Five-star city centre
Tampere city centre development programme
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The text, map graphs and layout of the development programme:
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The development programme for Tampere’s city centre is a comprehensive description of Tampere’s strong objectives and a means of maintaining and developing our city as Finland’s most attractive place to live, enjoy life, study and show entrepreneurial spirit. The city centre’s role in maintaining and creating this position is highly significant.

The solutions presented in the development programme aim to create a vibrant city centre that enhances the competitiveness and attractiveness of the city and the Tampere Central Region as a whole when competing for students, enterprises, jobs and new residents with other growth centres in Finland.

The development programme for Tampere’s city centre was completed in January 2011 and it was approved by the City Board’s Planning Section on 12 December 2011 to function as the project programme for the City Centre project. The programme is updated annually by the City Board and it is also reviewed to ensure the programme’s development policies are up to date. The updated programme for 2013 will not contain any alterations to the development policies in the previous programme.

Work on implementing the first strategic master plan for Tampere’s city centre is under way. The strategic master plan is based on the city centre development plan, and it will be prepared simultaneously with the City Strategy, which will be updated. The city centre development programme and the strategic master plan for the city centre will be made part of the new City Strategy and management system.

For that reason, it was considered necessary to add the strategic policies describing the city centre’s development measures to the development programme in the form of a development concept. The city’s development concept is a strategy aiming at implementing long-term development themes (that conform to the development objectives) for land use and traffic, taking into account the city centre’s current structure and the ongoing and imminent development projects.

Land-use and traffic development projects are often presented separately from the bigger picture. The city centre development programme and its development concept facilitate the understanding of the bigger picture and the interdependence and impacts of the individual projects.

The development programme contains the city centre vision, the city centre development objectives, the development concept and a description of the important development projects. A new theme, i.e. the city centre’s recreational network, has been added to the programme. In addition, the programme presents the development projects’ target schedules for 2013-2016 and their realisation in 2011–2012. The programme also contains a message from Tampere Tunnetuksi ry (The Promoting Tampere Association).

In everyday work, the development programme has proved to be a practical tool for the City Centre project and it has functioned as the guideline for the preparation of many development projects.

Tero Tenhunen
Director
City Centre project 29 April 2013
At its meeting on 16 November 2009, the City Council decided, in conjunction with the budget for 2010, that the Ratina project should form part of the city centre development work. On 16 March 2010, the Planning Section decided that the Ratina project be allocated the following tasks: the establishment of the strategic City Centre project; launching the drawing up of the city centre development programme; entering into negotiations with real estate owners and entrepreneurs in the city centre and the City of Tampere to establish a cooperation project, and incorporating Tammela’s complementary construction into the City Centre project.

On 15 November 2010, the City Council decided, in conjunction with the budget for 2011, that the City Centre project be launched at the beginning of year 2011.

After the launch of the strategic City Centre project and the approval of the five-star city centre development programme, the significance of the development measures for Tampere’s city centre to the city’s attractiveness as a whole is much better recognised than before.

The city centre is being determinedly developed into the five-star vision according to the selected strategy, and concrete measures have been adopted. The future of the vibrant and attractive city centre has frequently been discussed by citizens and decision makers as well as in the media. Business representatives have taken a positive attitude towards the city centre development policies that support business activities and promote the creation of new jobs.

The city centre must be developed in an integrated and persistent manner, which requires the courage to commit ourselves to long-term objectives and measures. Besides the large projects, small measures are also implemented in order to make the city centre increasingly pleasant, attractive and functional. People must be given good reasons to come to the city centre.

The City Centre project’s objectives have also been recorded in the Mayor’s Programme “Uusi Tampere, tervetuloa!” (“The new Tampere, welcome!”), which was released at the beginning of 2013. The City Centre project’s role in the new City Strategy will become more integrated than before. Cooperation with the real estate owners and entrepreneurs in the city centre will have an increasingly central role when the city centre’s commercial concept and cooperation in organising events is to be enhanced in 2013 in accordance with the tripartite collaboration agreement signed by the Mayor.

The City Centre project implements the creation of a coherent and compact city structure and a vibrant city centre, which are City Strategy goals. The City Centre project develops the Ratina, Ranta-Tampella and Eteläpuisto areas, city centre blocks and the riverbank areas of the Tammerkoski Rapids. It also coordinates renovation projects such as the development of the railway yard and complementary construction in the Tammela district. Furthermore, it participates in the planning of the strategic master plan for the city centre. The city centre is invigorated by the organisation of cultural events in cooperation with Tampere’s event office.
2.1 BACKGROUND

The urban development plan for the Tampere Central Region 2030 defines the long-term framework into which the city centre development measures must fit.

According to the urban development plan, there will be 435,000 inhabitants in the Tampere region in 2030, which amounts to 90,000 more inhabitants than today. Urbanisation will accelerate, and half of this growth will be located in Tampere. As a result of population growth and the increasing demand for spacious housing, more than 70,000 new dwellings will be constructed. The need for basic services will grow correspondingly. There will be new means of employment and more than 60,000 new jobs will be created in the region.

It is estimated that a growing population in the city centre and an increasing demand for spacious housing will require the construction of housing for 10,000 inhabitants. It is forecast that the net increase in jobs and the number of jobs replacing the ones that have been lost will be 15,000.

From the perspective of the city centre’s development, the growth forecasts are both promising and challenging. The population count and the number of jobs in the city centre have grown steadily over the past twenty years. However, according to the City of Tampere’s population forecast for 2020, the population count in the city centre will remain at 2009 levels unless new housing is built.

Population growth and more employment opportunities will increase traffic. According to the urban development plan’s estimates, the volume of passenger car traffic in the Tampere Central Region will grow by 43% from 2005 to 2030. The corresponding percentage for trips to the city centre will be much higher, i.e. about 30%.

The anticipated growth in traffic and the development objectives for public transport are great challenges for city centre development. The current traffic system in the city centre will not be able to handle the traffic forecast for the year 2030. The current modal split of public transport (13%) must therefore be increased.

According to the trade impact assessment (Kaupan vaikutusten arviointi) report, which was carried out in conjunction with the creation of the urban development plan, the purchasing power of the inhabitants of the Tampere Central Region directed at commercial and other services will almost double in the next twenty years (Santasalo 2009). The increased purchasing power of the local population will generate the need for the construction of more business premises. The need for space will be particularly acute in Tampere’s city centre, to which purchasing power is directed from the entire region.

As regards the epicentre, the current traffic congestion, the street areas blocked with parked cars, the lack of pedestrian streets, the incomplete network of bicycle routes and the current use of business blocks reflect poorly on the epicentre as a pleasant and safe place in which to shop and spend leisure time. This situation has to be corrected as the construction of new hypermarkets and shopping centres along the main roads outside the city centre challenges the epicentre’s absorption capacity and competitiveness.

The master plan for the city centre approved by the City Council in 1995 is out of date. The traffic plan for the city centre that came into force in 2006 does not, in all respects, correspond to new views on network development. Besides the outdated partial master plans, the lack of integration between traffic solutions and other forms of land use also creates a problem.
2.2 STRATEGIES, PROGRAMS AND VISIONS

Tampere Flows City Strategy 2020

The Tampere Flows City Strategy 2020 approved by the City Council on 12 August 2009 guides the development of the city centre. The strategy contains the following goal for the city centre’s development: “The city structure is coherent and compact and the city centre is buzzing with life.”

In addition, the following goals also guide the development measures for the city centre:

- “Public transport is the smoothest functioning alternative”,
- “Living environments are versatile and of a high standard”,
- “Tampere is an attractive international business environment and cultural city” and
- “Tampere is a centre for high standards of education and research”.

TASE 2025 development programme for the Tampere Central Region

The programme states that the development of traffic in the centres promotes their vitality and attracts services. The objective is to make the centres increasingly pleasant and to improve traffic solutions by developing the appropriate conditions for pedestrian and bicycle traffic, while improving the fluidity of public transport and parking arrangements.

Urban development plan for the Tampere Central Region 2030

The City Council approved the urban development plan on 21 April 2010. The plan emphasises that the strengthening of Tampere’s role as a leader for growth in the Tampere Central Region is important for the entire region. Tampere will actively develop the city centre as a vibrant agglomeration of versatile housing, trade and specialised trade, in particular; a growing location for knowledge-intensive, job-rich businesses; a centre for culture and events and, as such, the calling card for the entire region.

Tampere Central Region’s climate strategy 2030

The climate strategy’s key objective is to reduce greenhouse gas emissions by 40% as compared with levels for the year 1990. This requires the development of public transport and pedestrian and bicycle traffic as well as making the urban structure more coherent. A 25% objective has been set for the growth of public transport and pedestrian and bicycle traffic. Greenhouse gas emissions from traffic should decrease by 20% on 1990 levels by 2030.

Land-use plan for the Tampere Region

The regional plan has allocated the city centre of Tampere as an object for urban development which is affected by the following recommendation: “The city centre of Tampere will be developed as an attractive and dynamic supraregional centre, taking into account building and industrial heritage values related to the national cultural environments.”

Tampere – your city

The proposals (5 December 2008) made by the brainstorming group for city centre development focus on the environs of the Tammerkoski Rapids, where the group proposes a large number of cultural activities and premises to invigorate the area.
The working group’s objective is to make the city centre vibrant, pleasant, attractive and safe.

- In the city’s epicentre, walking is the primary means of transport. Hämeenkatu Street is reserved for pedestrian and bicycle traffic and public transport.
- The city centre is easy to reach by all modes of transport.
- Along with the Helsinki Metropolitan Area, the city centre of Tampere has the most versatile and best supply of commercial services in Finland.
- The city centre has a versatile cultural supply.
- The banks of the Tammerkoski Rapids are developed as the showcase for Tampere and as the residents’ “living room”.

The key messages from the survey (Eija Tahvanainen, Storea, 18 June 2010) targeted at entrepreneurs and real estate owners in the city centre in the summer of 2010 were the following: accessibility of the city centre by all means of transport must be ensured, walking must be favoured in the city centre and a focus must be placed on tidiness and safety in the city centre. In addition, the respondents hoped that there would be a permanent venue for events and that there would be more practical and affordable business premises (300-700 m²). Furthermore, they also hoped that commerce and services would increasingly be organised in clusters. They also wanted to make changes to the public transport arrangements on Hämeenkatu Street and Keskustori Central Square in order to enhance a pleasant and safe city centre atmosphere. Bicycles must get their own parking areas.

According to a survey (Ari Ylönen Oy, Tampere 1998) carried out in 1998, the citizens had similar views. They wanted to get rid of the disadvantages (noise, airborne impurities and dangers) of traffic. In addition, they wanted to reduce the volume of motor traffic in the city centre and improve the safety of moving around it by increasing the number of pedestrian and bicycle routes. They wanted to retain the old buildings. Citizens wanted to develop the epicentre as a place for running errands and shopping. Opinions on the role of the city’s epicentre as a residential area and an amusement centre were evenly divided.

The matters that were most frequently raised in the epicentre’s attractiveness (EAV) survey targeted at the city centre residents in 2011 as well as in the survey on the quality of the living environment (carried out in 2011–2012) covering the entire city (SoftGIS for Tampere) were still the reduction of motor traffic in the city centre and the improvement of walking and cycling conditions.

The city centre is still found to be unsafe and untidy in places. Compared with the 1998 survey, the respondents hoped particularly that the epicentre would be developed as a place for spending leisure time and as a residential area by promoting the city centre’s vibrant and pleasant character. They also proposed that there should be more cafés, non-commercial space and events for people of all ages. They also hoped the area would be made greener.

Many respondents hoped that Hämeenkatu Street would be protected (entirely or partly) from passenger car traffic, more space would be given to pedestrians and that separate routes would be constructed for cyclists. Some respondents also proposed that bus traffic be decreased either by shifting buses to other routes or by replacing them with trams. They also proposed that the number of pedestrian streets be increased on both sides of the Tammerkoski Rapids. In their view, Hämeneunpuisto and the markets are important but need to be developed; it was hoped that they would be more vibrant, stage more events and that they would be revamped.

The respondents were particularly proud of the national landscape of the Tammerkoski Rapids, the parks, Keskustori Central Square and the Finlayson area. They also liked the old buildings and the red-brick factories as well as the events, particularly the Tampere Floral Festival and the Christmas Market.
3. City centre development programme

The starting points for the city centre’s development measures are the Tampere City Strategy’s goals and the numerous city centre development projects, most of which have been planned for a long time. The purpose of the city centre development programme is to create an overall solution for land use and traffic in the city centre that integrates the City Strategy’s goals and the development projects and clarifies the city centre projects’ significance for the city centre’s development. The objective is to create a steering instrument for persistent and consistent development work and decision making as the city centre is made increasingly pleasant and vital.

The programme is structured in the following way (please see the adjacent diagram):

The city centre vision is based on the strategic goals of the City of Tampere. The vision is a portrait of the future towards which the development of the city is aimed.

The development objectives derived from the city centre vision steer the drawing up of the city centre development concept. The city centre development concept defines the long-term development themes and policies for land use and traffic in the city centre. The concept’s policies are specified in the separate land-use concept, green concept and traffic concept.

The cornerstones of the development measures for the city centre and the epicentre are those central and far-reaching development projects or project groups that enable the city centre concept’s themes and policies to be implemented. The development projects and project groups for the epicentre will be examined separately because their physical difference of scale requires a more detailed study.

The city centre projects combined concretise the current state of the city centre’s development and the projects that will enable the vision for the city centre to be realised.
3.1 CITY CENTRE VISION

The city centre needs its own vision. The five features – ur-banity, high quality, versatility, attractiveness and originality – reflect how it is hoped the city centre will look and feel in the future. The vision is based on the goals set by the Tampere City Strategy.

Five-star city centre

The centre is a city

The elements of work, culture, services and housing meet at Tampere’s core. The urban environment is compact and co-herent on the entire isthmus from the shores of Lake Näsijärvi to the shores of Lake Pyhäjärvi. The traffic arrangements are merged into the city structure and public transport becomes more effective. The city centre districts have their own characteristics. The grid-plan of the centre boasts a sturdy Art Nou-veau and red-brick building heritage that the new buildings must complement. The Tammela and Amuri districts refresh their appearance with the help of complementary construction. The new residential areas are located as individual entities by the lakes’ shores.

The city centre radiates quality

Pedestrians play the main role in the city centre. Walking is safe and barrier-free. People live their daily life and celebrate their festive occasions in the verdant city centre. Keskustori Central Square is a venue for ceremonies, and daily life flows on the pedestrian streets. The lush parks offer tranquil rest spots in the hustle and bustle of the city. The city centre’s refreshed appearance has retained the identity of Tampere: the rugged character of an industrial city. This level of quality extends to the details without being cold or bulky. People feel that the city centre is a pleasant place to spend leisure time and take in new experiences.

The city centre offers versatile services

The city centre is a versatile centre for shopping and running errands, and goods and services sell fast. Numerous cultural occasions and events attract people.

The new use of the street-level blocks and inner courtyards along Hämeenkatu Street refresh the city centre’s appearance in winter as well. People spend their leisure time on the scenic routes by the Tammerkoski Rapids and in the parks. The city centre is easily accessible by public transport, by bicycle or by car for which it is easy to find a parking space.

The city centre is a leader

The city centre of Tampere is the most popular and successful commercial centre in Continental Finland and its growth is reflected throughout the entire Tampere Region. The city centre’s attractiveness and competitiveness are strengthened thanks to good accessibility and versatile supply. The renovated Hämeenkatu Street is perceived as an entity and it is the pulsating artery of the city’s shopping area. Furthermore, the city centre is a location that is highly valued by businesses as well as a popular residential area.

The city centre has an image

The city centre is the face of the city. Along with the Näsinneula observation tower and the red-brick chimneys, the silhouette of the city centre is complemented by a new landmark, the pointed peaks of the Central Arena. The Tammer-koski Rapids and their unique industrial heritage are an essential part of the Finnish national landscape. Keskustori Central Square, which has become a venue for festive occasions, is Tampere’s calling card. Hämeenkatu Street is an attractive urban business street. Its partner, Hämeenpuisto, is the longest themed park in Finland. The city centre attracts creative individuals, new residents find it easy to root themselves here and the original residents do not wish to move elsewhere.
3.2 THE CITY CENTRE DEVELOPMENT OBJECTIVES

The purpose of the city centre development objectives is to set guidelines for the city centre development work in such a way that the city centre vision can be attained. The development objectives steer the drawing up of the city centre development concept.

- **The city centre's role as a place for urban living will be strengthened**
  - The housing needs of a growing population will be met by making current residential areas coherent and by introducing new areas so that an attractive residential environment, a versatile supply of dwellings and creative architecture are implemented in the vicinity of the city’s epicentre.

- **Sustainable travel will be promoted in the city centre**
  - Regional and long-distance motor traffic will be directed to bypass the city centre. The city centre can easily be accessed by all modes of transport. Public transport will be of high quality and attractive. In the epicentre, walking will be the primary and most attractive means of travel. The traffic network in the city centre will be easy to identify.

- **The city centre’s role as a concentration of job opportunities will be increased**
  - Preparations for an increased number of jobs will be made by allocating new facilities to business in the epicentre and its vicinity. Special attention will be paid to the development of the surroundings of the railway station in order to reduce the railway yard’s impact as an obstruction between the districts.

- **Urban spaces will be made vibrant**
  - A network of places will be created in the city centre. The urban spaces will be of high quality and they will offer various experiences. They will be meeting places that can also be used in winter. Event activities will be increased in order to promote vibrancy in the city centre.

- **Focus will be placed on the availability and versatility of the services provided by the city centre**
  - The old city centre and Kyttälä will be developed in a balanced manner. The utilisation of the services provided in the city centre blocks will be promoted. Growth opportunities for commercial and cultural services are to be anticipated. Elsewhere in the city centre, the aim will be to strengthen the operational preconditions for business and services.

- **The recreational value of the city centre will be improved**
  - The city centre’s green image will be promoted by creating new recreational routes and by refurbishing the existing parks. Urban nature, industrial history and the city centre’s busy nodal points will be integrated into the recreational routes that will run through the compact, built-up city centre and along the shores.

- **The centre’s high-quality cityscape will be maintained**
  - Preservation of the city’s architectural heritage is in everyone’s interest. The high-quality architecture and the built environment are Tampere’s success factors and the creators of its image. Real estate owners and enterprises will be expected to contribute to this.

- **Suitable cooperation and interactive methods will be created for the city centre’s development**
  - The pleasant atmosphere and vitality of the city centre is of interest to citizens and businesses alike. The city centre’s development requires persistent, continuous cooperation. To this end, a tripartite collaboration will be launched between real estate owners, entrepreneurs and the City of Tampere. Citizens’ views will be collected on the development programme (in conjunction with the work carried out for the city centre’s strategic master plan) as well as on the development projects that implement the programme.
3.3 THE CITY CENTRE DEVELOPMENT CONCEPT

The city centre development concept defines (in accordance with the city centre development objectives) long-term development themes and policies regarding land use and traffic in the city centre in order to enable the realisation of the vision for the city centre.

The concept’s key development projects will be examined in detail in Chapters 3.4 Cornerstones for the city centre’s development and 3.5 Cornerstones for the epicentre’s development.

Geographical boundaries

The city centre contains the areas between Amuri, Tammela, Lake Näsijärvi and Lake Pyhäjärvi, and the epicentre is defined by the area bordered by Satakunnankatu Street, Rautatienkatu Street, Tampereen valtatie Road and Hämeenpuisto. The areas’ special features, such as the city structure’s granularity and compactness, the concentrations of services and businesses as well as the development projects’ geographical locations provide the background for these boundaries.

The city centre’s development potential

The starting point for the city centre’s development is favourable: according to the polls taken by Taloustutkimus in 2011 and 2012, Tampere is the most attractive dwelling place, its image is considered by enterprises to be good and it is a popular travel destination. An increase in the population, jobs and purchasing power requires that the city centre’s development measures be continued.

The city centre’s location on the narrow isthmus provides an excellent opportunity to develop an urban city centre that extends from the shores of Lake Pyhäjärvi to the shores of Lake Näsijärvi, where the most important urban activities – housing, workplaces, services as well as cultural, tourism and leisure-time activities – are located within a distance of one kilometre from Keskustori Central Square, which is heart of the city centre.

The population and job forecasts presented in the urban development plan for the Tampere Central Region 2030 cannot be accommodated by complementary construction alone. As the desired aim is to promote the vitality and attractiveness of the city centre and complementary construction possibilities are limited, it is necessary to utilise the possibilities provided by extending the city centre. The most significant of these possibilities are the shores of Lake Pyhäjärvi and the shores of Lake Näsijärvi (broken by Highway no. 12) as well as the railway yard and its environs, which divide the city centre.

In the next twenty years, the purchasing power of the Tampere Central Region’s inhabitants directed at commercial and other services will almost double. The development of the consumption structure will divert purchasing power towards specialised trade and services (Santasalo, 2009). Increased purchasing power and a change in the consumption structure will promote the development of the services provided in the city centre.
“Five-star city centre” development concept

Themes and policies

Lake-side city
The shore areas of Lakes Näsijärvi and Pyhäjärvi form a natural continuation of the current city structure. Most of the housing production (required by a growing population) will be located in these areas. Living by the lakes’ shores will raise the city centre’s profile as a residential area along with Tampere’s profile as a lake-side city.

Making the city centre compact
Complementary construction in the city centre will be implemented in a targeted manner. In the Tammela and Amuri districts, the objective is to carry out an overall city district renovation. By steering complementary construction, the city structure will be made more compact in a controlled manner, the cityscape will be made more coherent and public spaces will be made increasingly pleasant. The increase in population will promote the preconditions for business activities.

Tampere’s artery
The environs of the railway track will be made into the most significant new workplace concentration in the city centre. By making the city more coherent, the railway station district will be turned into a “gateway” to Tampere, and the link between the city centre’s eastern and western parts will be improved. The Tampere Travel and Service Centre’s role as a nodal point for activities and people flow will be increasingly emphasised.

City campus
Traffic solutions in the Tulli area will be developed and the area will be made an operational part of the epicentre. The connections for pedestrian and bicycle traffic to the surrounding city structure will be improved, the road network will be renovated and underground parking will be developed. A study will be conducted into whether operations in the area could be made more versatile.

An attractive and vibrant epicentre
The epicentre will be made into a pleasant and attractive pedestrian-focused area that supports the development of trade and services. The development potential of the epicentre blocks will provide a good foundation for this. The business centre will be extended to Ratina and to the railway track’s surroundings.

City centre’s green identity
The green network as an identity factor for the city will be promoted. Pleasant shore promenades will be created in the city centre. The high-quality pedestrian routes will run from the shores of Lake Pyhäjärvi to the shores of Lake Näsijärvi, from the city to the forest and onto the eskers as well as across the city centre along its avenues.

Traffic organised to suit city life
The main theme will be a traffic system that is organised to suit city life and that emphasises the city centre’s role as an area for trade, services, culture and housing. The traffic bypassing the city centre will run smoothly along Rantaväylä and Ratapihankatu Street, which are both linked to the ring route running around the epicentre. Hämeenkatu Street will function as a high-quality pedestrian and public transport route. The epicentre will be made into a pedestrian-focused area.

The development concept’s policies for a Five-star city centre will be specified below in the separate land-use, green and traffic concepts.
Land-use concept

- The shores of Lakes Näsijärvi and Pyhäjärvi
  The new areas that are partly or entirely suitable for housing are Ranta-Tampella on the shores of Lake Näsijärvi as well as Eteläpuisto and its surroundings on the shores of Lake Pyhäjärvi. There are several land-use options for Eteläpuisto. The construction of the residential area on the southern shore of Ratina has almost been completed. The Hatanpää wastewater treatment plant area will be developed in the future. Ranta-Tampella complements the shore construction chain of Lapinniemi and Naistenlahti on the shores of Lake Näsijärvi. Eteläpuisto, Ratina and Hatanpää, which surround Viinikanlahti Bay on Lake Pyhäjärvi, will complete the character of this lakeside city.

- Mustalähti Harbour, the Onkiniemi centre for creative arts and the art museums as well as the Särkänniemi adventure park will form a cultural and leisure centre. With the development of Rantaväylä, the area will be naturally linked to the city centre and Ranta-Tampella.

- Tammela and Amuri-Pyynikki Square
  The Tammela and Amuri districts are characterised by a suburban-style loose and unstructured cityscape and a narrow range of activities. These districts built in the 1960s and the 1970s need renovation. The purpose of complementary construction is to make the urban space coherent and to improve the operational conditions for businesses and services. The Tammela market and Pyynkilintori Square will be renovated and their operations will be developed.

- The railway track and its surroundings
  The development sites that are chiefly meant for the construction of workplace and city-centre services are Ratapihankatu Street and its surroundings, the Central Arena and the Tampere Deck as well as Tampere Travel and Service Centre. The objective is to make the city structure and cityscape around the railway track more coherent as well as increase pedestrian and bicycle links between the city centre's eastern and western parts. The railway station's role as a regional and national central station for various modes of transport will be significantly enhanced. It is therefore important to make the railway station district a focal point in Tampere.

- Tulli area
  The university as well as the technology, cultural and congress centres will continue to function as the leaders of development in the Tulli area in the future. The densely-built urban environment and the park-like campus area create a strong identity for the Tulli area. A central development objective is to improve pedestrian and bicycle links to Tammela, Kaleva and the epicentre. In addition, the street network and parking in the area will be developed. The possibility of increasing housing in the area will also be considered.

- Epicentre
  The epicentre’s role as a shopping area will be developed in a balanced manner. Its supply of commercial and other services can be increased by maximising the use of the most important business blocks and by utilising the development potential in the area. The epicentre’s business centre will be extended from Kyttälä to Ratina and towards the Sori district.

Green concept

The role of the recreational areas and public spaces as promoters and creators of a pleasant city environment, leisure and tourism and the city's image will further increase in the future. The presence of water in the cityscape is one of the city centre's strengths. The shores of the rapids and the lakes will be opened for use by residents and visitors by constructing a pedestrian route from the shores of Lake Pyhäjärvi to the shores of Lake Näsijärvi as well as one between the new areas along the shores. The park-like character of the grid-plan city centre will be strengthened by developing its avenues. The green-area network will interlink urban nature, industrial history, the modern recreational shores and the operational nodal points.

Traffic concept

The framework for the city centre's traffic network will be formed by high-quality routes for public transport, the new Rantaväylä, the Näsinkallio interchange, Ratapihankatu Street and the ring route around the epicentre. In the epicentre, parking will be concentrated in the underground parking network. A pedestrian focus will be promoted in the epicentre by creating low-speed street areas and by extending the pedestrian streets. Hämeeenkatu Street (the main pedestrian street) will form the main axis for the city tramway in the future. These solutions will support the development of the operational preconditions for Lake Näsijärvi's shore areas and the businesses located by Lake Näsijärvi as well as facilitate a safe and smooth traffic system.
According to the objectives of the TASE 2025 development programme for the Tampere Central Region, long-distance and regional traffic will be steered to bypass the city centre via the western ring road and Rantaväylä.

Rantaväylä will be a new bypass road. It will replace Paasikiven-Kekkosentie Road, the functionality and conveying capacity of which will be insufficient in the future. It is not possible to significantly raise the road’s capacity without the interchange arrangements.

Rantaväylä (including a tunnel and interchanges) will provide a smooth route for regional traffic, the starting points and destinations of which will be located outside the city centre. According to traffic forecasts, traffic bypassing the city centre is set to increase the most. Regional traffic steered via the western ring road and Rantaväylä will support the development of the regional structure, which is an important objective for the entire region’s vitality. Rantaväylä will considerably reduce the traffic pressure on the city centre. Currently, the share of traffic running via the Rantaväylä route is 35% at peak evening hours but in the year of 2030, it will form approx. 60% of the traffic crossing the Tammerkoski Rapids.

Rantaväylä is the most significant project in terms of the functionality of the city centre’s traffic network and land-use development. As a bypass road, Rantaväylä does not serve the city centre in an optimum way. In order to promote access to the city centre’s western part and land-use development in that area, it will be necessary to construct an underground interchange by Näsinkallio. There will be a direct connection from the Näsinkallio interchange to the city centre ring route and into the epicentre’s underground parking network.

Ratapihankatu Street will be a new main route in the city centre’s eastern part between Viinikkakatu Street and the Naistenlahti interchange. Ratapihankatu Street will function as Rantaväylä’s sister route and it will promote the city centre ring route’s functionality particularly by reducing traffic loads on Rautatiekantou Street. There will be a smooth connection from Ratapihankatu Street into the P-Häimppi car park.

The Viinikka crossroads, which regulates the traffic entering the city centre as well as the traffic running out of the city centre, greatly affects the fluidity of city centre traffic. Measures need to be taken into order to improve the fluidity of the traffic and prevent congestion.

Traffic network solutions will support city centre traffic by

- creating the preconditions for making the shore area of Lake Niisijärvi into a lake-side city,
- supporting the urban development of the railway track’s surroundings,
- reducing passenger car traffic running through the city centre,
- improving the city centre ring route’s functionality as well as access to the city centre’s western parts and Särkänniemi,
- reducing environmental loading and damage caused by traffic on the city structure and
- by opening a connection into the underground parking network serving the epicentre.
The framework for the city centre’s vehicle traffic will be formed by the radial main roads running to the city centre as well as the city centre ring route and Ratapihankatu Street, which complements the ring route. The ring route running around the epicentre will be formed by Hämeenpuisto, Satakunnankatu Street, Rautatienskatuk Street, Vuolteenkatu Street and Tampereen valtaatie Road. In addition to the traffic within the city centre, Tampereen valtaatie Road also conveys regional traffic. The city centre ring route will be linked via the Näsininkallio interchange to Rantaväylä and, via Erkkilänkatu Street, to Ratapihankatu Street, from where there is a connection to Rantaväylä. Traffic running to the south from the city centre ring route will be steered via Vuolteenkatu Street, KAlevantie Road and, via Kanslerinrinne, to Ratapihankatu Street. Traffic into the underground car park network will be steered via the city centre ring route.

The city centre ring route will facilitate the epicentre’s development into a pedestrian-focused area. The ring route’s functionality will be ensured by providing enough lanes and by optimising the operation of the traffic lights at the crossroads located at the ring road’s corners and at the crossroads where the streets join the ring route.

Hämeenkatu Street, which is the most important business street and pedestrian axis in Tampere, will gradually be reserved for pedestrians, cyclists and public transport. This change will not significantly affect the fluidity of passenger car traffic within the city centre’s street network. The change will considerably improve operational conditions for public transport.

In the future, the city tramway and the buses will form a framework for public transport in the Tampere Central Region.

The tramway will be extremely important for Tampere’s districts and city centre.

The first tramline will be constructed from Hämeenpuisto to the city centre and from there to Lentävänniemi. In the epicentre, the primary route alternatives or the routes that possibly complement each other are the following:

1) From the epicentre’s perspective, the route Pirkankatu Street or Hämeenpuisto - Hämeenkatu Street - Itsenäisyydenkatu Street is the most natural main route. There is a concentration of commercial services, workplaces and residential areas along this route or close to it. The tramline will considerably reduce the number of buses on Hämeenkatu Street.

2) Kalevantie Road – Hatanpään valtaatie Road – Hämeenkatu Street (to the west) is another route that connects the Tampere Deck/Arena, the Tampere Travel and Service Centre, the commercial supply in the epicentre’s western part, the university and Tampere Hall to the tramline service.

The city centre ring route, Hämeenkatu Street and public transport will support the development measures for the city centre by
- ensuring that the city centre is accessible by all modes of transport,
- improving the operational preconditions for public transport and increasing its utilisation rate,
- improving traffic safety and
- by creating the preconditions for the development of a pleasant, pedestrian-focused street environment and the development of the city centre blocks.
As highlighted in the urban development plan for 2030, preparations must be made to meet the demand for new housing for 10,000 inhabitants. According to the urban development plan’s forecast, the estimated number of inhabitants in the new areas and in the complementary constructions (see the Table below) will, at a minimum be 8,500 and, at a maximum, reach 12,000.

As the demand for more spacious housing will cover half of the housing demand, the net increase in the city centre’s population number will be 4,250–6,000 inhabitants. The average of the net growth will roughly correspond to the exceptionally strong increase in the city centre’s population in the years 1990–2010. The population grew from 28,500 to 33,700 (i.e. by 5,200) and returned the city centre’s population to 1980s’ levels.

<table>
<thead>
<tr>
<th>Project</th>
<th>Population count</th>
<th>minimum</th>
<th>share</th>
<th>maximum</th>
<th>share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ranta-Tampella</td>
<td>3,600</td>
<td>3,500</td>
<td>41%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eteläpuisto</td>
<td>1,800</td>
<td>900</td>
<td>11%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deck&amp;Arena</td>
<td>970</td>
<td>330</td>
<td>4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ratapihankatu Street</td>
<td>340</td>
<td>90</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tammela and Amuri</td>
<td>4,000</td>
<td>2,500</td>
<td>29%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>districts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ratina, southern shore</td>
<td>1,180</td>
<td>1,180</td>
<td>14%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Please note! The construction of Ratina’s southern shore has been implemented.

The job reserve (in accordance with the local detailed plans) as regards the new projects (see the Table below) is 4,000–4,800 jobs. The reserve aptly corresponds to the urban development plan’s growth objective.

<table>
<thead>
<tr>
<th>Project</th>
<th>Job reserve</th>
<th>minimum</th>
<th>share</th>
<th>minimum</th>
<th>share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ranta-Tampella</td>
<td>100</td>
<td>100</td>
<td>3%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eteläpuisto</td>
<td>300</td>
<td>300</td>
<td>10%</td>
<td></td>
<td></td>
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<tr>
<td>Deck&amp;Arena</td>
<td>1,900</td>
<td>1,900</td>
<td>40%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ratapihankatu Street</td>
<td>1,100</td>
<td>1,100</td>
<td>29%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ratina</td>
<td>1,440</td>
<td>1,440</td>
<td>32%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>total</td>
<td>4,840</td>
<td>3,990</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Please note! Ratina includes a shopping centre and an office building.

As regards the individual projects, it must be noted that Ranta-Tampella is the largest individual new construction project, which covers 30–41% of the city centre’s new construction need. Along with the implementation of the local detailed plan and the shifting of Highway no. 12 into a tunnel, half of the building rights in the area (150,000 m² of floor space) will be owned by the City of Tampere.

The percentage in Eteläpuisto and its surrounding areas is 11–15%. The project is significant as the area is owned by the City of Tampere.

The percentage in Ranta-Tampella and its surrounding areas is 11–15%. The project is significant as the area is owned by the City of Tampere.

The percentage in the Tammela and Amuri districts is 29–34%. Almost all of the real estate in these districts is privately owned, which is why the volume of complementary construction may vary considerably.

According to the urban development plan, 40% of the residential construction should be completed by the year of 2020 and the rest (60%) in 2020–2030. In practice, the implementation of the new projects will take place in the latter part of this decade and the majority during 2020–2030.

According to the urban development plan, the aim is to create 15,000 new jobs by the year 2030. This number includes the jobs that will replace the ones that have been lost. The net increase in jobs will be about 23% (i.e. 3,450) of the new jobs. The net increase will roughly correspond to the increase in jobs in the city centre in 1990–2010, when the number of jobs grew from 33,650 to 36,900; (i.e. by 3,250 jobs).

The new areas and complementary construction will support the city centre’s development by

- making the city structure more coherent and compact
- promoting the city centre’s attractiveness as a residential, working and business area and
- by improving the areas’ image and living environment.
Recreational network

The city centre’s recreational network will be developed so that the green areas will be retained close to the city centre’s residential areas. Green services should be versatile and respond to the needs of people of all ages. In complementary construction, it will be ensured that there are a sufficient number of green areas that provide opportunities for play, exercise and leisure.

The parks and the promenades by the rapids are part of the national landscape and the city centre’s “living room” with a high proportion of restaurants, hotels, public buildings and cultural premises. The parks’ historical values will be treasured. The scenic routes by the banks of the rapids will be complemented by a route from Vapriikki to Työnpuisto Park, and, in the long term, by a route from Kirjaistonpuisto Park to Kehräsaari.

The parks and avenues will create green threads running through the city structure and a pleasant pedestrian environment. The old parks are important nodal points, and they form a central part of the cityscape. More trees will be planted along the streets, taking into account the “stone city’s” original character.

Hämeenpuisto’s monumental park axis forms a special area of development. In order to invigorate the park, it is proposed that the park’s pedestrian axis be continued beneath Tampereen vallatie Road and onto the shores of Lake Pyhäjärvi. The invigoration of Hämeenpuisto requires that new activities be introduced into the park, while observing its historical value. One option could be an “Art Esplanade”.

The lakes and the shoreside parks are the city’s strength. The attractiveness of the shores will be utilised by providing versatile recreational opportunities. Pleasant shore promenades will be constructed at Ranta-Tampella, Mustalakka and Säärkänniemi. The Eteläpuisto and Nalkalan shells will be made into a vibrant and versatile recreational area. In connection with the refurbishment of the Viinikka crossroads, the green link running from Lake Pyhäjärvi along Viinikakoja to Lake Iidesjärvi will be renovated.

The eskers and the local forests are an integral part of Tampere’s landscape. The distance from the city centre to the forests of Pyynikki, Kauppi and Kalevanharju is short. The forests are also present in the cityscape and you can see eskers at the end of many city centre streets. The closeness of the forest is a resource that can be strengthened by reviving routes from the city centre to the eskers and to the forest. A large variety of winter sports are available for those living in the city centre of Tampere. The Kauppi and Pyynikki cross-country skiing trails are not far and there are several skating rinks and ice slides for children. Winter events and experiences will be further developed.

The city centre’s recreational network will support the city centre’s development by

- promoting Tampere’s profile as a city of parks and as a pleasant place for spending leisure time and taking in new experiences,
- offering the citizens and tourists new routes and services in the historical and natural environments and
- by making Hämeenpuisto more attractive for those running errands in the business centre.
The epicentre’s current parking facilities are located along the city centre ring route or in its vicinity. The intention is to concentrate parking into easily available underground facilities which will replace current parking facilities and reduce the amount of streetside parking in the epicentre. The aim is not to increase parking supply except in regard to new land-use projects.

The first facility in the underground parking system is the P-Hämppi car park, which is located in Kyttälä beneath Hämeenkatu Street. It was opened in December 2012. The P-Hämppi car park has 970 parking spaces. It is proposed that the underground parking system be expanded by constructing the P-Kunkku car park and by extending the P-Frenckell car park. These facilities will form the body of the underground parking network.

Amongst the long-term extension plans are the extension of the P-Kunkku car park (in the northern part of the old city centre) as well as the P-Hämeenpuisto car park, both linked to the Näsinkallio underground interchange. The direct connection from the Näsinkallio interchange to the parking network will considerably reduce traffic loads on the city centre ring road. The P-Hämeenpuisto car park would serve Särkänniemi, for example. In the old city centre’s southern part, preparations have been made for extending the parking network towards Kirkkokatu Street. The facility would serve Laukontori Square as well as the Tako site depending on its future use. In Kyttälä, preparations are being made to extend the P-Hämppi underground car park to beneath Rautatienkatu Street. The locations and extent of these facilities will be specified when the projects come under discussion.

It is possible to arrange the maintenance of the business properties and the city blocks by implementing a maintenance network running beneath the parking network. Decisions on underground maintenance will be made during the parking network’s implementation phase at the latest.

The traffic heading towards the city centre will be steered along the shortest and smoothest route into the parking and maintenance network from the Näsinkallio underground interchange, from Hämeenpuisto or Satamakatu Street, from Aleksis Kiven katu Street, from Pellavatehtaankatu Street, from Ratapihankatu Street and from the Tulli area. That way, the traffic loads on the street network within the city centre ring route will be considerably lower (due to decreased parking and maintenance traffic) and the traffic pressure on the city centre ring route will be significantly reduced.

The underground parking and maintenance network will promote the development of the epicentre by

- improving the epicentre’s vitality and by making it more accessible,
- providing an easy and pleasant way of parking,
- providing the preconditions for the development of a pleasant car-free zone and the development of the city centre blocks,
- enabling the transformation of car-park space into business premises and dwellings and
- by ensuring a reliable maintenance system for the area’s real estate.
Development measures for the city centre blocks and the extension of the business centre

In the epicentre, the business locations are divided rather evenly on both sides of the Tammerkoski Rapids. The commercial supply in particular can be increased by intensifying the business use of the city blocks that are located along Hämeenkatu Street and along the pedestrian streets. Arcades must be built through the city blocks, as the arcades will take the customers into the city blocks’ inner areas. Turning the inner courtyards into inner squares that are equipped with heating will create a pleasant and attractive atmosphere for pedestrians throughout the year. Street level premises will be used by businesses and services in order to invigorate Frenckell Square.

A significant part of the epicentre’s building stock has either been protected or it boasts cultural-historical, architectural or local significance. This heritage functions as a starting point for new builds for which a high architectonic standard is required.

The Molin plot on the northern edge of Keskustori Central Square is a project focused on making urban space more coherent. Future use of the new building must attract as many visitors as possible and support the area of Keskustori. Premises for shops and restaurants could be provided at street level. The new building must fit in with the historical building stock, particularly the church.

Sori Square, which is located in front of the Orthodox Church, will be developed into an urban square. During the development work, all construction possibilities will be considered.

In the last few decades, industrial activity has moved away from the banks of the Tammerkoski Rapids. Only the Tako paperboard mill remains there. Its location in the core of the city centre will provide excellent possibilities for the real estate’s new use if its industrial activities cease.

Passenger traffic at Tampere Railway Station is the second busiest in Finland. In addition, all modes of land transport are available in the railway station district. This traffic junction provides a good starting point for developing the railway station district into a practical entity (as regards traffic and land use) so it can function as an extension of the Tampere Deck and Arena project.

Tampere Railway Station and its surroundings will form a joint planning area and a joint project for the State and the City of Tampere, where the parties will draw up an overall plan for the development of the area (i.e. the railway station and the railway yard) and schedule its implementation.

The Tampere Deck and Arena, the Ratina shopping centre and Sori Square will form a new service concentration in the vicinity of the Koskikeskus shopping centre and Kyttälä. The Ratina shopping centre is the largest individual project in the epicentre. The most significant impacts of the Ratina shopping centre will be felt in the other shopping concentrations in the Tampere region.

The development of the city centre blocks and the extension of the business centre will

- strengthen the role of Tampere’s epicentre as the centre of the entire region,
- promote the attractiveness and competitiveness of the business centre,
- guarantee a balanced development between the epicentre’s eastern and western parts and
- provide a pleasant environment for leisure activities and shopping.
Car-free city centre

The epicentre will be made into a pedestrian-focused, low-speed area where walking is the primary and most attractive way of getting about.

The Tammerkoski Rapids and Hämmeenkatu Street divide the epicentre (circled by the city centre ring route) into four sections. Vehicles will shift from one section to another via the city centre ring route. The street network within the epicentre consists of traditional streets along city centre blocks, pedestrian-focused, low-speed streets and pedestrian streets. In the southwestern section, the street network will remain as it is to the extent required by the operations of the Tako mill.

The artery of the car-free centre is formed by Hämmeenkatu Street, which will gradually be turned into a pedestrian and public transport street.

The first phase of implementation (2014–2020) comprises the eastern end of Hämmeenkatu Street between Hatanpään valtatie Road and Rautatienkatu Street. Public transport will be based on buses. In the western part of Hämmeenkatu Street, vehicle traffic and cycling arrangements will remain unchanged.

In the second phase (2020–2030), Hämmeenkatu Street (in its entirety) will be turned into the main street for public transport and pedestrians, where the tramway and buses will also operate. The timetable for this renovation will depend on the completion of Rantaväylä, the refurbishment of the city centre ring route and the completion of the construction of the P-Kunkku car park. In addition to the city tramway, there will be significant volumes of bus traffic running along Hämmeenkatu. The aim is to reduce the traffic loads on Hämmeenkatu by shifting some of the bus routes to run via the city centre ring route. At this stage, the terminal at Keskustori Central Square can be relinquished.

In the third phase of implementation (2030–), the tramway network will have been extended and it will also run along Hatanpään valtatie Road. At this stage, the volume of bus traffic in the city centre will be low when compared with current volumes.

The targeted pedestrian street network will strengthen the position of Hämmeenkatu as the main shopping street but it retains the epicentre’s bifurcation. This situation could change significantly should the Tako mill property obtain a new use. In such a case, it would be possible to form another pedestrian connection in a west–east direction from Hallituskatu Street through the mill property and across the rapids to Verkatehtaankatu Street (see the map on p. 20).

The epicentre’s cycling network forms a nodal point in the city centre’s cycling network. The continuation of the network through the epicentre and the cycling routes within the epicentre are particularly important. On the basis of a targeted car-free city centre, a general plan will be drawn up in order to clarify the position of cycling and ensure the preconditions for it.

The car-free city centre will support the epicentre’s development by:

- promoting the epicentre’s attractiveness as well as the accessibility of its streets,
- reducing noise,
- creating good preconditions for the development of trade and services by concentrating pedestrian flows and
- by strengthening Tampere’s profile as a pleasant place to spend leisure time and shop and as a safe pedestrian and cycling environment.
A vibrant city centre – a venue for events

A vibrant city centre is created by people who meet each other and enjoy themselves in the parks, on the streets and in the squares. This is promoted by creating a favourable framework for social interaction.

The pedestrian network
- The epicentre’s pedestrian network must be dense and form a chain of destinations that incorporate the marketplaces, the squares and the parks.
- The network must be complemented by lanes running through the city blocks in order to increase the number of route alternatives and meeting places.
- The cultural activities, the valuable buildings and the parks must be integrated into the pedestrian network by developing various themed routes.
- The banks of the Tammerkoski Rapids and the tranquil waters of Ratinanpuisto will form the core of the pedestrian network and the most central urban space.
- New “attractive addresses” should be developed in addition to the Tammerkoski Rapids and Hämeeenkatu Street.

The places
- The places must be original and they must strengthen the local identity.
- The places must have multiple uses and they must support the citizens’ independent activities.
- A public outdoor space must be made more pleasant and fascinating with the help of decoration, the planting of trees, art and lighting.
- The street-side terraces and the terraces at the marketplaces make the atmosphere more vibrant. An increased need for terraces must be taken into account in the planning of public space.
- The outdoor space must serve people of all ages. Besides lively meeting spots, quiet places for peaceful activities will also be needed.

Events make city life more colourful and promote the city’s image and brand. Tampere is famous for its events, such as the Tamperere Theatre Festival, the Tamperere Floral Festival, Tammerfest and the Tammerkoski sallital event.

Siirikänniemi and its events are amongst Tampere’s best-known attractions in summer. Hämeenpuisto is invigorated by Tunne Tamperere (Get to know Tampere) and the European food market as well as the Park Fiesta. Amongst the winter-time events are the famous Tampere Illuminations as well as the Christmas Market and Christmas Tampere. In winter, the events take place indoors (the theatres, the cinemas, the exhibition premises, the concert venues and the museums in the city centre).

The city centre area still has the potential to be developed as an event venue. The aim is to draw up a development plan on the event areas. The key measure will be to develop Ratinanpuisto and the Ratina Stadium so that they are able to function as a year-round area that attracts new events. Better technical preconditions will be created for small events. Winter-time activities such as ice slides and alternating shows will be created.

The completion of the construction of the multi-purpose arena will enable the organisation of large international events and performances by famous international artists. The multi-purpose arena together with Tamperere Hall and the Ratina Stadium will form an internationally significant chain of event venues.

Events in the city centre squares and parks will also be supported. Tullinaukio will be turned into a cultural square. Events are also a central starting point for the development of Hämeenpuisto. In Keskiuston Central Square, events are adapted to function in the city’s most central public space.
3.6 THE CITY CENTRE PROJECTS COMBINED

The city centre projects combined (see the adjacent map) concretise the views on the current measures, the principle solutions and the projects concerning the city centre’s development that will enable the city centre development concept’s policies to be implemented.

The city centre projects combined amount to just under fifty projects. Naturally, each project plays its part in the development of the city centre. However, from a development perspective, the weights of these projects vary. The weight of a project depends on its relevance to the other projects and on the project’s impact on the city centre’s development policies.

On the basis of the investigation of the cornerstone projects for the city centre and the epicentre, a large number of project groups can be defined. Three project groups that have a significant impact are Rantaväylä and the city tramway, the car-free city centre and the underground parking network as well as the land-use projects. The project groups and the engagement between the projects are shown in the Figures below.

For the city centre’s development, Rantaväylä and the city tramway are the most significant traffic projects as they will have a long-term impact. Their impact area is much larger than the city centre – particularly that of the city tramway, which will form the backbone of the inner city development.

The notions of a lake-side city and an attractive epicentre as recorded in the city centre’s development concept rely on the Rantaväylä project. Rantaväylä affects the land-use projects on the shore of Lake Näsijärvi as well as on Ratapihankatu Street and the Näsinkallio interchange, to which underground parking and the city centre ring route as well as Hämeenkatu Street (via the ring route) are joined. The city centre traffic projects are interconnected and support the epicentre’s development and the development of the epicentre blocks.

The city tramway’s significance is at its greatest for the development of the city centre land-use projects and the city centre blocks in its impact area and particularly for the development of Hämeenkatu Street.

The car-free city centre and the underground parking network are intrinsically linked key projects for the epicentre and thus similar to the Rantaväylä and the city tramway projects. These projects also affect the development of Hämeenkatu Street, the city centre blocks and the Molin plot as well as the city centre ring route and Kesäuntosi Central Square. The development projects for the Tampere Deck, the Central Arena and Tampere Travel and Service Centre as well as the Ratina shopping centre and Sori Square will complement the network of places in the car-free city centre. The Tammerkoski Rapids and the tranquil waters of Ratina will form a central part of the car-free city centre.

Unlike the traffic projects, the land-use projects are separate projects, even though their planning is often interconnected, such as the projects concerning the railway track and its surroundings. As the land-use projects respond to the demand for housing and jobs that has been forecast for the city centre, each project is significant. The green network extending from the shores of Lake Pyhäjärvi to the shores of Lake Näsijärvi is engaged with the lake-side city’s land-use projects. The development of Eteläpuisto is connected with that of the city centre ring route and Hämeenpuisto. The projects for the railway track and its surroundings and in the Tulli area linked to the project for Ratapihankatu Street. The land-use projects on the shores of Lake Näsijärvi are engaged with the Rantaväylä project (cf. Figure 1). Amuri is the only independent land-use project.

The traffic and land-use projects in the project groups go hand in hand, forming an inseparable entity. The traffic solutions presented in the city centre development programme set, to a large extent, the framework for land-use development, but on land-use terms!

What is good for the city centre is good for the entire city and the entire region.
The city centre projects combined

- Land-use project
- Complementary construction project
- Area to be developed
- City centre block, a block to be developed
- Parking facility, underground car park
- Underground parking network
- Parks, shore routes, bridges
- Event area
- Pedestrian street, pedestrian road, square, marketplace
- Pedestrian-focused street
- Public transport, tramway
- Rantaväylä Highway no. 12
- Rantaväylä tunnel
- Interchange, underground interchange
- Crossroads
- Main street, city centre ring route
- Collector street
- Street
City centre development programme and interactive planning

The development programme was first prepared by consulting some working and monitoring groups and later in cooperation with Tampere Tunnutuksi ry (The Promoting Tampere Association). The members of these groups represented a large variety of businesses and other parties functioning in the city centre. The City of Tampere made a tripartite agreement with the Tampere Tunnutuksi Association for the development of the city centre. The first version of the city centre’s development programme was approved in 2011 and the strategic City Centre project was launched in the same year.

The development programme has not been presented to the citizens for their consideration as a single entity. However, the investigation and planning projects contained in the development programme have been prepared interactively. Examples of this are the many general plans, the local detailed plans, the traffic plans, the street plans and the reports on the urban environment.

The City Council members will consider the city centre vision, the development objectives and the development concepts contained in the development programme when preparing the new City Strategy and the action plans to implement it. The citizens will be provided with the same opportunity when the strategic master plan for the city centre is drawn up. The aim of the planning process is to include the many development objectives (of the development programme) in the master plan and make them legally binding.

A message from the Tampere Tunnutuksi Association

“Established in 1965, Tampere Tunnutuksi is an association that represents both the businesses in Tampere as well as the real estate owners in the city centre area. At the start of 2013, the association entered into a tripartite agreement with the City of Tampere on the development of the city centre. This pioneering agreement gives real estate owners and entrepreneurs in the city centre significantly greater opportunities to influence how new city centre activities are created.

Could Tampere’s city centre be developed as a shopping centre? This requires an integrated approach that takes into account the varied commercial, service and cultural supply, events, accessibility, the commercial and functional image, marketing and communication. The association will start developing the city centre’s commercial concept in 2013.

The association functions as an interactive channel between entrepreneurs and real estate owners in the city centre in the planning and development processes concerning the city centre’s development. Amongst the themes are the strategic master plan for the city centre, the general plans for the city centre, underground parking and maintenance, the development of the city blocks, the development of lighting and procurement cooperation. The association’s aim is to increase its membership so that as many enterprises, other actors and real estate owners in the city centre as possible can participate in the city centre development work.

The association and the City of Tampere also organise many events that promote the city centre’s cityscape. The events invigorate the cityscape and benefit the businesses in the area. Amongst the events are the Tampere Floral Festival, Tampere Illuminations, Christmas Tampere and the Tunne Tampere (Get to know Tampere) event. The association and the City of Tampere will also establish a working group whose aim is to create an event strategy for the city centre area.

Tampere is dear to us and we want to participate in making it increasingly vital and pleasant. Our vision is to make Tampere the most fascinating and attractive city in northern Europe as regards commerce and tourism.”

Kai Niinimäki
Chairperson of the board of the Tampere Tunnutuksi Association

Liina Kangas
Executive Director
The Tampere Tunnutuksi Association
The city centre development programme contains 12 planning projects and 49 separate projects, 26 of which are epicentre projects. The city centre project coordinates 8 planning projects and 26 separate projects. As to the other projects, the city centre project monitors their progress. Out of the separate projects, 26 are land-use projects and 13 are traffic/infrastructure projects. In addition, there are 3 park projects.

The targeted schedules specify the estimated duration for the following measures: planning ; planning and parallel implementation ; implementation . The locations of the projects can be seen on the adjacent maps. The numbering of the objects corresponds to the numbering used in the Tables. The letters and numbers given in the column headed by an arrow refer to other planning and separate projects that are linked to the project concerned.

### PLANS

<table>
<thead>
<tr>
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<td>B General plan for the Tulli area</td>
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<td>C,7,24</td>
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<td>C Development plan for the railway station district</td>
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<td>J General/Construction plan for the tramway</td>
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<td>Others</td>
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## CITY CENTRE DEVELOPMENT PROJECTS

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Tampere city centre development programme
### EPICENTRE DEVELOPMENT PROJECTS

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<td>Renovation of the middle channel</td>
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<td>Vaprikinkadun route (phase 2)</td>
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<td>Renovation of the Pikku-Käikonen Playground</td>
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<td>Playground and restoration</td>
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Below is a list of the plans and projects (in accordance with the development programme) that were completed during the City Centre project’s operational period in 2011-2012.

PLANS

Strategic master plan for the city centre (Figure 1)
The participation and assessment scheme (2 January 2013) was on public display from 10 January – 22 February 2013.

Tampere city centre’s street network (2)
Hämeenkatu as the main street for public transport and pedestrian and bicycle traffic – traffic report
On 16 May 2011, the report was approved to function as the basis for the traffic network plan for Tampere’s city centre.

Traffic network plan for Tampere’s city centre (3)
The plan was completed in April 2013 and will be presented to the City Board’s planning meeting on 29 April 2013. The plan functions as the basis for the city centre’s street network planning and as the basis for the strategic master plan for the city centre.

General plan for underground parking and maintenance (4)
The plan was completed in April 2013 and will be presented to the City Board’s planning meeting on 29 April 2013. The plan functions as the basis for the extension of the P-Kuninku car park and the Frenckell car park and as the basis for the strategic master plan for the city centre.

Tampere’s city tramway, preliminary general plan (5)
The plan was completed in October 2011. The presentation of the plan was put on hold by the City Board on 4 March 2013 for discussion at a later date. The plan functions as the basis for the general plan.

Assessment of the city centre development projects’ commercial impacts
The report was completed in January 2013. It concerns the general plan for underground parking and maintenance, the city centre traffic network plan and it constitutes part of the data that function as the basis for the strategic master plan for the city centre.
CITY CENTRE PROJECTS

City centre deck and Central Arena
The City Council approved the local detailed plan proposal 8366 on 13 June 2011. The administrative court dismissed appeals in its decision of 14 March 2012. The Supreme Administrative Court dismissed appeals in its decision of 7 September 2012.

Rantaväylä
Rantaväylä comprises three local detailed plans: the underground local detailed plan 8156 for the Rantaväylä tunnel, the local detailed plan 8305 for the Santalahti interchange at the western end of the tunnel and the local detailed plan 8306 for the interchange located at the tunnel’s eastern end. The City Council approved the local detailed plan proposals on 10 October 2011. Hämeenlinna Administrative Court dismissed the appeals against these plans on 14 December 2012. The plans are currently under consideration at the Supreme Administrative Court.

Ranta-Tampella
On 10 October 2011, the City Council approved the local detailed plan proposal 8366 for Ranta-Tampella. Hämeenlinna Administrative Court dismissed appeals against the plan on 20 December 2012. The plans are currently being looked at by the Supreme Administrative Court.

Ratina office tower/the coach station block (1)
On 10 December 2012, the City Council approved the local detailed plan proposal 8093. The plan became legally binding on 21 January 2013.

General plan for complementary construction at Tammela (2)
The City Board’s Planning Section approved the general plan on 18 June 2012. The general plan functions as the basis for complementary construction and for the separate projects’ further development as well as providing the basis for the strategic master plan for the city centre.

Ratina’s southern shore (3)
The construction of the blocks of flats (dwellings) in city block no. 456 on the southern shores of Ratina will be completed in the summer of 2013.

Ratinannokanpuisto Park
Ratinannokanpuisto Park was completed in 2012.

Renovation of Ratina Bridge
The renovation of the bridge was completed in the autumn of 2012 and the final work will be completed by Midsummer 2013.

Rongankatu pedestrian underpass (4)
The construction of the pedestrian underpass was completed in the summer of 2012 and it was opened on 8 June 2012.

Emil Aaltonen Park (5)
The construction of the accessible playground was completed in 2011 and the entire park was completed in 2012. The needs of vision- and hearing-impaired children and disabled children were a particular consideration in the planning of the playground. The planning was also supported by a group of interested parties formed by Tampere residents.

Scandic Hotel
The hotel was completed in June 2012.
EPICENTRE PROJECTS

P-Hämppi car park (1)
The P-Hämppi car park was opened in December 2012. The construction of a car park for short-stay parking by the side of the railway station will be completed in the summer of 2013 and Pakkahuone Square will be completed in the autumn of 2013.

Kyllästilä street network
Pellavantiehallintaikatu was completed in December 2012.

Development of the city centre blocks (2)
The report on city centre block no. 10 (circled by Puutarhakatu Street, Aleksis Kiven katu Street, Kauppakatu Street and Kuninkaankatu Street) was completed in November 2012.

Kirjastonpuisto Park (3)
The renovation of Kirjastonpuisto Park was, to a large extent, completed in 2009-2012. The Laikuntava stage became operational in the summer of 2012. The promenade by the bank of the rapids was renovated observing local historical values. A flower square was created next to Keskustori Central Square and an event field and a new stage next to the former boiler room. The park’s network of paths was made more practical and the route from the square via the park to the dam route was improved. The renovation of the park will continue by refurbishing the route next to Frenckell.

Palatsinsilta Bridge and the dams (4)
Palatsinsilta Bridge and the dams were completed in October 2012, whereafter they became operational.

Vapriikki route (5)
The first phase of the Vapriikki route was completed in October 2011. The Vapriikki terrace was opened in June 2011. Vapriikki will be opened to the public after Aleksandra Siltanen Park has been completed.

Frenckell dam wall
The dam wall was completed in October 2012.
 IMAGES

Explanations for the symbols:
The image has been cropped (R).
The image has been processed (K).

Cover: an oblique aerial photograph taken from the south, Lentokuva Vallas Oy (R).

Images from left to right: the Vapriikinraitti route, digital illustration by Insinööritoimisto Pontek Oy (R); Suomen Pankin aukio Square and a glass pavillion, digital illustration; ALA Architects Ltd (R); the southern shore of Ratina, an oblique aerial view from the south, Lentokuva Vallas Oy (R); Ranta-Tampella, digital illustration from the southwest, B & M Architects Ltd (R); Tampere Deck & Central Arena, digital illustration from the west. Studio Daniel Libeskind (R).

Inside front cover: an oblique aerial photograph of Hämeenkatu Street taken from the east, Lentokuva Vallas Oy (K).

Page 3: an oblique aerial photograph of the Tammerkoski Rapids taken from the north, City of Tampere / Jalo Virkki (R, K).


Page 7: Hämeenpuisto from the north, the French market, City of Tampere / Saara Paavola (R, K).

Page 10: top right, an oblique aerial photograph of the City of Tampere taken from the east, Lentokuva Vallas Oy (K); bottom right, an oblique aerial photograph of the railway yard surroundings taken from the south, Lentokuva Vallas Oy (R, K).

Pages 13 – 20 images from left to right:
Page 13: Paasikiventie - Kekkosentie Road photographed from the west, Vastavalo, photographer Markku Pajulahti (R); an oblique aerial photograph taken from the southwest, the current Ranta-Tampella, Lentokuva Vallas Oy; the mouth of the Rantaväylä tunnel, Sito Oy (R); Ranta-Tampella, a digital illustration from the southwest, B & M Architects Ltd; the silhouette of Ranta-Tampella from Lake Nissijärvi, perspective, B & M Architects Ltd (R).

Page 14: Hämeenkatu Street today, City of Tampere / Jalo Virkki; Bus congestion on Hämeenkatu Street, City of Tampere / Jalo Virkki; Hämeenkatu Street in Midsummer, City of Tampere / Jalo Virkki; city tramway on Hämeenkatu Street, image montage by Jussi Viinikka, WSP Finland Ltd (R); the city tramway at Keskustori Central Square, image montage, background photograph by Ari Järvelä, City of Tampere / illustration and image processing by IDIS Design Oy (R).

Page 15: Ranta-Tampella, illustrated aerial image from the southwest, B & M Architects Ltd (R); Eteläpuisto, oblique aerial photograph taken from the south, Lentokuva Vallas Oy (R); an extract of the general plan for the Tammela district, City of Tampere; illustrated oblique aerial image of Ratapihankatu Street and its surroundings, B & M Architects Ltd (R); Tampere Deck & Central Arena, illustrated oblique aerial image, Studio Daniel Libeskind (R).

Page 16: promenade by the riverbank, City of Tampere / Ranja Hautamäki; Hämeenpuisto photographed from the north, City of Tampere / Jalo Virkki; Hämeenkatu Street, City of Tampere / Jalo Virkki; Lake Pyhäjärvi, City of Tampere / Tarja Nikupaavo-Oksanen; Pyynikki, photograph by Jarno Hietanen.

Page 17: Tuomiokirkonkatu Street, City of Tampere / Kay Bierganns; worksite of the P-Hämpi car park, YLE / photograph by Jan Hynnä (R); the completed P-Hämpi car park, Roiku Creative Oy (R); P-Hämpi car park, Aihio Arkitehtit Oy; the entrance to P-Hämpi car park by Stockmann, digital illustration, Aihio Arkitehtit Oy.

Page 18: Epicentre block no. 10, digital illustration of the inner yard, Eriksson Architects Ltd (R); digital illustration of the inner yard of city block no. 10, as before (R); the Molin plot, miniature model of the preliminary draft, City of Tampere / Kay Bierganns; miniature model of the preliminary draft for Sorin aukio Square, as before; Ratina shopping centre, illustrated oblique image, B & M Architects Ltd (R).

Page 19: Keskustori Central Square, oblique photograph, Vastavalo, photographer Aarno Isomäki (R); Laukontori Square, an oblique aerial photograph taken from the south, Lentokuva Vallas Oy (R), Aleksis Kiven katu Street, Vastavalo, Pekka Pitiparnen (R); Tuomiokirkonkatu Street, digital illustration, Ramboll (R); Patosilta Bridge, Vastavalo, photographer Ari Niippa (R).

Page 20: Koskipuisto Park, City of Tampere / Ranja Hautamäki; Koskipuisto Square, City of Tampere / Ranja Hautamäki; Hämeenpuisto’s French market, City of Tampere / Saara Paavola; Tampere stadium, Lentokuva Vallas Oy (R).

Page 23: Keskustori Central Square, City of Tampere / Ranja Hautamäki.


Page 27: the southern shore of Ratina, Valokuvia Tenhunen / Antero Tenhunen (K).

Pages 28 and 29, images from top right:
Page 28: the Ratina office building, digital illustration, Arkkitehtitoimisto Siitonen Tuomo Oy (R); an extract of the general plan for the Tammela district; the southern shore of Ratina, Rudus / Rami Marjamäki and Juha Karilainen (R,K); the Rongankatu pedestrian underpass, digital illustration, Aihio Arkitehtit Oy (R); Emil Aaltonen Park, City of Tampere / Ranja Hautamäki.

Page 29: P-Hämppi car park, Aihio Arkitehtit Oy (R); epicentre block no. 10, Eriksson Architects Ltd (R); Kirjastonpuisto Park, City of Tampere / Ranja Hautamäki; Palatsinsilta Bridge, City of Tampere / Pekka Ranta, the Vapriikinraitti route, City of Tampere / Ranja Hautamäki. Inside back cover: aerial view of the city centre of Tampere, Copyright Terra Tec 2011 (K).

Back cover: large photograph, Kirjastonpuisto Park, City of Tampere / Ranja Hautamäki; photographs from left to right: Hämeenkatu Street, Visa580 (their own work) / Wikimedia Commons (R); Koskipuisto Square, City of Tampere / Saara Paavola; Sorsapuisto Park, City of Tampere / Ranja Hautamäki.