HEART OF TAMPERE



TAMPERE WINTER GARDENS & KESKUSTORI PARK

1. Cafe with Winter Garden North
2. Roof allowing for through-cycling
3. Winter Gardens

4. Shared Space / Cultural Loop
5. Link to park
6. Fast cycle route
7. Plaza
8. Open views towards water
9. New bridge link



MOBILITY HUB

On the north side of the Wintergarden building and adjacent to the main east west cycleway along Puutarhakatu and the car park entrance is located a mobility hub building. The hub provides an informal counterpoint to the Wintergarden with multiple functions including indoor / outdoor café, cycle and scooter repair and city bike information and hire with perhaps other rentable spaces and ticketing related to community uses and activities on the squares

Left: Mobility Hub Fulbourne UK (Photo JTP)



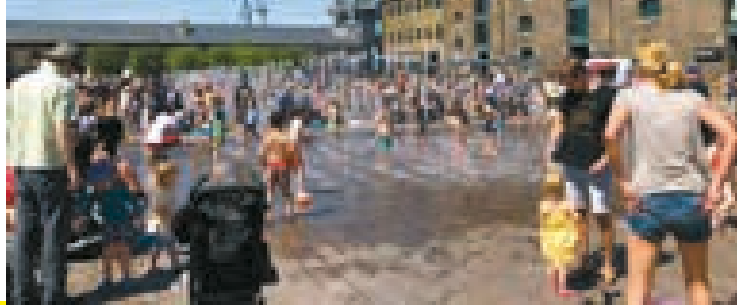
Multi-functional cafe and event use



Garden spaces and circulation route



Covered area available for mix of public or private uses



Multi-functional Granary Square,
London Kings Cross (Photo Fred London)

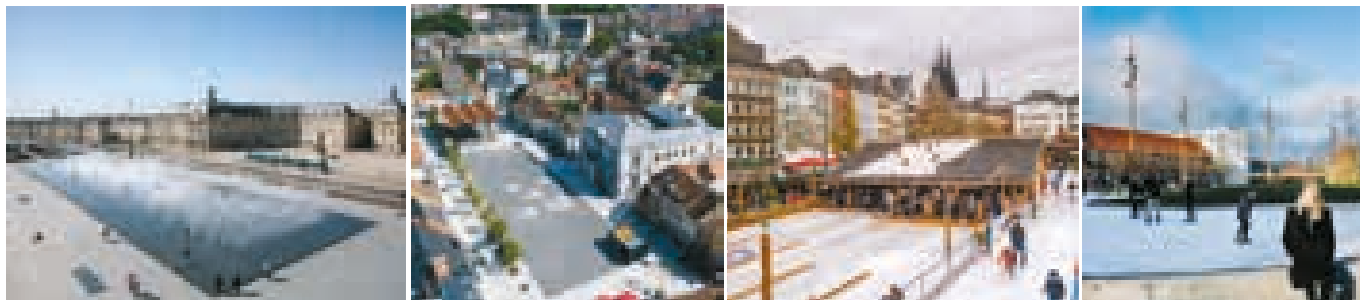
3.6 KESKUSTORI - HEART OF TAMPERE

WEST+ VISION 93



KESKUSTORI - SOUTH PLAZA

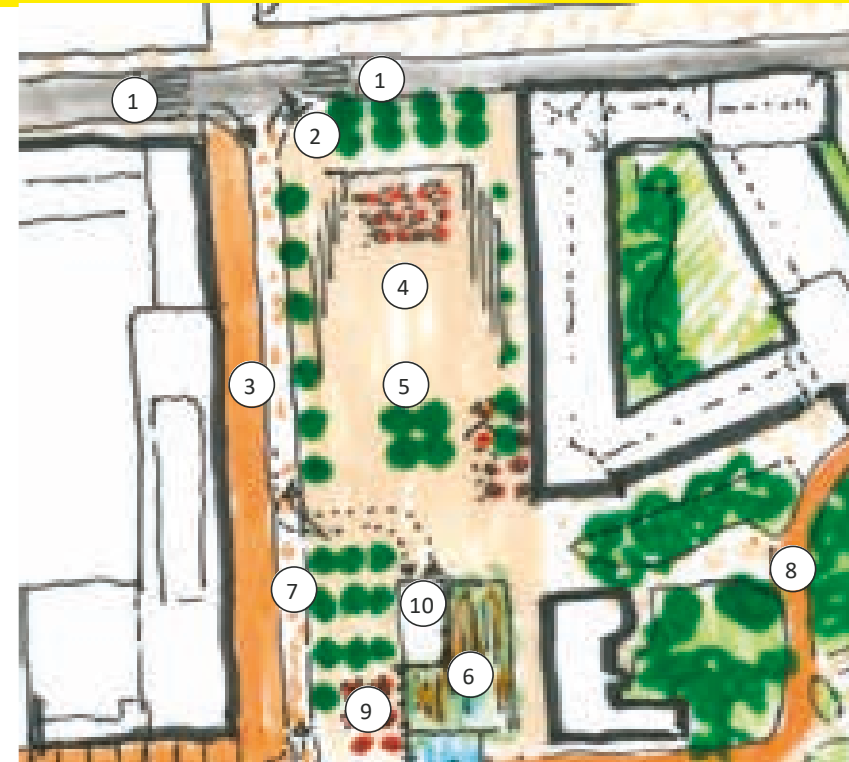
1. Keskustori Main Square, suitable for large and small events
2. Pedestrian Crossing
3. Tramline & Busstops
4. Keskustori South Plaza
5. Revitalised bridge connection
6. Link to waterfront path
7. Reorganisation of plaza
8. Multi-functional plaza: water plaza, ice rink, open plaza
9. Increase first-floor uses for activation
10. Pedestrianised link to market at waterfront / Nalkala



Multi-functional plaza examples dry, wet, frozen - multiple uses: Bordeaux (France), Vilvoorde (Belgium), Maria Park in Vejle (Denmark), Cologne (Germany)

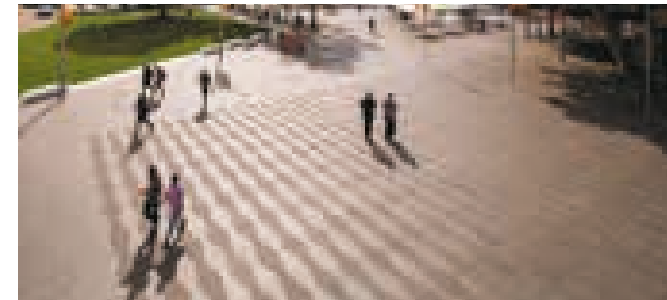


Create small niches for sitting and leisure, leave large spaces possible with moveable furniture to enable hosting of events

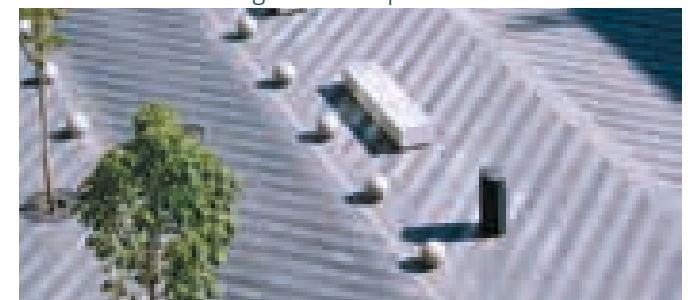


KESKUSTORI - NORTH PLAZA

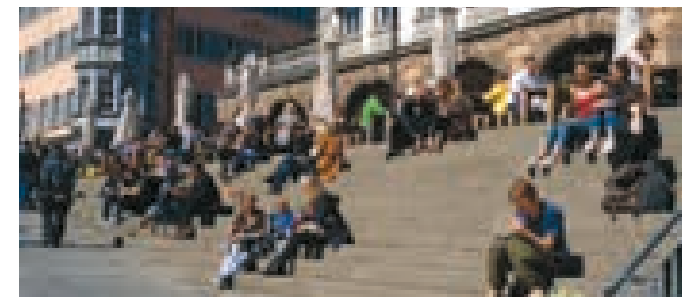
1. Safe crossings to Finlayson Area
2. Identity and address at northern end. Emphasize tunnel entrance to Finlayson
3. Emphasise pedestrian route
4. North plaza redefinition of steps/slopes
5. Flatter top, remove traffic and parking
6. Winter Gardens North (Cafe, multi-functional use, including proposed mobility hub feature)
7. Narrow street
8. Cycle Link
9. Outdoor Cafe
10. Access to underground carpark



Use paving to define spaces, create shared yet clear boundaries for vehicle, pedestrian, cycle, shared uses



Proposal for Keskustori North Plaza: integrate first-floor uses, use slopes-steps to transition, for sitting/leisure opportunities



Keep existing cafe, integrate, rethink the transition and integrate first floor uses to have a more accessible and functional use of the plaza that is flexible for future change. Currently there is already a tunnel under Satakunnankatu which connects Frenckell square and Finlayson Area. Entrance to the tunnel (in Frenckell square) should be made more visible from Aleksis Kivenkatu to attract pedestrians to use it.

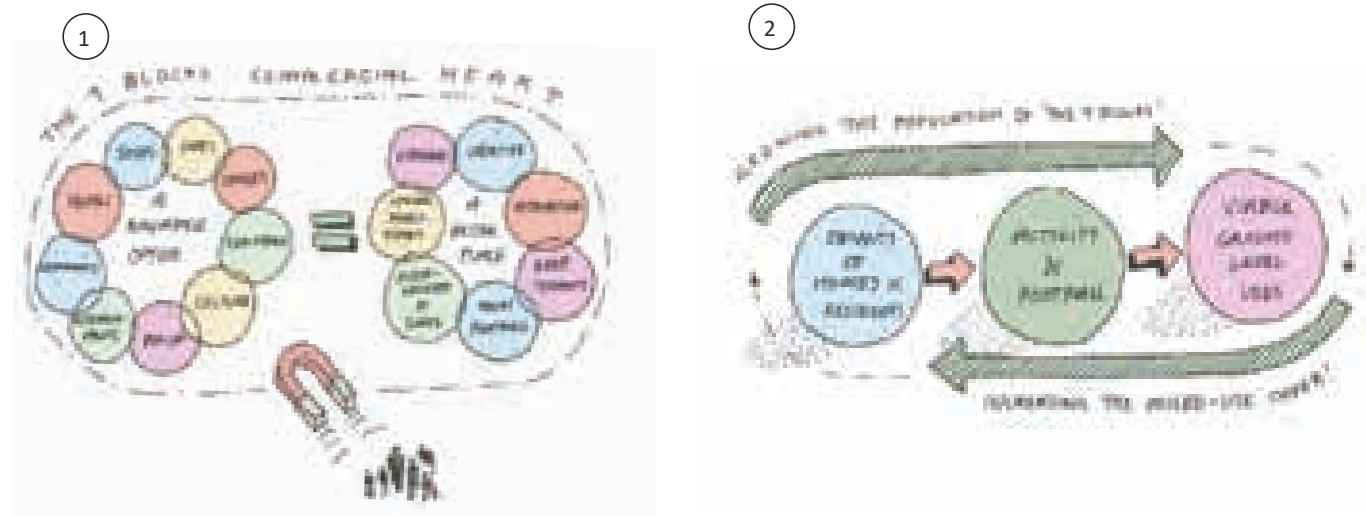


3.7 'THE 9 BLOCKS'/ COMMERCIAL HEART

94

WEST+ VISION 95

'The 9 Blocks' are perfectly located right at the main city square to become a Tampere's commercial, cultural and residential hot spot (Photos VZI)



'THE 9 BLOCKS' - DESTINATION

The aim is to bring the commercial centre of WEST+ up to speed and have it play a significant role for the city centre as well as in the context of the many other new commercial destinations in Tampere, e.g. station development, Ratina, Libeskind Deck, arena and many more.

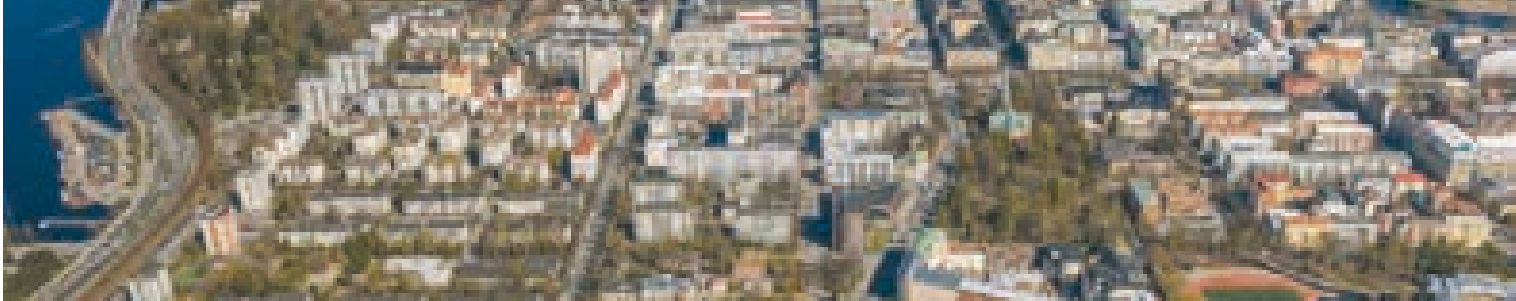
And yes, of course, the commercial heart is much more than the 9 block, as all adjoining blocks will also both benefit and contribute to it. Practically we mean 'The 9 Blocks+', but there is the danger to loose out on focus, therefor it seems better to start small and clear.

'The 9 Blocks' could profit from two major development concepts:

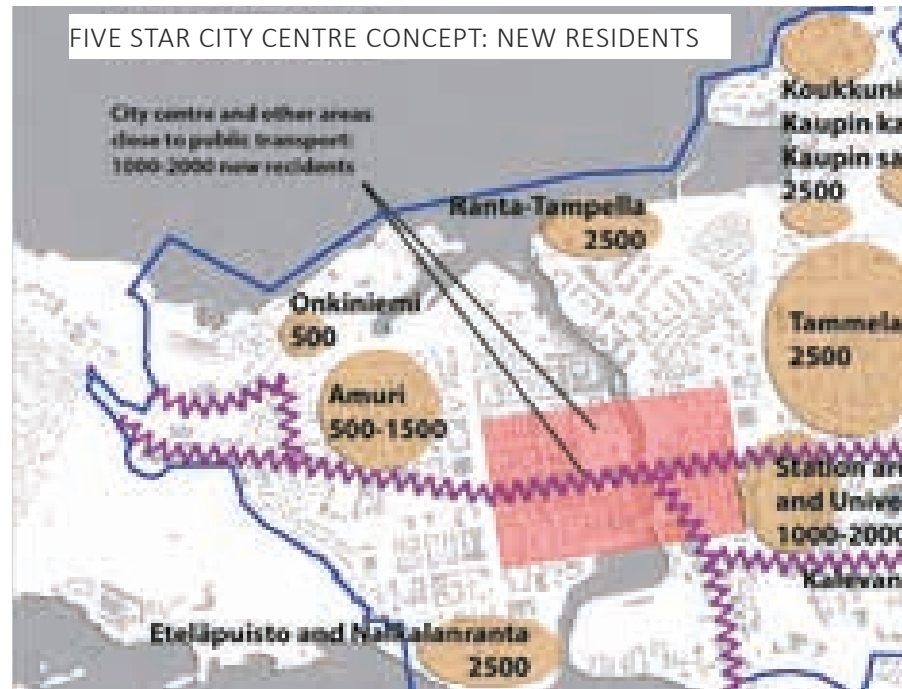
1. By intensifying and diversifying uses in 'The 9 Blocks' and including more residential to become truly mixed use, the area can be more vibrant, creative, inspiring and attractive to residents and visitors alike; drawing them into the WEST+ city centre.
2. The 24 hour vitality of 'The 9 Blocks' can be improved by increasing its residential population.



Image-Caption



3.8 INCREASE IN PEOPLE LIVING IN THE CITY CENTRE



	Estimated number of new residents	Estimated number of new jobs
City centre and other areas close to public transport	1000-2000	1000-2000
Onkiniemi	500	500
Amuri	500-1500	500-1500
Ranta-Tampella	2500	2500
Station area and University	1000-2000	1000-2000
Tammela	2500	2500
Koukkuniemi Kaupin ka Kaupin sa	2500	2500
Eteläpuisto and Nalkalanranta	2500	2500
Total	10000-15000	10000-15000



	Estimated number of new residents	Estimated number of new jobs
City centre and other areas close to public transport	1000-2000	1000-2000
Onkiniemi	500	500
Mustalahki	200-250	200-250
Amuri	1000-2000	1000-2000
West of Klingendahl & Nalkalanranta	1000-1200	1000-1200
City and other areas close to public transport	500-1250	500-1250
Total	10000-15000	10000-15000

AS MANY AS POSSIBLE

One of the major goals of the CITY CENTRE FIVE STAR development programme is to increase the number of people living in the city centre. The top map on the left explains very roughly the estimated numbers outlining potential in a range of 4.000 - 5.500 new residents in WEST+ area.

The WEST+ vision works will emphasize this major goal but with a slightly different emphasis by putting more energy into the encouragement and support for many small and medium size projects. As two of the biggest densification projects, the Amuri and the proposed new settlement at Eteläpuisto seem no longer to be realistic, the city's policies involve encouraging inner-city property owners to convert commercial into residential spaces. In addition investors should get easier and quicker planning permissions for new houses or infill projects for people not dependent on cars. There should be special focus on young families, students, singles, elderly people who wish to live in city-centre close to all attractions, be they commercial, cultural, educational, leisure or in close proximity to the best public transport systems. The online survey is pointing to a big demand for this target group.

ADDITIONAL POTENTIALS

For more residential in WEST+ we are suggesting:

- Encourage and support the existing property owners and Housing Co-operatives in the whole WEST+ area to engage into:
 - new infill-housing
 - elevation of existing buildings
 - replacing old and inefficient buildings with new ones.
- Adapt city policies to encourage easy inner-city conversion of commercial into residential spaces.
- Consider residential as part of the mixed use for Särkänniemi.
- Modify the development concept for Amuri to

encourage careful and sustainable urban densification and speed up the change process by consensus building and co-operative learning tools.

- Run 'horizon-widening' seminars and workshops for all active property owners, architects, experts and decision-makers involved. Study examples from elsewhere to raise expectations and positive calculations, learn about new methods and tools which have proven to make inner-city change processes quicker and easier, more beneficial and sustainable.

The following pages outline those proposals in more detail.

CONVERTING OFFICE SPACE INTO RESIDENTIAL SPACE

Changing office space for residential use requires a change in the town plan. In the same context, it is often worthwhile to explore other possibilities for supplementary construction and block development. There are different building regulations in office and residential construction, which is why not all office space is suitable for residential construction.

DEVELOPMENT PLOTS TO THE WEST OF KLINGENDAHL AND NALKALANRANTA

Nalkalanranta and its waterfront areas, as well as the block of the former Pyyrik Epidemiological Hospital on the west side of Klingendahl, currently form an underutilized entity in the southern part of the western city centre. These areas are clearly part of the grid area of the city centre and supplementing them could achieve a significant number of additional dwellings in the city centre. At the same time, additional construction and about 1,000 new residents would increase and diversify the service and commercial demand in the southern part of the western centre.

TELL US ABOUT YOUR VISION FOR THE FUTURE OF THE WESTERN CITY CENTRE?

“All kinds of pedestrians can and do move around the centre. The green areas are connected to each other and are treated. The shores of the lakes are full of the built-up holes of the townspeople. The use of all the park areas clearly increased, the townspeople also spend the summer weekends in the centre. From a mental health point of view, space and green areas are very important. Corona emphasized these needs! We take care of the cleanliness, the bins are big enough.” (One of many answers to Online questionnaire)

ONLINE-SURVEY FOR HOUSING CO-OPERATIVES IN WEST+ AREA

From 18th June to 16th August 2020 all Housing Associations and Co-operatives in WEST+ haven been addressed. The intention was to gather information on ongoing and future projects in the different properties in the area in order to take them into account in the development of the western city centre and also to encourage them to become more active.

130 property owners were providing 544 inputs on:

- background information
- known renovation needs
- possibilities for infill construction
- parking
- visioning of WEST+ city centre.

The questionnaire has generated a good level of response and clear interest in the range of possibilities for infill construction that will provide a very helpful basis for further consideration of the issues raised. Having been initiated as part of the

West+ project an even broader range of concepts and ideas may emerge between respondents and the city planners shedding further light onto the most practical and sustainable outcomes.

Most commonly, the respondents expressed a need and hoped for assistance from experts and more information in assessing which type of infill construction would be the most suitable option for the property. Furthermore, the respondents wished to collaborate more closely with the neighbouring properties and are missing out opportunities to develop a shared view about future options and collective interests in the area. More communication and exchange seem to be a key requirement to support housing co-operatives in becoming more active and play a bigger role in the future development of WEST+

HOW CAN HOUSING-CO-OPERATIVES BECOME ACTIVE?

Complementary construction brings many benefits to housing associations, the district and the city - not forgetting the environmental and economic benefits. For a housing company, additional or supplementary construction can be a way to finance some of the company's major renovation projects. It would often be possible to build more new housing on the plots, thus financing renovations and promoting accessibility, for example through lifts. Although the city is always involved in some way in complementary construction projects, the renovation of residential buildings and entire areas will not be possible without the involvement of residents and actors in the area.

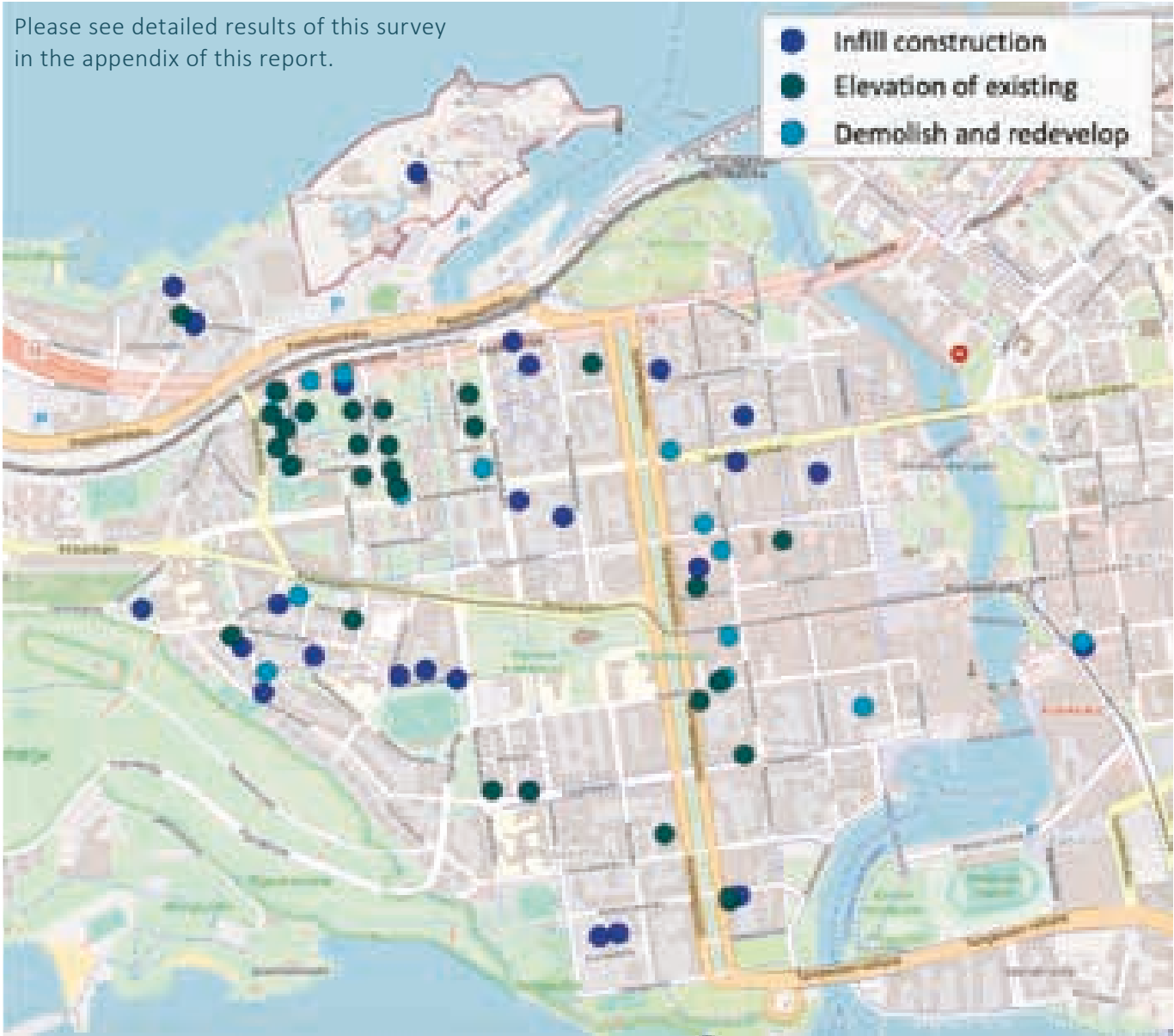
The city encourages housing associations to identify and implement additional construction within the existing urban structure. The City of Tampere Central Project makes 2-5 block plans annually in cooperation with active housing and real estate companies. These are done in the downtown business districts and downtown residential blocks.

3.8 INCREASE IN PEOPLE LIVING IN THE CITY CENTRE

The aim is to supplement the city centre, develop the cityscape and co-operate between housing companies. Construction is decided and carried out by the property owners.

A housing company that owns its land may receive a significant financial benefit from selling the building right to an outside developer. Additional construction on the city's leased plot will receive

additional construction compensation. When the right to build a residential building increases significantly, the land rent can be reduced by a maximum of 85% for a maximum of ten years. In addition, the Housing Company has the opportunity to sell the emerging lease right.



AMURI – EXISTING SITUATION



Existing situation of Amuri Area - Aerial view from south (City of Tampere)



Unterpass to Särkänniemi



Nasjärvenkatu



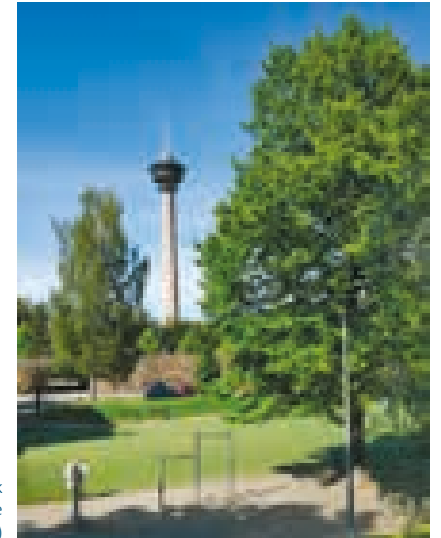
Park



Sotkankatu avenue

AMURI – MAIN GOAL

The Amuri area is a popular neighbourhood close to the city centre. It has a building stock of the 1970s including mainly residential housing next to a kindergarten and a supermarket. On the one hand, the very green environment with a park area and the “magic” avenue Sotkankatu with old trees is very much appreciated by residents. On the other hand, there is a potential for intensifying residential development in this area as a major contribution for getting more residents into the western city centre. So the goal is to explore possible ways to increase the density of the area without a loss of green space at the same time.,



Park
(Google
Pictures)



General Plan (City of Tampere)



Strengthening of green connections in north-south direction(EMP)



New organisation of network avoiding any through traffic and centralised parking, promoting low transport modes and links to public transport (EMP)

GREEN CONNECTIONS IN AMURI

Therefore, the central green spine and the avenue should be maintained and the quality even strengthened. A green corridor with special solitary buildings should link the Amuri area with the overall vision for West+ including the surrounding green belt. This corridor links the Särkänniemi Amusement Park and a potential future railway station in the north with Väino Linnan Puisto, the new design of Pyynikintori and further on to the Pyynikki nature and recreation area in the south.

ADAPTED TRANSPORT SYSTEM IN AMURI

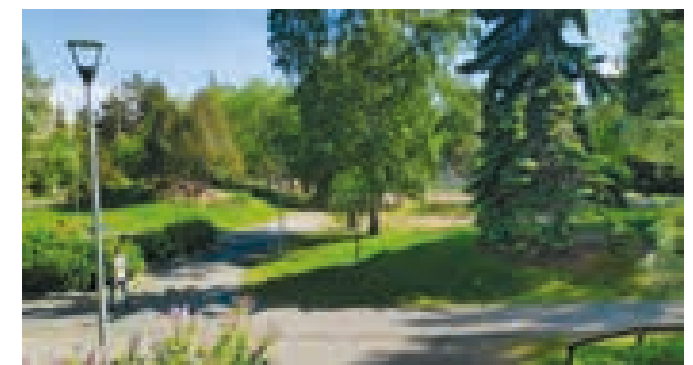
The transport system should be adapted and the network reorganised so that any motorised through traffic will be avoided. The Sotkankatu avenue should become fully car-free. A recent proposal by the city administrations has been taken into account, but some changes including both cutting existing road links and establishing new ones are suggested. New centralised parking facilities with a redevelopment of the kindergarten and the supermarket plots are proposed. A part of the parking can be realised in an underground parking garage, but additional parking above ground should be considered. This offers the opportunity for subsequent changes of its function into commercial or other uses if parking spaces are no longer needed in the future.



Functions of Multimodal Mobility Hub (Graphic Argus)



Park (photo Google Pictures)



Park (photo Google Pictures)



Sotkankatu avenue (photo stakeholder workshop)



AMURI GARDEN CITY

1. Medium rise landmark buildings
2. Additional low rise buildings
3. Additional higher buildings
4. No new buildings here
5. New centre with supermarket, kindergarten, services and residential housing + parking

AMURI GARDEN CITY

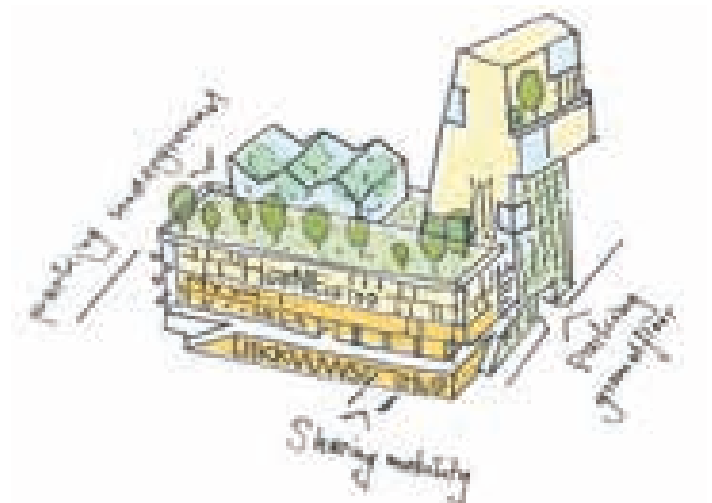
When analysing the scenarios of the study by Harris Kjisik from 2019 and comparing these with the input from the local community even Scenario S seems to be quite intense and massive. Therefore, the WEST+ proposal takes Scenario S as a basis, but proposes some changes. Firstly, the green corridors should be strengthened. This means e.g. no bigger buildings along the green avenue. Secondly, a major redevelopment of the central area as a main infrastructure hub could boost the urban renewal process by adding new functions.

The proposal for the “Amuri Garden City” aims to balance the green character, the integration of new development and the consideration of sustainability issues at the same time. The new centre should have hybrid buildings that accommodate supermarket, kindergarten, services and housing on top. Besides, underground parking and flexible multi-storey parking can be provided. New development can be implemented with additional landmark buildings and topping up of existing buildings, as well as additional medium-rise and low-rise buildings.

This will result in an estimated number of 1.000 to 2.000 new residents within the entire Amuri area.



Scenario S from Study (City of Tampere and Harris Kjisik Architects)



New hybrid building in central area accommodating transport and social infrastructure as well as housing (EMP)



Section through central green spine (EMP)



Example of an experimental low-rise building (photo Human Habitat, New York / Copenhagen)

Replacing car-parking by low-rise buildings (EMP)



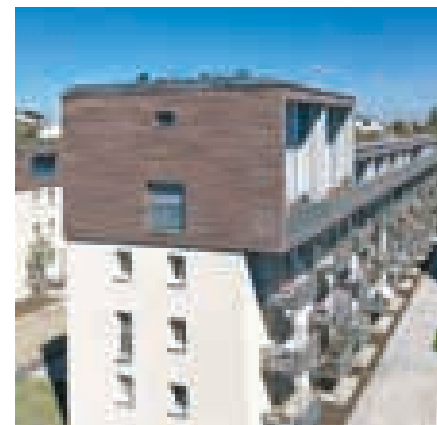
Example of a greened building, Visualisation: Hamburg Baakenhafen, Eble Messerschmidt Partner

Greened new buildings for medium-rise additions



Attaching new storeys on top of existing buildings, provision of new open spaces as rooftop gardens and greenhouses

Example of topping up of existing buildings with a lightweight timber construction, Foto: Spittelmeister München



PRINCIPLES FOR REDEVELOPMENT OF AMURI

The redevelopment should follow the following principles:

- New centre with hybrid buildings incl. social infrastructure, services and housing on top, as well as parking as a mobility hub considering also a sharing economy approach for cars, bikes and micro-mobility
- Rearrangement of existing areas of parking to be underground, or multi-storey, frees up land for buildings, e.g. low rise buildings
- Topping up of existing buildings with rooftop extension utilising timber construction systems
- Keeping the green character of the area with green facades on any major additional building
- Integration of community rooftop gardens and greenhouses providing open spaces for new residents
- Any new buildings to be designed to high levels of sustainability and old buildings should be modernised.

RECOMMENDATIONS FOR WAY FORWARD IN AMURI

The already started design process should allow for differentiated development of the plots by the housing corporations, but within a common framework. Therefore, a set of design and sustainability guidelines should be developed and compiled into a design and sustainability manual. To elaborate this based on the city administrations' general plan and the pre-existing and upcoming proposals of the cooperatives, a collaborative process with a series of joint workshops is recommended. Beyond this is an ongoing consultancy process for implementing the guidelines into the project design, e.g. by a quality support group or a design council. Experience shows that the shared integration of these instruments results in projects of the highest quality that can gain acceptance by all relevant actors.

Elements of an integrated and collaborative process:

- Collaborative elaboration of framework including design and sustainability guidelines
- Integration into a Detailed Plan that provides flexibility for individual approaches based on a catalogue of solutions
- Continuous consultancy by a quality support group or design council
- Final evaluation and approval of designs by quality support group or design council



Conceptual idea of the Eco-/Social-/Urbaniser to illustrate the required balancing of different qualities in redevelopment areas



PROFILING THE BUSINESSES IN WEST+

In addition to the business and office premises in the city centre, there are several large job centres in the WEST+ area. However, the latest office concentrations have been built in the vicinity of the railway station, which is currently being strongly profiled as the core of office construction in the city centre. WEST+ existing job concentrations must be strongly profiled and find their own position in the business premises market. The strengths of the western centre are seen in the history and environment as well as the diverse commercial centre including several lunch restaurants.

1. The former Finlayson factory works very well as magnet for cultural and tourist attractions as well it providing unique spaces for architecture and design companies, cultural institutions and art galleries.
2. Hundreds of employees are working at the City council, departments and city offices.
3. Tako will remain as a place for industrial production thus supporting the diverse scale of businesses in WEST+ area.
4. Klingendahl, the former wool factory building works successfully as a mixed use commercial space, but could achieve an even higher profile to support the WEST+ vision.
5. The Culture and Educational sector is a significant employment sector in WEST+ with regard to the many schools, theatres and internationally known museums.
6. Onkiniemi is well suited to become a centre for innovation in Tampere, hosting startups, media and creative industries in the former factory. There are numerous examples in Europe which are very successful in this kind of conversion, e.g. Filmakademie Ludwigsburg, Tate Modern London, Camden Lock London, etc.)
7. Särkänniemi is developing new entertainment and leisure industries.

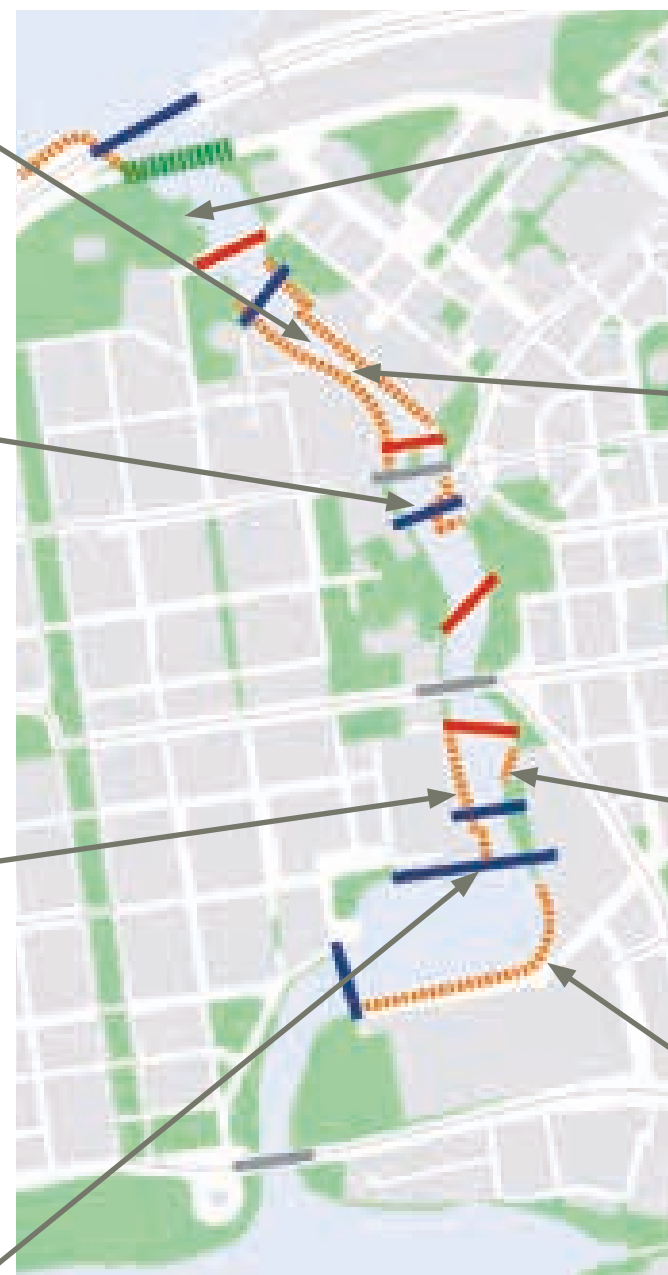
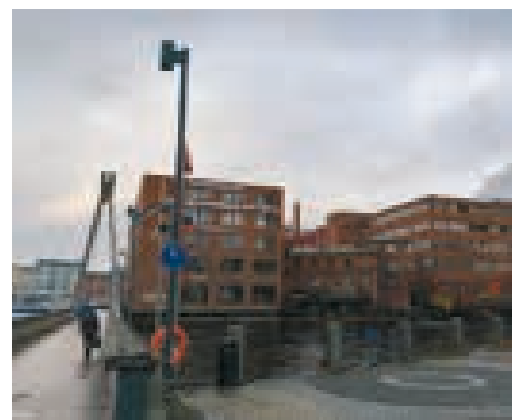
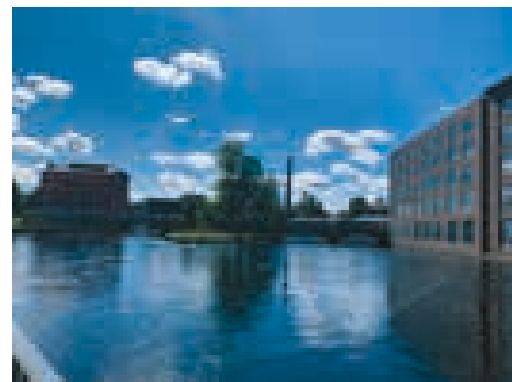
A significant part of the WEST+ vision is the completion of the unique setting of the rapids to function as green nature and leisure ring around the eastern part of the city centre. Its quality and accessibility need to be improved



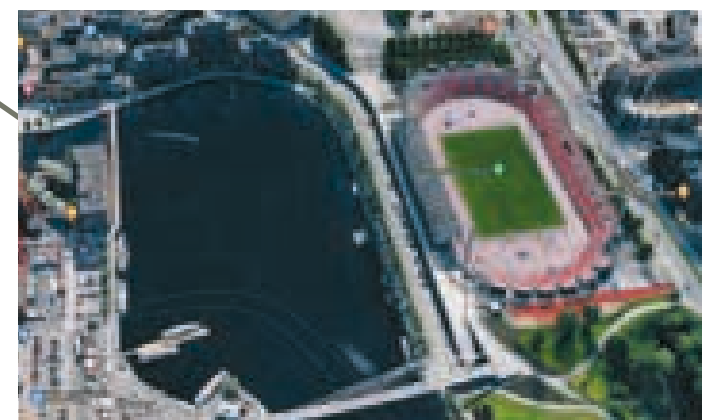
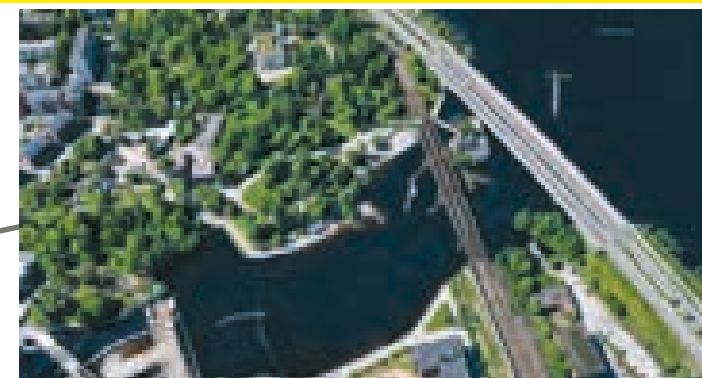
3.10 "CELEBRATE THE WATERS" / RAPIDS AND RATINA

114

WEST+ VISION 115



- ||||| Railway Bridge
- Road bridge
- Existing footbridge
- New footbridge
- ||||| Difficult footpaths



ONE CONNECTED SPACE

The Rapids are a fundamental part of what makes Tampere such a special attraction. This magnificent waterbody would once have been a barrier to movement, but its ten bridges now provide connections that unite the two sides. The diagram shows the existing bridges, with at least two more offering further connections. The temporary bridge to the south of Hämeenkatu seems destined to be replaced by a permanent one, most likely selected through a design competition, whilst the one to the north of Hämeenkatu is planned to have several purposes. These include the pleasure of walking over it, an additional means of egress when large crowds are occupying Keskustori and as a way to enliven the less-used 'green plateau' that overlooks the Rapids – an area often frequented by drug addicts that would benefit from increased footfall.

DIFFICULT INTERFACES

Some of the linear routes alongside the Rapids are used more than others. Koskipuisto with its beautiful green space and sculptures is very popular but others have difficult interfaces both to the north and the south. The possibility of a new path running along the eastern flank of the Finlayson Area presents many challenges and the existing one on the western side of Tampella has a level change that not only prevents disabled access but also gets closed in winter. Further extension of the existing path running south from the Finlayson Area is underway and there is scope for it to be continued alongside the TAKO factory and then turn to the west to join the southfacing Ratina waterfront. A second walkway along the southern side of Tammerkoski has scope to be completed.



3.10 "CELEBRATE THE WATERS" / RAPIDS AND RATINA

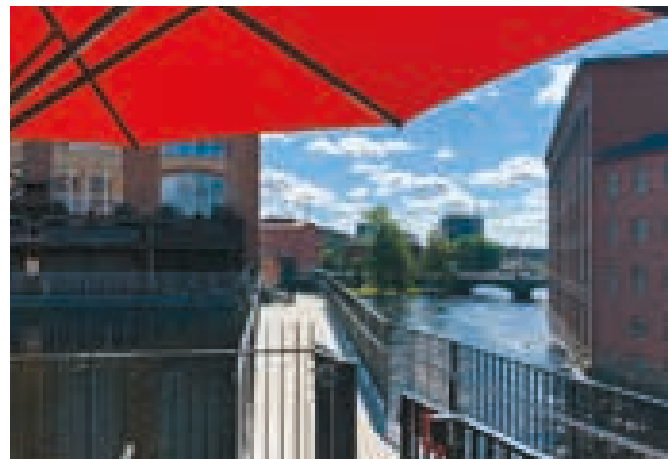
116

WEST+ VISION 117

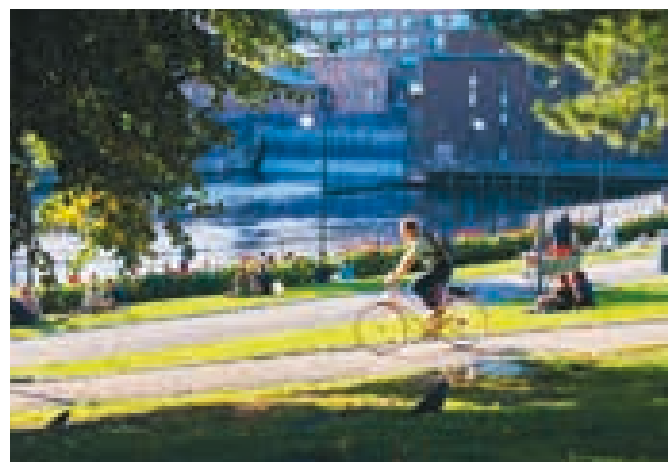
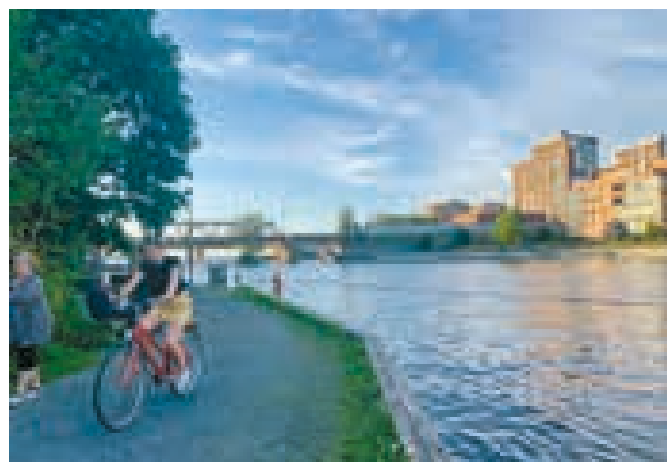
Finlayson Frenckell and Tamerkoski (Photo: Visit Tampere Laura Venzo)



The Rapids - stunning scenery, day and night (Photo left: Visit Tampere Laura Venzo; right VZI)



Vapriikki - one of the few places to sit out and enjoy the historical heritage (Photos VZI)

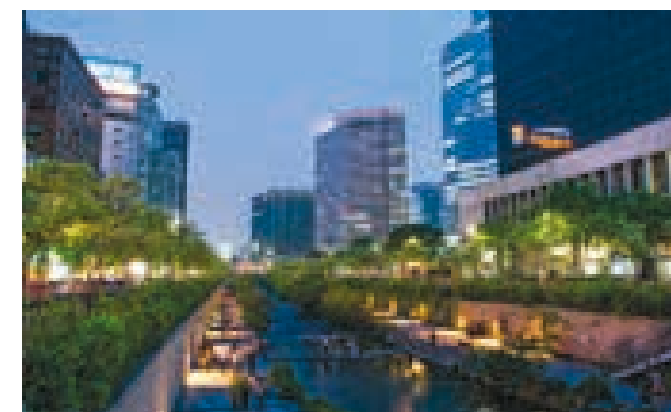


River frontages - places to relax, enjoy the sun, cycle along and even take a swim at Mäntinrannan Uimaranta (Photos VZI)

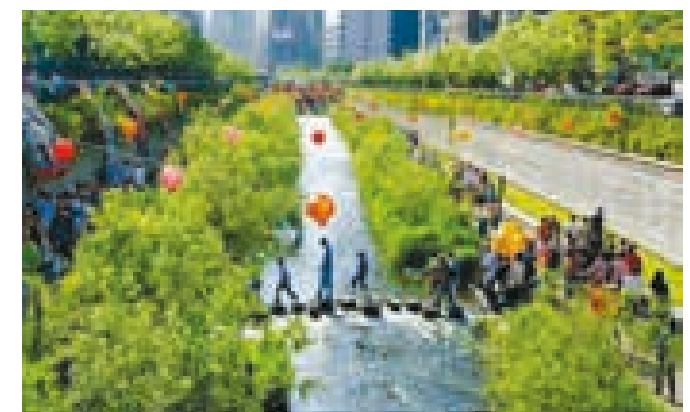
- Connected green link
- Relief from the bustle of the city
- A place for relaxation and reflection
- A place that can be used all year round, day or night
- A place of history and celebration

WATERWAYS - WHAT DO WE WANT FROM THEM?

A high-quality water environment requires the combination of water and green routes running alongside the waterbodies as well as bridges crossing over them; places where people look forward to enjoying views, socialising and taking walks. Green links must form connections offering relief from the bustle of the city with places for relaxation and reflection. They must be made available as locations that can be used all year round, day and night, that relate to the city's history and encourage the celebration of its identity. A lot of this quality is already provided, but many of the nice spots could be much better connected. It is understood that the historical facades in Tampere are preserved and the water infrastructure has to be kept safe and functional. However, the images on this page should give inspiration that there are additional waterways possible, to complete the green ring around WEST+ and can offer nature, leisure, sports, fun and liveliness for everyone throughout the year.



Seoul: Waterways open up for people (Photos JTP)





New York Highline Park view over Hudson River (Photo JTP)

3.10 "CELEBRATE THE WATERS" / RAPIDS AND RATINA



GREEN BRIDGES

New York Highline Park on former rail track (Photo JTP)



New York Highline Park on former rail track (Photo VZI)



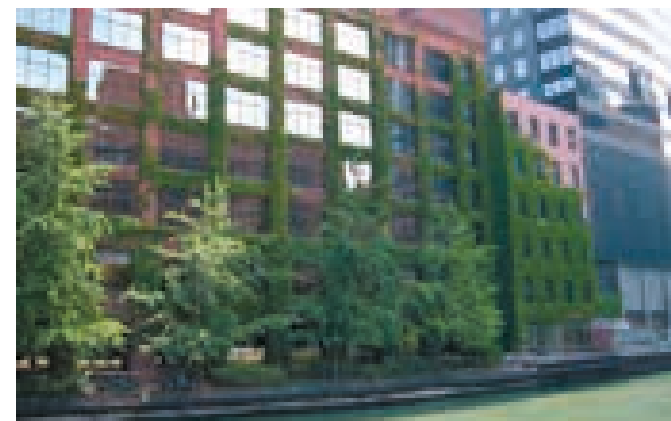
GREENING THE WATERWAY

Some of these interface challenges can be overcome by innovative design concepts, some originating from other countries. These include introducing boardwalks well above water level and set away from the water's edge, others in more peaceful locations can be closer to water levels. Other ideas are garden spaces in the water with places to sit, also unexpected features such as 'flocks' of trees floating on rafts!



BOARDWALKS, GREEN WALLS

Mid right: Brisbane Riverwalk. Bottom: Chicago (Photos JTP)

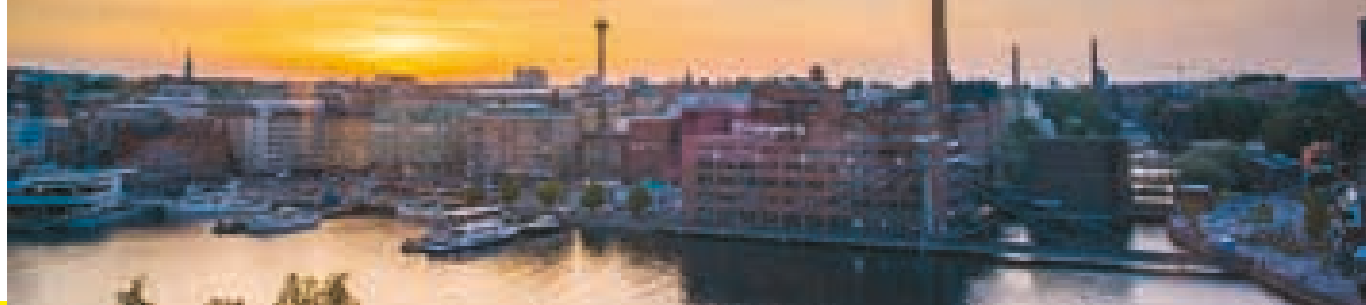


Bottom right: Paddington Basin London. Mid right: Floating Trees Rotterdam (Photos JTP)



FLOATING GARDENS AND TREES





3.10 "CELEBRATE THE WATERS" / RAPIDS AND RATINA

120

WEST+ VISION 121

Sunset over Laukontori from Periscope restaurant Ratina (Photo Visit Tampere Laura Vanzo)



Laukontori (Photos Visit Tampere, Laura Vanzo)



LAUKONTORI

Laukontori does not make the most of its potential and could be so much better if people had more opportunities to enjoy the variety of spaces. The south-facing waterfront with boating activities on offer should be optimised, particularly given its direct connections to Keskustori. It also benefits from easy access by crossing over the Rapids from the east and from the existing and future proposed footpaths leading south from the Finlayson Area. Satamakatu has a direct link into the centre of the main space and there are further routes to the south over the footbridge to Ratinannokanpuisto and to the south-west to the recreational spaces of South Park.

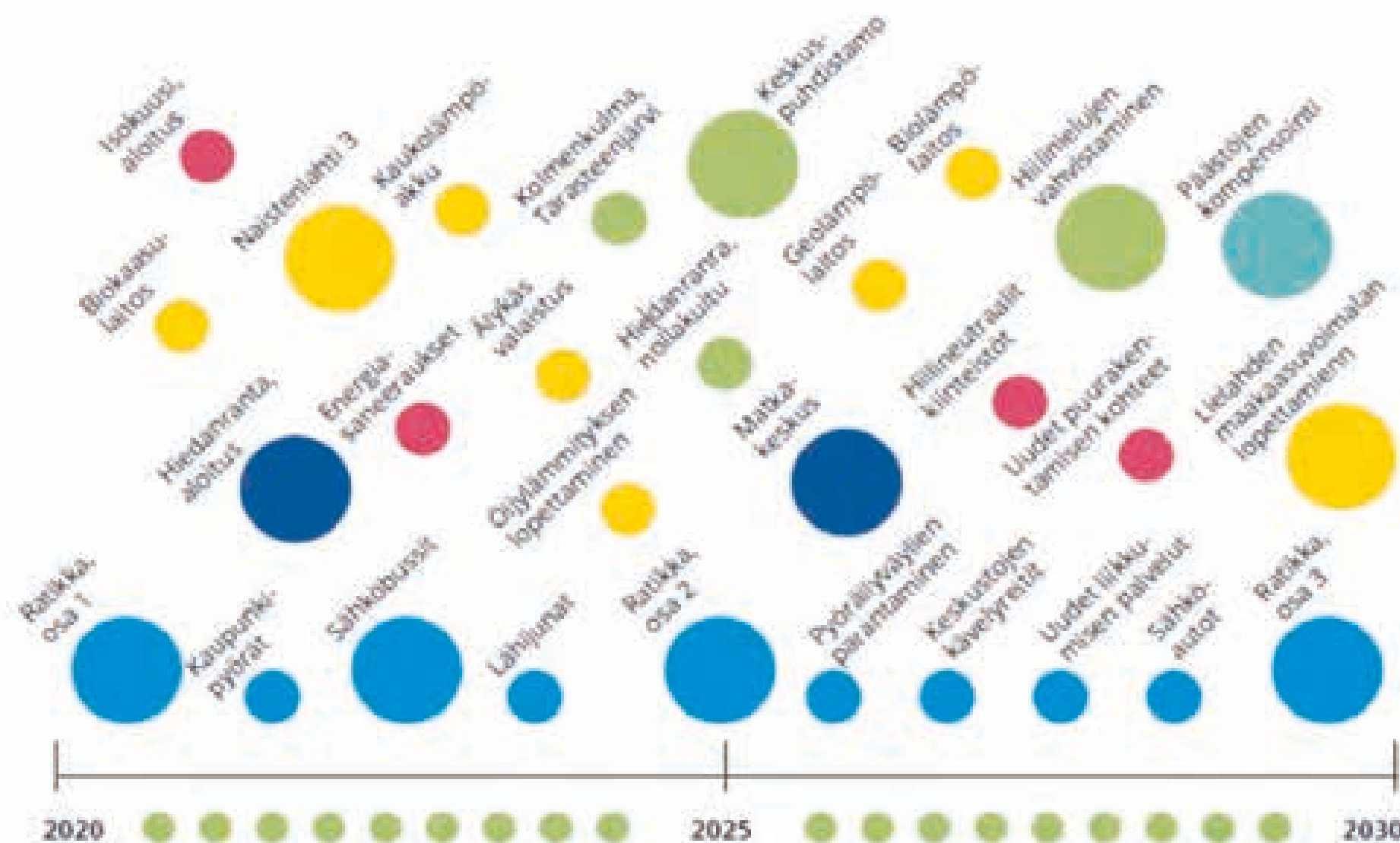
The proposals to make Laukontori more interesting include the introduction of avenues of trees to create spatial definition for the variety of uses that this beautiful space can offer. All along its northern side are places that are ideal for cafés and restaurants, some are already there and perhaps more can be introduced? Nearer the water can be

kiosks for access to the boats and for leisure trips and a flexible multi-purpose space for different types of market and events such as street performers and musicians.

There will still be a need for the occasional passage of lorries going through the space to the TAKO factory, with the possibility of managing their hours of access currently under discussion.

Vision for Laukontori (Photo JTP, architectural illustration: robpolley@me.com)

Roadmap towards carbon neutral Tampere



- 6 themes – 37 subthemes – 340 actions
- created in collaboration
- will be part of regular city operations through strategies, programs and climate budget
- updated annually

Kestävän kulutuksen edistäminen:
Kasvisruoka, kierrätys, hankinnat, jakamistalous, digipalvelut, kampanjat.

Approved by City Board, Aug 31, 2020

4

**SUSTAINABILITY &
INNOVATION**

INNOVATION

Tampere has a strong industrial innovation culture in the form of platforms and activities. Many of these are identified in the report “6Aika kaupunkien innovaatioalustat kansainvälisessä vertailussa”. [<https://avoimetinnovaatioalustat.files.wordpress.com/2018/08/6aika-analyysi-v2.pdf>]

What is the WEST+ innovation strategy and why it is important to think about it?

- **Disruptions** are insidious. They sneak in and are difficult to notice when they still can be overcome. How to learn about things that don't yet exist. For example, the shopping may be disrupted by consumer behaviour due to disruptive changes in needs and values.
- **Amplification** – We can create unprecedented value or scale via amplification by using the network effect. For example, online games can be played by millions simultaneously, collaborating for the common goals. WEST+ digital twin could invite everybody to co-develop a better city and services.



- **Use of data** – It is not enough that data moves and it is available. We need to find ways to analyse, enrich and use data. Public, private and crowd-sourced data can be applied for smart development of WEST+ services. Data is the key to smart future businesses.
- **Smart resourcing** – We must be able to combine resources from different sources – data, people and action. For example, more efficient on-demand trash collection by collaboration between housing associations.
- **Emotions** create attraction and value. What are the tangible WEST+ values that guide us? How we could amplify the positive power of emotions? Such as feeling of belonging everywhere we go.

The **innovation capability** of the WEST+ community can be increased, especially with the collaboration of private and public stakeholders. One way to do this is to establish concrete **WEST+ Innovation studio** and services in the middle of the WEST+ area to support continuous innovation process, and to showcase new solutions, technologies and achievements.

Testing WEST+ streets for the use of the brand new Electric Scouters, an innovation made in Tampere! (Photo VZI)

EXPERIMENTS

Why are experiments good? It is more efficient to co-learn than to take risks! Experiments are typically low cost temporary arrangements and they generate a lot of knowledge about needs, problems, possibilities, and solutions. An experiment is easy to start and easy to end, without creating major concrete, financial or political risks.

WEST+ needs capability to test and experiment new solutions and technologies. WEST+ could be defined as a city experiment platform, and accordingly the area could excel in the experiment and prototyping culture. Example topics for the experiment platform could be:

- **Traffic** experiments, e.g. for example the robotic transportation of people and goods
- **Street** experiments, e.g. for example the street as a walkable market place; closing off parts of streets from the car to study the effects
- **Neighbourhood** experiments to find more synergies between stakeholders; create all kinds of interest groups, e.g. for urban farming as WEST+ has a lot of indoor and outdoor surfaces for horizontal and vertical urban farming, and urban farming is a major city trend globally
- **Business** model experiments, e.g. for sharing work force between small shops
- **International** experiments, e.g. collaboration with foreign companies who would need a city as a test platform

Pocket book for agile piloting (<https://6aika.fi/pocket-book-for-agile-piloting/>) presents the model for agile piloting, a framework developed for cities to experiment with innovative solutions in an urban environment. The book provides concrete examples of how to use a co-creative approach to engage companies, citizens and other stakeholders in the development of more functional sustainable solutions.

A **City Curious Group** could be started to explore new solutions for the smart WEST+, (in the spirit of Biocurious.org), connecting all kinds of people passionate in finding innovative, resilient and sustainable solutions for the better city.



Pocket book for agile piloting presents the model for agile piloting, a framework developed for cities to experiment with innovative solutions in an urban environment. The book provides concrete examples of how to use a co-creative approach to engage companies, citizens and other stakeholders in the development of more functional sustainable solutions. (Photo: Forum Virium Helsinki)

THE CULTURE OF SHOPPING

is transforming. The new consumer behaviours are a combination of digital exploration, meeting shop keepers and making purchase decisions somewhere in between physical and digital environments. For example:

- The shops are less places where you spend time “shopping”. Increasingly they are places to get something you **concretely need today**, or when you need specific human expertise or service.
- **On-demand manufacturing for spare parts and special products** will be available as local 3D printing services.
- Many shops will **transform to showrooms**, while the actual purchases are made online and products are delivered to homes and offices.
- **Home delivery services** are gaining popularity for all types of purchases. This is a major innovation and synergy possibility for small and large shops.
- **Consumer preferences and decisions are affected** by online recommendation services, bloggers, social media influencers and personally targeted marketing with artificial intelligence.

The business opportunity for WEST+ is to **connect shops and services** for better offering and customer efficiency: “When I go to goldsmith to get batteries for my watch, I will also visit the florist to get some flowers, and then sit for a cup of coffee. I got this great combo offer to do these at the same run.” The smart shopping experiences can be created especially in the digital services.

Several international studies propose that the **value is created along high social activity**. The more people experience togetherness, the higher value is experienced. Hence, the development of WEST+ business should emphasize the creation of social value in all businesses.



The future of innercity department stores: All in one place: Shopping, Exhibition, Library, Café, Meeting, Working and 3D printing (photos: Kaufhaus Tietz Chemnitz; 3D Step)



FUTURE FEATURES

Tampere has always been a strong city in technical innovations, science and research. WEST+ future has endless innovation possibilities. It could become a playing field for new digital features. These and many other WEST+ innovation possibilities are described in tulevaisuuspankki.fi, including:

- **Future robotic assistants** - Intelligent autonomous robots can deliver food, goods, lift heavy loads, monitor the environment and work as fleets. The first robotic assistants already work in factories and will be increasingly available in the streets and shops of WEST+ towards 2030.
- **Light electric vehicles** for transportation and logistics.
- **Autonomous transportation** - Autonomous vehicles can offer adaptable transportation services according to evolving needs, using machine learning.
- **Urban farming** - WEST+ has a lot of indoor and outdoor surfaces for horizontal and vertical urban farming. Urban farming is globally a major city trend.
- **Digital currencies** - e.g. if the currency is - square metre, we can trade parking places, empty spaces or storages - kilometre, we can gain, use and trade transportation kilometres.



Source Boston Dynamics (left); Photo Pekka Ketola

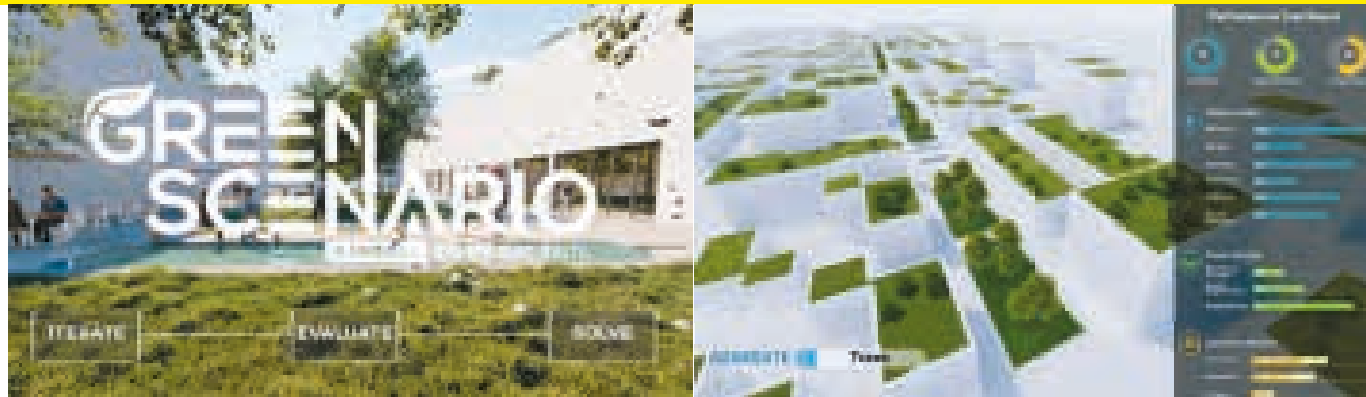
NEW FORMS OF WEST+ BUSINESSES

The WEST+ business environment consists of large numbers of offices, shops and service points. Some of them are connected by societies and development organisations. We propose to develop the **next level of business collaboration** in order to build stronger WEST+ attractions, to build business resilience and to find new value synergies in the form of new partnerships, shared use of resources and as better services. (See also chapter 'The 9 Blocks')

Work places and offices are transforming to digital work places. People are increasingly working remotely with digital tools. This has several consequences. For example:

- The requirements for **digital services**, such as high data bandwidth, become the new normal
- Workplaces are increasingly physical and digital **collaboration spaces**, instead of traditional offices. **Co-working and pop-up work** places will be needed far more than they are today.
- **Future offices** may need less space than offices nowadays





WHAT IS GREENSCENARIO?

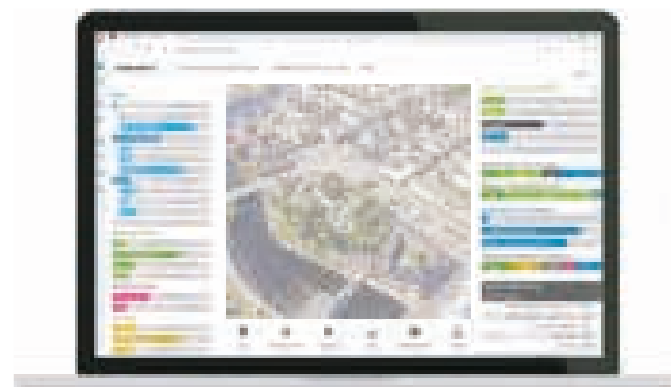
GreenScenario is a rapid iteration and design development tool for analysing, simulating and optimising climate adapted solutions.

It combines a practice-based methodology and planning process with the data-driven results generated by software to offer a hybrid form of tech-enabled consultancy.

Embedded within a single collaboration platform for quickly communicating results to multiple stakeholders, the result GreenScenario is informed decision-making based on facts, not assumptions.



Collaborative Dialogue (Process)



Data-Driven Results (Software)

ADVANTAGES OF AN INTEGRATED CLIMATE-FIRST PLANNING APPROACH

- 1 Reduction of the complexity associated with integrating new climate requirements and laws.
- 2 Clarity in visualizing the impact of all potential scenarios and measures for climate adaptation within a real-time interactive format, allowing for rapid comparison of pros / cons.
- 3 By linking economic parameters directly with socio-ecological indicators all set in a location-specific 3D model, investment in green infrastructure can be de-risked and understood when it matters most - early stage-planning.
- 4 The rapid generation of scenarios including the spatial allocation of site-specific tools and elements reduces time spent in production thereby increasing face-to-face time with clients for integrated concepts.
- 5 Through the involvement of all project participants within a collaborative and integrated workshop and planning framework, faster acceptance and approval process can be achieved.

HOW GREENSCENARIO CAN SUPPORT TAMPERE'S WEST+ DEVELOPMENT

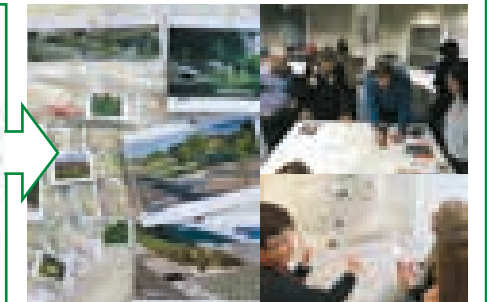
Analyse & Set Goals

Step 1: submit three (3) base documents, set planning goals, stakeholder workshop

1. Site Plan (2D-CAD)
2. Topography (DTM or similar)
3. Location-Specific Climate Data (Tabular Form)



Analyse Base Documents

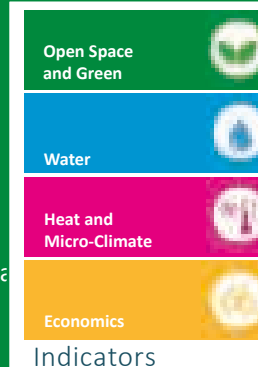


Workshop & Goal Setting

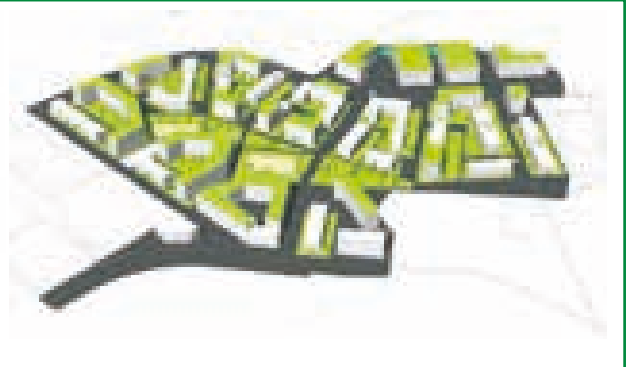
Iterate & Evaluate

Step 2: Generate a myriad of options, assess their feasibility and objectively compare the scenarios.

Evaluate all potential options and select a preferred option for detailed assessment based on informed decisions.



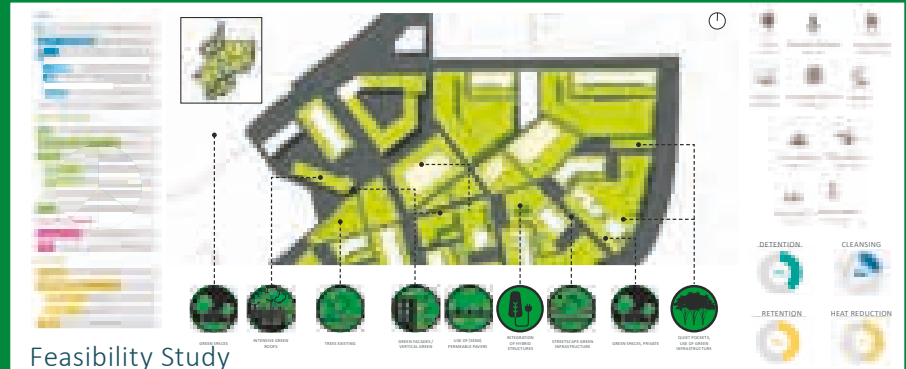
Indicators



Optimise & Solve

Step 3: Validate the preferred scenario.

Optimise solutions and summarise results within a dynamic Feasibility Study including report + online dashboard, all compliant with your specifications and required planning documents.



Feasibility Study

APPLICATION OF GREENSCENARIO FOR WEST+

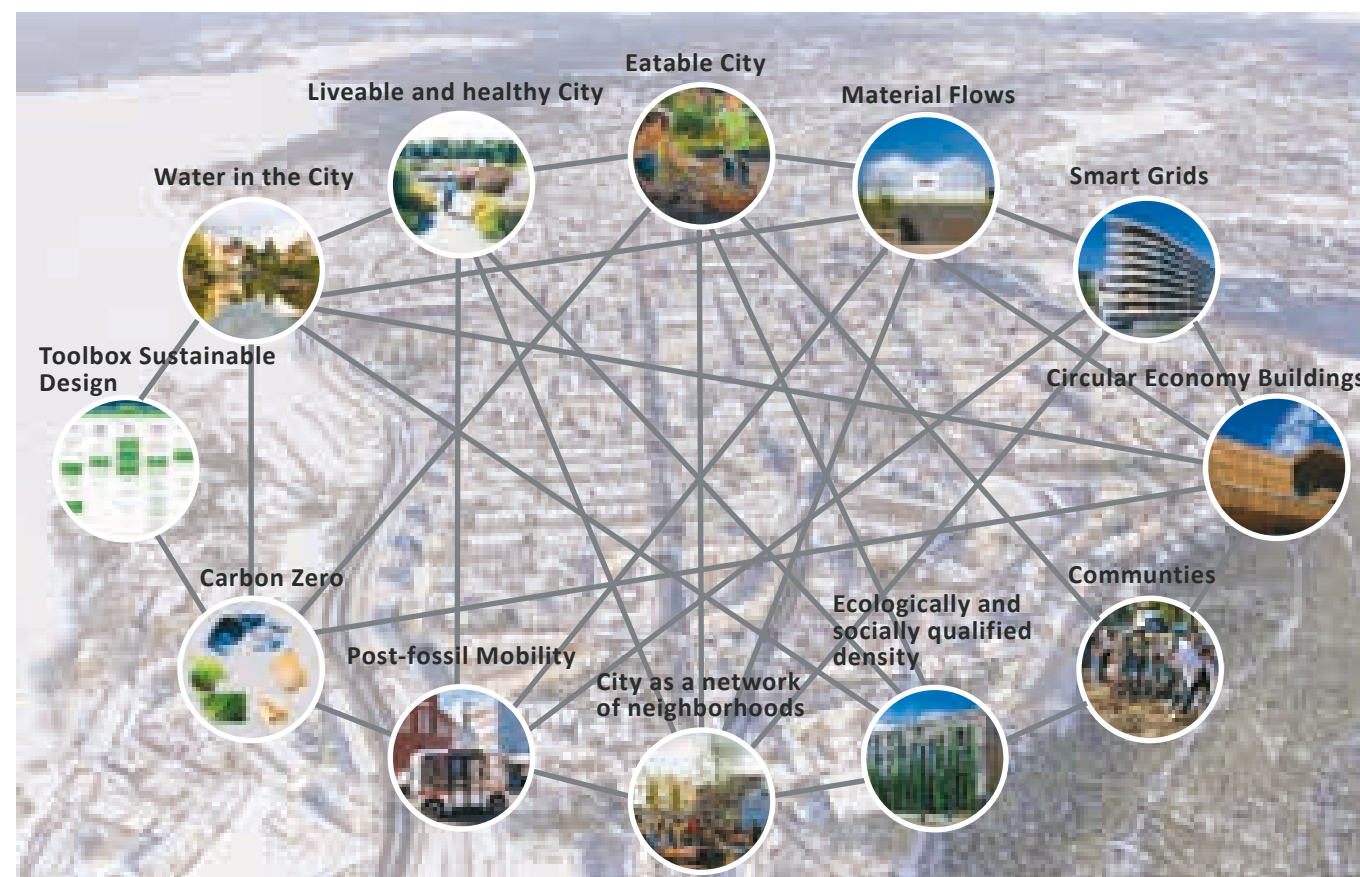
1. Optioneering potentials of the Amuri area and visualising pros/cons in relationship to climate parameters
2. South Park development options and comparison between pre-/post-development conditions
3. Redevelopment of Särkänniemi and proposals for increased urban housing in relationship to open space programme
4. Infill housing developments starting at approximately 0.5 hectare for assessing potential improvements





The Sustainable Tampere 2030 - Towards a carbon-neutral city (Graphic City of Tampere)

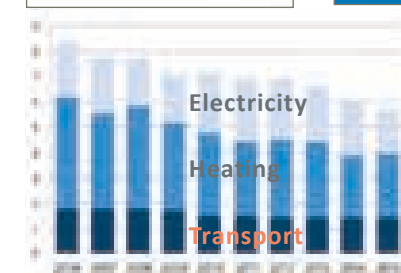
Holistic sustainability approach to WEST+ and relevant field of activity



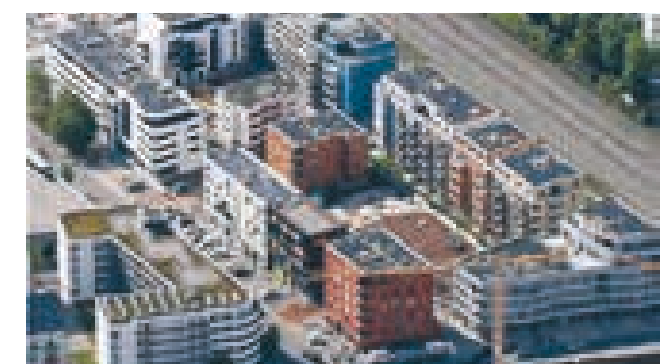
4.3 GOALS AND DESIGN TOOLS FOR SUSTAINABLE DEVELOPMENT

PLANNING FOR CARBON ZERO IN 2030

The city of Tampere has the ambitious goal to become carbon-neutral in 2030. The comparison with other cities, which have the same goal, such as the city of Tuebingen in Southwest Germany, shows that this requires precise and very ambitious measures in all fields of activity, e.g. mobility, energy and urban nature consumption. The recommendation is to take this explicitly into consideration at all decision-making procedures for the West+ project and to define very detailed targets. Therefore, all developments in the West+ area have to achieve a highest possible sustainability performance.



Allready achieved reduction of carbon emissions per captia in Tuebingen of 33% from 2006 to 2015 (Graphic City of Tübingen Klimaneutral 2030)



PVs on all roofs as a part of the sustainability strategy in Tuebingen (Photo www.tagblatt.de)

HOLISTIC SUSTAINABILITY APPROACH FOR WEST+

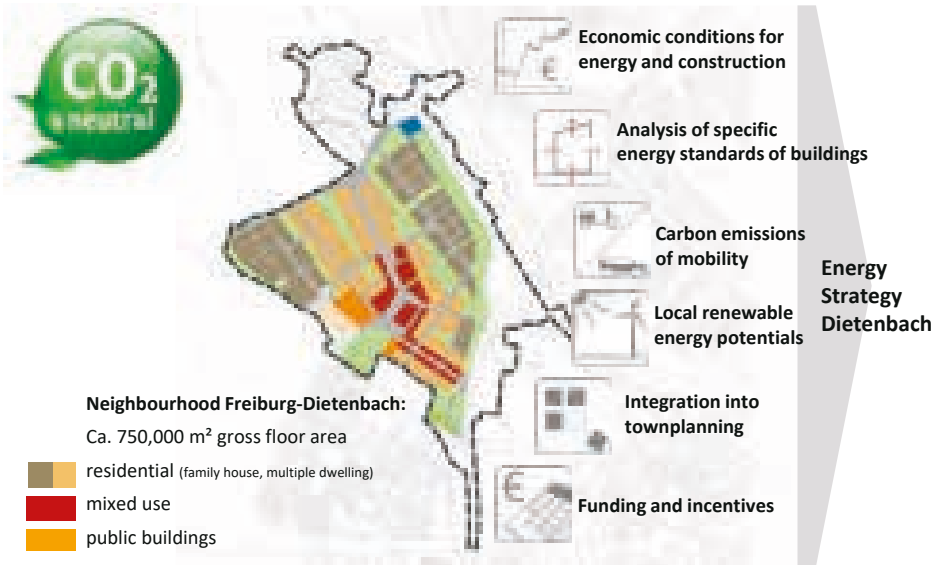
The proposed holistic sustainability approach for West+ includes interconnected fields of activities. Among others topics, this means striving for a liveable and healthy city, circular economy buildings and an ecologically and socially qualified density.



The Sustainable Tampere 2030 - Towards a carbon-neutral city (Graphic City of Tampere)

4.3 GOALS AND DESIGN TOOLS FOR SUSTAINABLE DEVELOPMNT

CARBON ZERO ENERGY STRATEGY



Carbon zero energy strategy on the neighbourhood level for 150 ha neighbourhood: Solar thermals, ground probes, seasonal storage and district heating – PVs on all roofs and 30% of facades and batteries (Graphic City of Freiburg, EGS-plan, IER University of Stuttgart, EMP)



Future-proof urban stucture - Mixed use concept with commercial uses on all ground floors in the French Quarter of Tuebingen (Photo City of Tübingen)



Water sensitive urban design - Sponge city approach for a climate responsive urban design with water management in urban areas (Graphic Ramboll Studio Dreiseitl)



Future-proof urban stucture - Healthy people through the prioritization of public transport, cycle traffic and pedestrians (Photo Cycling in Copenhagen Heb CC 3.0)



Attractive open spaces - High comfort and biodiversity in public spaces and parks (Park in Portland USA, Photo Ramboll Studio Dreiseitl)

PROPOSED ELEMENTS OF SUSTAINABIL-ITY APPROACH

A key element will be the energy strategy incl. smart grids the energy management and the local energy production e.g. with photovoltaics panels on roofs and elevations.

All new development should be realised with green buildings that save resources (e.g. with urban timber construction systems). The sustainable transport strategy should prioritise public transport as implemented with the new tram line, cycle traffic and pedestrians in order to promote healthy and sustainable lifestyles. The centralisation of parking should be fostered in combination with car-free or car-reduced neighbourhoods, but best with flexible parking systems that can be later used for another purpose.

The urban structure should be developed in a way that mixed-use will be boosted in order to create livability and to reduce the mobility demand in a neighborhood of short distances. The water management should follow the concept of a sponge city as an important element of climate responsive urban design. Open spaces including streets, parks and gardens should be designed for a high comfort and biodiversity. A green city should include green facades and courtyards as well as rooftop gardens. Comprehensive building concepts with a high sustainability profile will round up the overall sustainability approach, which will make West+ future proof.



Smart grids for energy management (Graphic EGS-plan)



Green buildings - Climate positive buildings with PV panels on roofs and facades (We-house Baakenhafen Hamburg, Visualisation EMP / Moka Studio)



Green buildings - Green facades for urban comfort, biodiversity and attractive streetscapes (Photo Green City Hotel Freiburg)



Green buildings - Saving resources with urban timber construction systems and PV facades (BUGA Heilbronn 2019, Photo EMP)



Green buildings - Rooftop PV panels, and PV facades (Active-Cityhouse Frankfurt a. M., Photo Herbert Kratzel)

4.3 GOALS AND DESIGN TOOLS FOR SUSTAINABLE DEVELOPMNT

SUSTAINABLE DEVELOPMENT GOALS OF THE UNITED NATIONS



The Sustainable Development Goals (SDGs) of the United Nations are the blueprint to achieve a better and more sustainable future for all. They address the global challenges we face, including those related to poverty, inequality, climate change, environmental degradation, peace and justice. The 17 Goals are all interconnected, and in order to leave no one behind, it is important that we achieve them all by 2030.

The West+ redevelopment should address the SDGs and its subgoals, particularly goal Nr. 11 Sustainable Cities and Communities (Graphic UN)

KEY FEATURES OF SUSTAINABILITY ASSESSMENT TOOLS



Developed by members for members

- Life cycle** incorporated in all calculations
- Equal consideration** for ecological, economic and sociocultural aspects
- Overall-performance oriented** rather than focus on individual measures



The DNA of the DGNB system that can be applied as an assessment and design tool (DGNB)

ADVANCED TOOLS FOR SUSTAINABLE DESIGN AND EVALUATION

For developing and ensuring the sustainably performance the application of assessment and certification systems for sustainable city districts is proposed. This is provided by the German Sustainable Building Council DGNB, the British BREEAM or American LEED. These assessment systems are linked to the Sustainable Development Goals (SDGs) of the United Nations and provide guidance, structuring and transparency for the design process and decision-making. It can be used as a high end planning and design tool to ensure the consideration all relevant state-of-the-art sustainability issues and for informing overall strategies, masterplans and design guidelines and implementation processes. This can lead to a certification of neighbourhoods for demonstrating approved high sustainability performance as carried out for the redevelopment of the Carlsberg district in Copenhagen. This could also be used for the Särkänniemi amusement parks as a resort area.

A specific purpose is to apply such a tool could be for balancing the different and partly conflicting qualities in densification processes such as for the Amuri area. The idea is that a lot of measures are interrelated. When strengthening some qualities the „Eco-Social-Urbanizer“, this will have an effect on other. To support a rational evaluation and discussion, a selected number of criteria could be used to assess the different qualities. So urban high-density approaches would promote a good mobility infrastructure, high efficiency of land use and a mix of uses, while landscape-oriented approaches show a better urban climate, biodiversity, open space and thermal comfort performance, but the goals should be top achieve an optimised ecological and socially qualified density. The measures such as taking away surface parking and replacing this by low-rise buildings as well new green buildings with additional functions and services for the community can be evaluated and brought to together to a win-win situation. This would be a good basis for discussions in a participation processes between residents, developers and city administration as well as for decision-making by the city council.

DGNB CRITERIA FOR URBAN DISTRICTS

- Life cycle impact
- Assessment (LCA)
- Urban climate
- Water cycle systems
- Land use
- Biodiversity

- Life cycle costs
- Resilience and adaptability
- Land use efficiency
- Value stability
- Environmental risks

- Thermal comfort in open space
- Open space
- Noise exhaust and light emissions
- Barrier-free design
- Urban Design
- Social and functional mix
- Social and economic infrastructure

- Energy infra-structure
- Resource management
- Smart infrastructure
- Mobility infrastructure – motorised transportation
- Mobility infrastructure – pedestrians and cyclists

- Integrated design
- Consultation
- Project management
- Governance
- Construction site and construction process
- Monitoring

BALANCING QUALITIES

Urban high density Neighbourhood

Landscape-oriented-neighbourhood

Optimised ecologically and socially qualified density

Eco-Social-Urbanizer

Application of DGNB assesment methodology with selected criteria particularly for redevelopment areas (EMP)



5

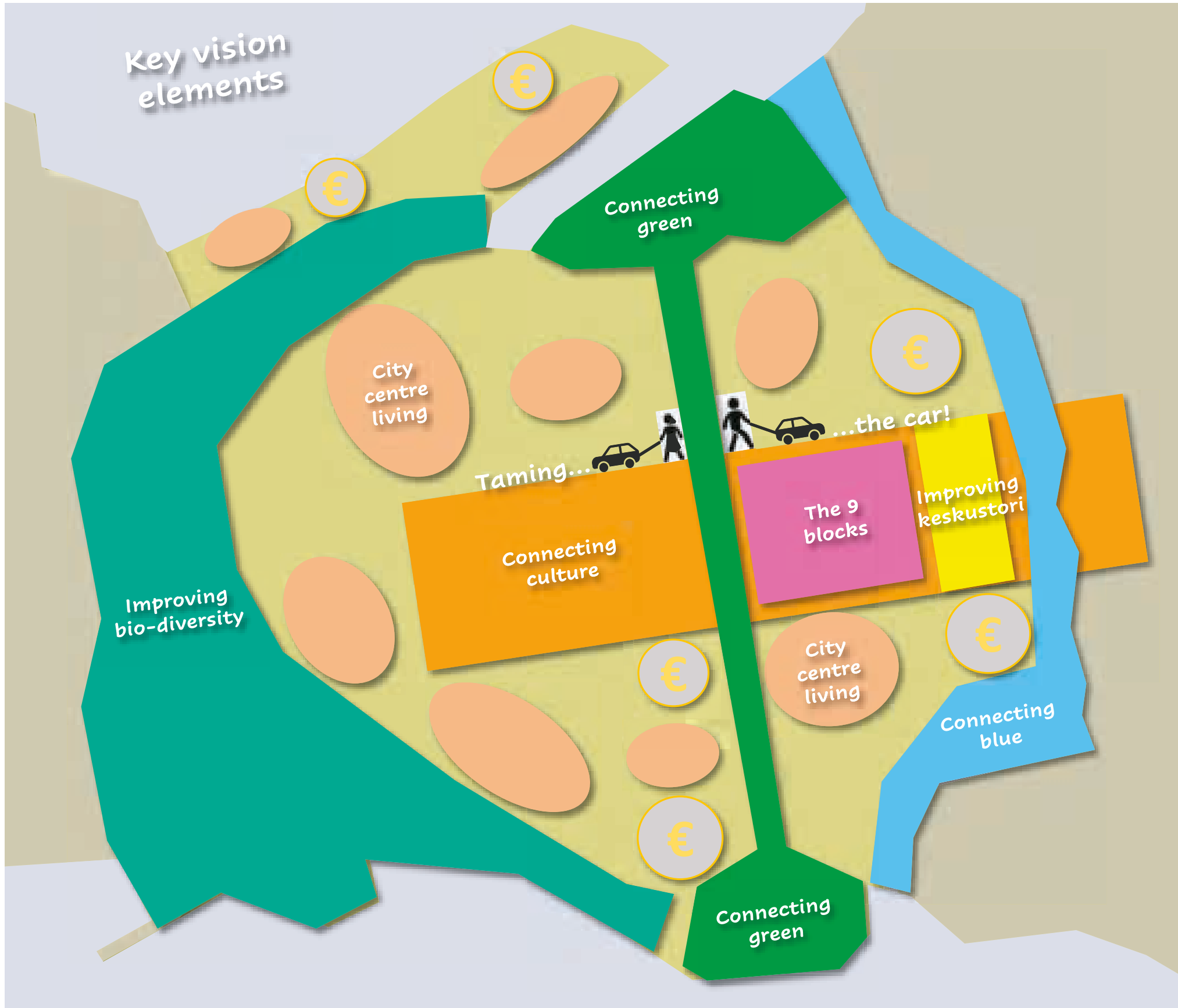
WAY FORWARD

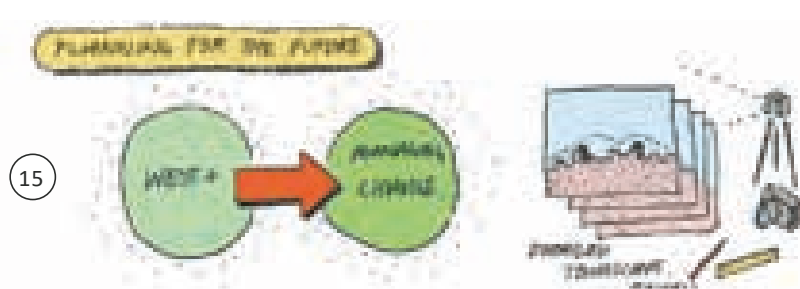
WEST+ IS MANY CITIES

- **CROSS ROADS CITY**
2ND CAPITAL, STRATEGIC LOCATION, TRAINS, BUSES...
- **WATER CITY**
LAKES, RIVER, HYDRO...
- **GREEN CITY**
FORESTS, LANDSCAPE...
- **GROWING CITY**
PEOPLE, JOBS...
- **LIVABLE CITY**
RESIDENTIAL, EAT & DRINK, RECREATION...
- **SHOPPING CITY**
RETAIL, MALLS, MARKETS...
- **INDUSTRIAL CITY**
FACTORIES, WORLD LEADING COMPANIES...
- **BUSINESS & COMMERCE CITY**
OFFICES, SERVICES...
- **SCIENCE CITY**
UNIVERCITY, RESEARCH...
- **HERITAGE CITY**
MUSEUMS, BUILDINGS, TECHNOLOGY...
- **CULTURE CITY**
MUSIC, FESTIVALS, THEATRE, ARTS & SCULPTURE...
- **INVESTMENT CITY**
OFFICES, SERVICES, SCIENCE, INFRASTRUCTURE...
- **TOURIST CITY**
HOTELS, CONGRESSES, AIRPORT...
- **SLOW CITY**
PEDESTRIANS, CYCLISTS, CONNECTIVITY...

5.1 MAIN WEST+ VISION ELEMENTS

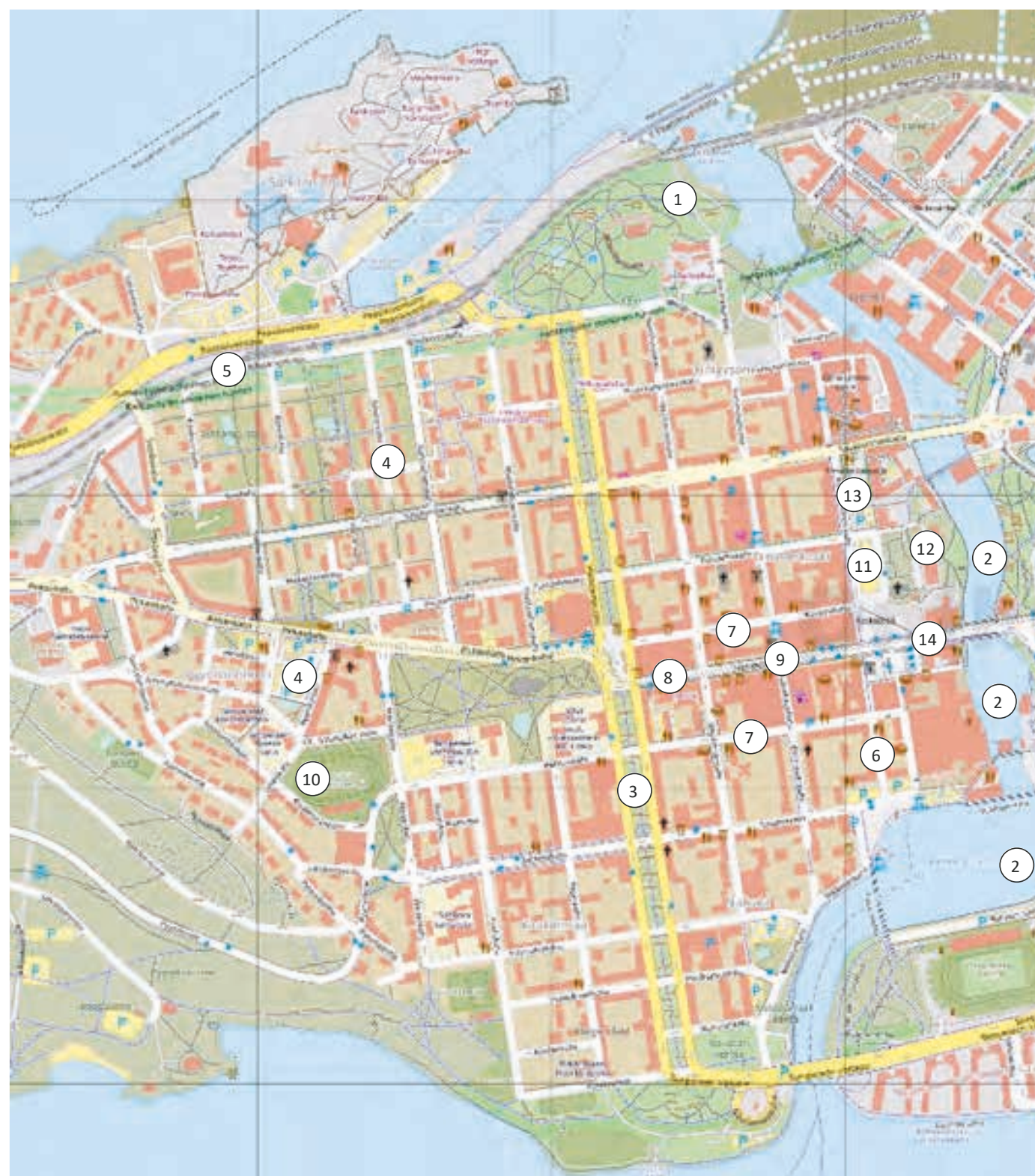
WAY FORWARD 139





There is a desire for an intensification of uses to bring positive change in WEST+, including attracting more people to live in the city. This asks questions of the existing townscape and therefore a detailed, technical review of townscape and acceptable heights is now needed.

5.2 NEXT STEPS FOR TAMPERE CITY



CREATE A WEST+ TOWN TEAM

Above all a radical process innovation should be implemented, which improves the way how city and private sector can work together. This is a big target to make significant WEST+ development projects possible, create trust and clarity for private investors as well speed up co-ordination and delivery significantly.

SETTING PRIORITIES AND PACE

To Implement the WEST+ VISION many activities and decision have to be taken, priorities have to be set. Many different actors can play their roles, be it private sector, housing associations, interest groups etc. The following list of suggested next steps is primarily focussing on the public sector, city politics, city departments and city owned organisations:

PEDESTRIAN CONNECTIONS / TAMMERKOSKI

- 1. Tammerkoski North Park area / Pajasaari and surroundings
- 2. Study for new pedestrian bridges and connections / Takonraitti, Keskustori, Ratina connections

HÄMEENPUISTO

- 3. Traffic calculations / tests after tram, detail planning 2022-2023, study for new pavilion buildings

AMURI – PYYNIKINTORI - Art Museum

- 4. Parking Concepts Amuri - Pyynikintori area – Art Museum, review ongoing detailed planning

SÄRKÄNNIEMI

- 5. Connections from Western city to Särkänniemi, Planning of Näsinäkö square, review ongoing detailed planning



TRAFFIC

- 6. Test for Aleksis Kiven katu pedestrianised street
- 7. Other tests for street alterations

COMMERCIAL CENTRE / CULTURAL LOOP

- 8. District/block studies
- 9. Marketing plan

EDUCATION & RECREATION

- 10. Pyynikintori sport facilities and connection to Pyylikki

KESKUSTORI

- 11. Study for realisation of Keskustori Green Dome
- 12. Improve Keskustori Park
- 13. Review Frenckellinaukio future uses

UPDATING PROGRAMMES

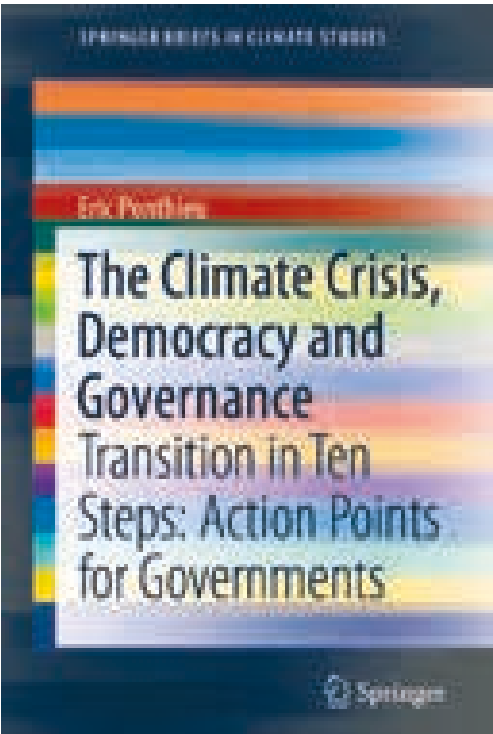
- 14. "Kunkunparkki Light"
- 15. High-rise study
- 16. Parking policy
- 17. Create a sustainability racing partnership e.g. Tübingen

"Tampere is applying to become the 'European Cultural Capital 2026'. That might be good point to present significant first changes in a more sustainable WEST+." (Andreas von Zadow)

5.3 POLITICAL ACTION & WEST+ TOWN TEAM

EXPECTATION DEFICIT

Part of the strategy should be to allow for the delivery of West+ projects and activities over the short, medium and long term. A known phenomenon when engaging communities and stakeholders in regeneration strategies and delivery is “expectation deficit”. Projects can take time to devise and deliver – sometimes several years and in that time it is important to deliver 'quick' wins and softer projects that contribute to the regeneration strategy and demonstrate serious intent and delivery, thereby building trust in the process and relationships throughout the community. A common thread through all this will be the communications strategy, which keeps the community updated and informed about the delivery of projects and related activities and how the community can continue to be engaged in the regeneration process.



When COVID-19 announced its catastrophic presence in the global theatre it highlighted, tragically and dramatically, the vital need for political establishments to listen to the science and to act quickly and in solidarity.

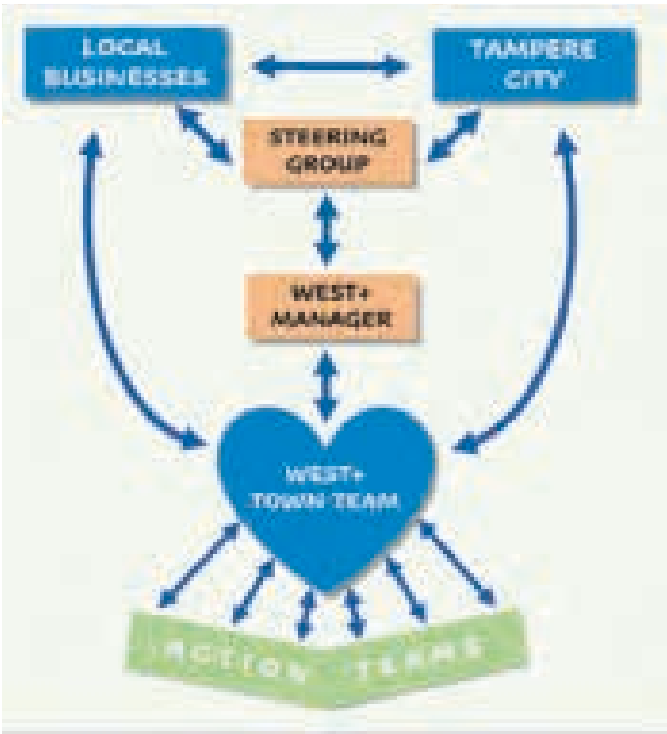
This book argues that at a time when the world is facing unprecedented health, environmental and social challenges governments must take a radical and progressive lead in making changes – imposing them if necessary – if there is to be any hope of slowing, stopping and then reversing the journey towards global ruin.

This book proposes a 10-point manifesto of actions which will change this state of affairs. It is referring to the European Green Deal, which is an EU flagship initiative. The book sets out steps to change our political and economic thinking, which include:

- a long-term and integrated vision
- leadership
- communication
- knowledge-sharing
- partnership
- dedicated institutions
- local action
- new economic models and
- cultural change

The book is an urgent call to governments to reform their way of deciding and implementing climate policies. It is also a call to the citizen, including youth, to be informed, engage and create a majority for enthusiastic and responsible action - a majority which can also recognise the concerns and fears of the minority.

<https://www.springer.com/gp/book/9783030581275>



“WEST+ should become a unique place and we want to remain a significant part of this change!”

TAMPERE WEST+ TOWN TEAM

Throughout the West+ community planning process participants have appreciated being asked for their thoughts and ideas before plans are made and finalised. A key part of the Vision is to continue the participatory process and establish a West+ Town Team to act as an advocate and champion for the Vision and contribute to its delivery. Projects will vary in complexity and scale but there is scope to be experimental and test low cost but effective initiatives to deliver early wins!

Real sustainable change in West+ is best delivered through an effective partnership between the public, private and community sectors. To this end, the Town Team should be established and supported by a number of Action Teams to focus on specific topic areas, such as Movement & Bridges, Business & Retail, Open Space & Environment, Living Streets, Leisure & Culture, Young People, Planning & Heritage, etc.

The Town Team would comprise a Town Team board with wide representation from council, commercial, third sector and the community, including the chair of each of the Action Teams. From time to time, the Town Team should open up to the wider community through a Community Forum to retain a transparent and open ethos, enable wider debate and encourage new and active participants into the process along the way.

A staff resource will be required with responsibilities to facilitate this process and run the wider renaissance process. In this way, everyone with an interest in the future of Tampere West+ can continue working together, building on the spirit of cooperation through the Charrette process and delivering the renaissance of West+.

VISION FOR TAMPERE WEST+

WHAT IS THE BEST THING ABOUT THIS PROCESS?

*"West+ has been a terrific experience. What I love is that at the beginning it is **bewilderingly complex**, and one can't see how one could assimilate so much information. But, over time, the collaboration process allows ideas to mature and interconnect with suggestions from lots of other participants, so that out of the complexity believable conclusions can emerge".*

*"The key thing has been to **get the stakeholders together** and create a shared vision as the starting point for the regeneration of West+."*

*"The real estate owners and city council people have met each other and we can stay in touch after this process and work together with the intention to **increase the residential in the city centre**."*

*"**Understanding the bigger picture** - everyone now sees the whole Vision. Going forward we will understand the whole picture and it will be easier for us to make decisions knowing this."*

*"This work has also started us **thinking of new processes** in our organisations and how we can fit the West+ area differently in the future."*

*"There are small signs around the West+ area - a lot of discussion inside the City Council about **implementation of projects** and the biggest things are the possible changes of Hämeenpuisto and the Cultural Loop."*

*"Discussing with the market hall they were keen on hearing that the stakeholders represent a big area next to them and they are now keen to **get something done together**."*

*"We have seen that a **radical process innovation** should be implemented to improve the way how city and private sector can work together."*