VISION FOR TULLI+
A COLLABORATIVE CHARRETTE FOR TAMPERE CITY CENTRE
STARTING POINTS

TAMPERE CENTRE – DESIGN CHALLENGE

The City of Tampere has ambitious plans to improve its urban centre, live up to its status as Finland’s most important city after Helsinki and safeguard its physical, social and economic future. Cities are places of immense complexity, Tampere is no exception, and the challenge for the ‘5 Star Concept’ the City has prepared is to reconcile broad, overarching strategies with the detailed needs of individual spaces and buildings, all the time retaining a balanced hierarchy and sense of proportion to enable all the diverse jigsaw pieces to fit together.

TULLI is Tampere’s former customs quarter, now in urgent need of regeneration as it finds itself largely cut off from the city centre by Tampere railway station and the broad swathe of tracks that constitute a barrier between the city’s western and eastern sides.

TULLI’s assets include social venues and important neighbours such as Tampere University and Tampere Talo which, despite their close proximity to the city centre, suffer from a sense of being remote and isolated. Because TULLI is right next to Tampere station and occupies a very strategic, central location, the resolution of its own problems of connectivity and urban quality is also the key to the re-connection of the areas that surround it.

To address this challenge the City of Tampere commissioned John Thompson & Partners (JTP) to develop a new urban design strategy and vision for the TULLI neighbourhood, taking into account the large number of plans and projects already under way in the area.
The Tampere Centre Vision was developed with a set of collaborative Charrette workshops, which took place in August and October 2013. This think tank process was jointly financed by the key project partners, who commissioned the John Thompson & Partners team to facilitate the collaboration and develop a new consensus-led indicative masterplan.

STAKEHOLDERS

PARTNERS

City of Tampere
University Properties Finland
Tampere Hall
Finnish Transport Agency
VR Group Real Estate
Destia
Sito
Finnpark Oy
Technopolis Business Park
Elo Mutual Pension Insurance Company
(untill 31.12.2013 Fennia Pension Fund)
NCC Deck Project
M&Y Architects (Competition)

PLANNING TEAM

John Thompson & Partners, London
Von Zadow International, Berlin
Gillespies, Glasgow
Urban Engineering Studio, London

CHARRETTE-REPORT

The Tampere Centre Vision was developed with a set of collaborative Charrette workshops, which took place in August and October 2013. This think tank process was jointly financed by the key project partners, who commissioned the John Thompson & Partners team to facilitate the collaboration and develop a new consensus-led indicative masterplan.
JTP’s response to this challenge was to assemble a multi-disciplinary team of urban designers, landscape planners and transport strategists to carry out two Charrette workshops in close collaboration with the city authorities and all local stakeholders. The successive Charrettes gave this group of high-level decision-makers an unprecedented opportunity to learn about one another’s aspirations and thereby develop integrated ideas and strategies for the regeneration of TULLI itself, the adjacent landholdings and the station area.

This report documents the Charrettes and their outcomes, which fall into three main categories:

1. MOVEMENT
   - Extension of the city centre’s proposed slow movement ‘Epicentre’ to include TULLI, and development of an integrated, multi-modal movement concept focussed around the station including additional pedestrian and cycle connections to overcome the barrier of the railway tracks.
   - Establishment of an Eastern Station Gateway concept and new pedestrian axes linking Tampere Talo and the University to the station, city centre and surrounding neighbourhoods, including vibrant, new, hard and soft landscaped public spaces in the TULLI quarter.

2. BUILT FORM
   - Proposals for new commercial buildings over and alongside the railway tracks and a design concept to create a fitting sense of arrival at the station.
   - New residential and cultural buildings within TULLI and intensification and diversification of the University with new buildings, spaces and connections to transform the educational campus into a ‘UniverCity’.

3. PROCESS
   - Establishment of the ‘TULLI Team’ of local stakeholders to lead collaborative decision-making on the Vision for TULLI, guided by the TULLI+ Charter formulated by the stakeholders during the final day of the second Charrette.
   - An integrated catalogue of projects to be realised by the TULLI Team on a phased programme of developments through short, medium and long term design competitions and including a quick-win ‘Box-park’ concept to kick-start the process of bringing back vibrant, urban life to TULLI.
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**TAMPERE 2014 VISION FOR TULLI+**

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**jtpcities**
COLLABORATIVE CHARRETTE
WHY A COLLABORATIVE 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 did not deliver
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 viewpoints 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.
STARTING POINTS

COLLABORATIVE CHARRETTE

PREPARATION
- Background Information
- Current plans and Constraints
- Stakeholders
- Establish Team
- Logistics for 1st Charrette

4-7/2013

CHARRETTE 1
- Stakeholder Briefings
- Site visits
- Technical Options
- First Ideas
- Strategic approach
- Vision concept

8/2013

COMMENTS
- Stakeholder review and feedback
- Option plan
- Clarifying further inputs by stakeholders
- Draft report
- Logistics for 2nd Charrette

9/2013

CHARRETTE 2
- Working up preferred concepts
- Further collaboration
- Further Detailing
- Way Forward
- TULLI Charter
- Detailed Vision

10/2013

EXEMPLARY CHARRETTE PROGRAM

DAY 1
Site Visit
Briefing
Workshop

DAY 2
Technical Options
First Ideas
Strategic approach
Vision concept

DAY 3
Stakeholder
review and feedback
Option plan
Clarifying further
inputs by stakeholders
Draft report
Logistics for 2nd Charrette

DAY 4
Team Working
Interim
Presentation

DAY 5
Presentation
of results
THE TULLI PROCESS

A Charrette is a collaborative process in which our team works closely with the client team to arrive at integrated proposals for the study area. The Charrette methodology we use to deliver projects in many European countries including Russia, as well as in the Middle East and China, is designed to accelerate the decision-making process, break down barriers and create a vision in which all stakeholders have a shared sense of ownership.

The Process in Tampere was organised around two Charrettes with work carried out in the UK/Germany before, between and after. The first Concept Workshop in August 2013 focussed on conceptual ideas and looked at basic design options for the area. Together with the local stakeholders we explored a wide range of ideas from which to select the most promising and appropriate for further development.

The aim of the subsequent Design Charrette was to identify the preferred concepts and work them up in more detail to create a clear set of ideas for incorporation in the brief to be prepared by Tampere City for urban design competitions in 2014.

The JTP-led team of 5-8 ‘external’ people consisted of strategists, thinkers, producers and facilitators. The Client Team was in charge of preparing the information base and inviting local, regional and state stakeholders to the collaborative process.

The full project lasted about 9 months from the first client contacts in April to the delivery of the illustrated Vision Report in December 2013. The process is being continued by a number of local stakeholders together with the city authorities to take the next steps towards delivery.
LIVING IN TULLI
During a plenary workshop about "Living in TULLI" participants brought together the key issues regarding the station area and TULLI as a place to live and work in general as well as some particular interests of the big players like Tampere Hall or the University, which are direct neighbours but suffer from bad links and insufficient connections between TULLI and the city centre. Main issues include:

PROBLEMS
- Lack of activity, feels unsecure after dark
- Feels like storage area
- Lack of interest from owners
- Unattractive spaces
- Nowhere to live
- Boring streets only offices
- Confusing parking arrangements
- No clear routes, Pinninkatu is too narrow, Big roads are too dangerous
- No green lungs
- University Camus is dull and clumsy

DREAMS
- Hot spot in Tampere and Finland. A must to visit!
- Safe and pleasant hub, a buzz in the area
- Lots of Culture
- New parks and a new green link
- Lively streets, Lots of people living, walking and wanting to stay
- Inspiring, colourful and things to see
- Hybrid buildings living and commercial
- Shopping, studying and enjoying
- More light
- Good internal connections
- TULLI as a part of the town centre area without the railway blocking the connections
- More housing
- Taller buildings
- The business centre of Finland
- No cars at street level within the area
- Blue line walk, shelter from the rain

SOLUTIONS
- New Coalitions. Do, work and learn together!
- Easy win projects are easily adapted for the people taking part in this Charrette
- Have clear strategic solutions - schedule of when they will be done
- More coordination between owners, setting targets
- Make possible solutions which brings money
- Prepare a delivery time line
- From single solutions to shared solutions
- Take care of proper! competitions
- Let’s start now!! Immediate interventions
- Sign of the streets - Tampere City and Real Estate Owners
- Involve the students in making the streets alive
- Different Uses on the University Campus
- Change City Plan to residential
- More housing on the new buildings!
- Promote and allow Self- build
- Shop windows and Street level shops
- Make integrated parking solutions for whole area
- Demolish the above ground parking structure
- Investment on the event square to make it attractive for events. Run seasonal events
- Events at the square need electricity, water and waste disposal - who Juhani Pananmaki?
- City colour palette
- Good pedestrian connections and common decisions to methods to enliven routes
- Keep it a rough area - not too clean
- Keep some parts of the TULLI Cheep!!
- Do own places Like Tezakea
Preparation is key
The initial idea to bring together the most important private and public stakeholder on the TULLI+ area needed a careful strategy and feasible schedule to be developed first. Ideas, content and timing of both charrette workshops needed to be agreed with the key decision makers first. Major interest was to bring them all together and make them actively participate. Individual visits were necessary to explain the process and to listen to individual interests first before the collaboration started.

A two step charrette approach
The TULLI+ project involved a rather large number of stakeholders with some of them like the national railway operators are particularly difficult to get involved, we therefore agreed to run two charrette workshops. The 6 weeks’ time in between allowed to review first ideas and prepare necessary inputs for the second event. Not only that we therefore could drill a bit deeper in a number of planning issues, also the stakeholder involvement grew at the second workshop, so the bonding and trust between participants improved significantly.

Working Methods
Active participation is ensured by working with plenary workshops, hands-on-planning tables and site walk abouts. Visual minutes of each session are reported back by the stakeholders themselves. JTP team members take those findings further and develop them into professional solutions.

Vision Report for new TULLI Team
As a result of the charrette process a new “TULLI Team” was founded. For them we have worked out and assembled the key workshop results on the following pages of this vision report. Following this urban design framework TULLI could become a great, liveable and vibrant place soon!
2 STARTING POINTS
Paulina Ahokas  
Managing Director, Tampere Hall  

“Tampere Hall wants to integrate more with the university and the city. Every visitor should find an easy, safe and roofed linkway from the station through TULLI area to us.”

Hanna Saario  
Tullintori Shopping Mall  

“We are finishing our renovation soon and aim to open up our building to all sides. Particularly we want to help enliven the TULLI-Square!”

Minnakaisa Kuivalainen  
Old Customs House Culture Centre  

“Our Club is a magnet for the whole city and beyond. But the current event management and facilities could be much improved.”

Markku Hiltunen  
Finnpark Oy  

“We are able to solve any problem!”

Antti Pyötsiä  
Elo Mutual Pension Insurance Company, Ovenia realprojekti  

“TULLI is an exciting place for us to be and invest. We would certainly get engaged to improve spaces and life between our buildings and perhaps even take care of more buildings.”

Mikko Leinonen  
NCC Oy, Deck Project  

“We don’t want to be a stand-alone-project. Together we like to better understand were the “people streams” are running and how we can serve them best. Thanks for this workshop!”
Kari Kankaala  
Head of Urban Development Tampere City  
“TULLI area is THE key for Tampere’s future. It is currently very much undervalued and that is what we need to change!”

Olli Niemi,  
Finnish University Properties  
“A university must not look like a dead place. If you come to the campus you want to see what’s happening!”

AIMS AND OBJECTIVES OF THE VISION PROJECT

The Strategic City Centre Project of the City of Tampere has invited all key stakeholders in the TULLI and Railway Station Area to participate in Building a Vision to develop this area as part of a growing and vibrant Central Core.

To reach a comprehensive, mutually Shared Vision of a growing and vibrant Central Core, and to clarify and enhance “The Artery of Tampere” and “Campus City Concept” themes, two key components of the city’s strategic development concept.

This includes:
1. To create a comprehensive framework for developing the area, and to support ongoing and about-to-launch projects.
2. To take into consideration, at an early stage of the process, the goals of the key stakeholders in the area.
3. To brainstorm and generate new points of view for developing the area by collaboration between the stakeholders.
4. To recognise and enhance the synergies between the various businesses, institutions and services in the area.
5. To generate debate on Tampere Centre, an ongoing project between the Government of Finland and the City of Tampere
6. To bring a broader analysis from the perspective of urban planning to the discussion on the Functional Concept of Tampere Centre 2013.
7. To assist in devising the 2014 Planning Competition, the purpose of which is to produce ideas for Tampere Centre and how it connects with the surroundings.
8. To lay the groundwork for the TULLI Area General Plan, work on which will begin in 2014.
9. To create input for the ongoing Strategic Master Plan for the City Centre.
CITY CENTRE STRATEGY TO DATE

Tampere City is very active in making plans for its future development. A number of strategic documents have been developed over the years, which point out challenges, chances and needs for future projects in the city centre.

A comprehensive "Tampere City Centre Development Programme" was approved by the City Board on 6 April, 2013, which integrates 12 planning processes and more than 49 key development projects that are going to guide the vision of a Five Star City Centre.

These projects include:

- Land use plans, masterplans and strategic development plans
- Urban planning & architectural competitions
- Mobility concepts for tram, buses and cycling
- Street network, tunnels and car parking projects
- Green areas, rapids, parks and boulevard developments
- Shoreline and recreation areas
- Events Areas Development Plan
- Real Estate developments around station area
- Deck project
- Hotel projects
- Retail areas and Shopping development projects
- New residential area developments such as Ranta-Tampella and Eteläpuisto
- Densification areas such as Tammela and Amuri
- Urban renewal projects for city centre blocks
- Improvement of main inner city squares
TULLI AREA

VISION AREA
"TULLI +"
"TULLI+" AREA DEFINITION

STARTING POINTS

TAMPERE CENTRE VISION - PLANNING AREA

Whilst the focus of the planning area is TULLI, the former customs zone on the eastern side of the railway tracks, in the future the intention is for TULLI to serve as the new, mixed-use heart for the surrounding areas. For this reason, we are using the term TULLI+ in order to emphasize the fact that the kind of integrated vision we wish to encourage needs to strengthen all the connections to and interdependencies with TULLI’s neighbours.

These include such important players in Tampere city as:
1. Tampere Hall
2. Tampere University
3. Technopolis and TULLI Business Parks
4. The new Deck Project Vision
5. Tampere Station buildings and developments
6. Tampere Railway Station
7. Tammela Residential Area
Analysis map of economic survey 2012
THE CITY’S OBJECTIVES

In all of their documents, presentations and meetings the city planners have emphasized how important TULLI is to the future of Tampere. Its location is ideal, right next to the railway station and the city centre, meaning that it has massive potential if it can be transformed from a rather dull, poorly connected expanse which blocks linkage to its own surroundings, into a vibrant city quarter that adds value to itself and its neighbours.

Therefore the city wants the TULLI area to contribute substantially to the overall city development aims, such as:

• Create space for 5,000 new residents in Tampere and reduce housing need inside the city
• Bring more young people into the city centre
• Provide more affordable apartments
• Concentrate new jobs around the station
• Reduce traffic congestion and car-dominated environments and improve walking, cycling and public transport systems
• Concentrate through traffic at the edges of the city by introducing slow movement at the city’s heart
• Raise functionality and attractiveness of the city centre so it can compete successfully with out of town shopping malls

In particular for the TULLI area:

• Create better connections and links between East and West, across the railway tracks, to the University and Tampere Hall
• Create properly functioning infrastructure in the whole area
• Find ways to get more people living in the area
• Find ways to activate the open spaces
• Increase collaboration between landowners, service operators, developers, planners, experts and other stakeholders
• Suggest proposals how the listed railway sheds can be used in the future
THE TULLI+ PUZZLE

Recognising the need for an inclusive, integrated vision for TULLI, the city authorities initiated the project by inviting all the major players and landowners to participate in a collaborative Charrette process.

The project was kick-started by a series of initial meetings in which the JTP team challenged the partners to present the main hopes they have for the future of their organisations, along with the obstacles that prevent these from being realised. Existing structures typically mean that landowners and other stakeholders are unaware of their neighbours’ plans, and this limits the opportunities they have for ‘joined-up thinking’. Offering them the chance to learn about one another’s problems and dreams opens the door to the discovery of shared frustrations that, through a collaborative work process, can be turned into shared goals.

This section of the report sets out the material that the partners brought to the first Charrette in August and then, facilitated by the JTP team of urban designers, landscape planners and transport strategists, went on to develop in the second Charrette, in October.

THE MAIN PARTNERS AND STAKEHOLDERS INCLUDE:

1. City of Tampere Planning departments & Tilakeskus (City Property Management)
2. University Properties Finland
3. Tampere Talo Ltd. (Operator)
4. Finnish Transport Agency (station, services and train operations)
5. VR Group Real Estate (Railway land development)
6. Finnpark Oy (parking facilities)
7. Technopolis Business Park
8. Ovenia & Elo Mutual Pension Insurance Company (Hotel, Tullintori Shopping Mall)
9. NCC / Deck Project
10. Tullikamarin Kulttuurikeskus (Old Customs House Culture Centre)

Tero Tenhunen,
Project director Center-Project
Tampere City

“We have so many projects going on in this area, which is great, but the real challenge is to get them connected and make them work together. That’s a huge task!”
3
STAKEHOLDERS' BRIEF
The ‘holy land’ of academia is out! The university site is currently too isolated from other businesses and cultural functions. The campus is at the moment like a “closed and partially silent area” devoted only to University purposes. How to open the area to be part of the city structure? Can the campus together with Tampere Hall and the whole TULLI area become a new “Campus City”?

Olli Niemi, Finnish University Properties, Tampere
UNIVERSITY’S OBJECTIVES

- The university has an out of date campus concept and teaching concept. People learn best in a non-formal way. We need to rethink our teaching concepts and change our campus into a city - 24/7! More lively after working hours, weekends and during summer holidays
- “Campus City” to become a competitor to the new Pasila area in Helsinki
- **TULLI area** to become a very lively and attractive place where different kinds of services are available for students, employees, clients, visitors and neighbours, including new functions like apartments, offices, small businesses, retail, leisure, etc.
- Better connection of the University campus to the railway station, to the city centre and to the new areas e.g. Technopolis, Deck and Arena: by public transport systems, bicycling, pedestrian traffic and parking
- Construct new buildings on campus, renovate the existing ones. What is the potential for new buildings in the University area without disturbing existing functions? Existing town plan enables the additional construction of about 30,000 m² on the campus. How is it possible to add new buildings into the campus so that the current high quality very respected ones are looking even better or sustaining their position?
- Perhaps locate Tampere Hall Hotel on North-East corner of university site
- We need much more student housing and other residential in TULLI+ area
- Make University more visible with new landmarks and attraction points
- About 2000 people live close to University and pass through the campus area every day on their way to work or back home. How lively can the campus become?
TAMPERE HALL’S OBJECTIVES

Tampere Hall is the biggest congress and concert venue in the Nordic countries, yet its primary role as a centre for such activities, including sporting and other events is scarcely recognised. Tampere Hall currently feels separated from the city and, although they are direct neighbours, TULLI itself has the effect of constraining the Hall’s visibility and footfall and blocking its essential links to the railway station and the city centre.

• Tampere Hall is currently difficult and confusing to find from the railway station and by foot. How to improve accessibility by train, by public buses and also by car? How to improve the main walking routes inside TULLI area?
• A direct and well lit access to the railway station is needed, possibly a ‘warm and dry tube’?
• Find ways to clearly guide people to the Hall, from the railway, bus station and by walking/cycling. (Directions by car are pretty well o.k. already)
• There is a lack of car parking spaces directly connected to the premises - only 45. (There are, however, 1006 parking slots within walking distance but they are relatively hard to find and with no information of their availability.) How can more be provided and/or the existing ones be connected?
• Tampere Hall area should be better integrated and linked with the University Campus, Technopolis Business Centre, the new Tampere Arena and Deck area as well as to TULLI, Tammela and city center.
• Tampere Hall’s own possibilities to develop its area. What new functions/buildings to be considered?
• A new 300 bedroom hotel should be built as soon as possible. An urban design competition is currently being carried out to find appropriate solutions as close as possible to the Hall. Perhaps a shared facility with the University will become possible in the future?
• We have plans for the uplift of Tampere Hall facilities over the next 20 years.
FINNPARK’S OBJECTIVES

Finnpark is a private company owned by Tampere city and it operates countrywide. Its philosophy is that public space and surfaces at street level are too valuable to be used for car parking. Instead primary uses should be given priority on the ground. Underground car parking is part of the core city strategy to reduce traffic in the historical parts of the city and make those more pedestrian friendly.

Finnpark’s challenges include:
- Delays in realizing more underground car parks due to the difficulty of political decision making
- Slow speed in delivery of already approved car parks create additional problems and can lead to more protests
- The new and available underground capacities are not yet fully used. A permanent positive marketing of underground car park projects is needed by the city.

Finnpark’s aspirations for the future include:
- It is possible and desirable to build several additional underground ‘caves’ e.g. 700 car capacity under Rautatiekatu along railway tracks between station and new deck project
- A new underground car park for Tampere Hall and the University with direct access from Viinikankatu
- Tampere to become Finland’s exemplar city for parking!

For TULLI area the relevant extension of our underground parking ‘caves’ would be No. 3 underneath Rautatiekatu and No. 5 & 6 underneath Tampere Hall and University sites. However, in terms of priority it seems that the extension No.2 in the historical city centre under Hameenkatu and the link connection with the Frencell Carpark will have political priority.

Markku Hiltunen
Finnpark Oy
TECHNOPOLIS’S OBJECTIVES

The site at University Hill is one of 4 business parks in Tampere owned by TECHNOPOLIS, which has developed a chain of 18 locations in Finland and around the Baltic Sea. Technopolis offers modern business environments, co-operation and networking opportunities, conference and IT facilities for enterprises.

In TULLI the business park is excellently located close to other businesses, the University and the future Deck project. Via Tampere railway station it is directly linked to main Finland, the Helsinki area as well as to the Helsinki-Vantaa airport.

Further development goals include:

• Completion of the current development by realizing the 3rd and 4th extensions which will nearly double the current floor space
• Better integration with University activities and start-up enterprises
• Improved links to TULLI area and especially to the railway station
• Joint development of business and service facilities with the newly envisaged Deck project
• Joint development of access roads, cycling and pedestrian routes between Deck, Technopolis, University and TULLI
• Develop shared facilities with the Deck such as car parking
OBJECTIVES PROVIDED BY ELO MUTUAL PENSION INSURANCE COMPANY
(UNTIL 31.12.2013 FENNIA PENSION FUND)

The pension fund has invested in TULLI projects and currently owns the Tullintori Shopping Mall, the new Tornihotel and 50% of the Pendolino building. There is interest for more investment in the future.

The currently ongoing upgrade of Tullintori Shopping Mall is a contribution to enliven the whole TULLI area, which should include:

- More and easier passages and shortcuts through Tullintori
- Help activate TULLI Square for active use
- Better collaboration between stakeholders
- Generating events, trade shows, food markets, sports gatherings, flea markets, skating rink in winter, sports clubs involved, etc.
- Increase the appeal of the area, more greenery, safety, lighting and cycle paths
- More homes, more efficient use of existing spaces and attics
- Enliven the side-streets with “container shops” and support for local businesses
- More action!

TULLINTORI MALL FIGURES

- 2.3 million annual visitors
- 20.3 million EUR annual sales
- More than 40 shops and services
- Time spent in the centre is short, mostly on passage to Railway Station
- Busy at daytime, evenings slow
DECK PROJECT FIGURES

- Multifunctional Arena
  48,000 sqm / 10,000 spectators

- Residential
  6,000 sqm / 200 Appartments

- Hotel
  12,000 sqm / 250 hotel rooms

- Retail & offices
  34,000 sqm / 1,500 jobs
NCC’S OBJECTIVES

Tampere’s big flagship project with 5 towers, retail premises, offices, hotel, apartments and a multifunctional arena, particularly for ice hockey purposes, is planned right next to the station above the railway tracks. Star Architect Daniel Libeskind and NCC are developing together the architectural designs as well as the rather complicated technical engineering and the commercial feasibility of this development.

However, studying the Deck project in detail a few issues with regards to the TULLI area development need to be addressed by NCC and other stakeholders in the area:

• Currently the situation of TULLI and the station area is quite unsatisfying. There is a worry that the Deck project might become an island surrounded by a desert. That needs to change!
• How to connect the Deck to the City and the City to the Deck?
• Everything possible needs to be done in order to create a buzz
• Turn the Frontside, not the Backside of the other future developments to the Deck
• The Deck needs to become a Space not just a Place (John Worthington)
• What are the possibilities for sharing the required 850 car parking spaces instead of creating a stand-alone solution
TULLIKAMARI KULTTUURIKESKUS
OLD CUSTOMS HOUSE CULTURE HOUSE

TULLIKAMARI KULTTUURIKESKUS’S OBJECTIVES

The former Old Customs House of 1901 is a listed building and used for cultural activities since 1988. Privately driven music club Klubi and event hall Pakkahuone are situated on the ground floor, with festival offices above it. It is a well-known address in Tampere and beyond, because of many regular popular events which can attract hundreds of people by concerts, theatre and dance performances, private events and dinners.

Some of the facilities are in poor state and need upgrading for a more professional service, including:

- more space for back stage, storage, staff and band equipment delivery
- Building under the square between the underground car park and Old Customs House Hall (Pakkahuone)

The Cultural House institutions, together with the restaurants Passion and Telakka, look after the Tullikamarinaukio Square, which needs renovation and new purpose built features to enable a diverse usage, make it a real cultural destination and help to improve the TULLI image. This would include:

- Lighting of Cultural House walls, the square and Tullikatu Street
- Electricity outlets, water and waste disposal in the square
- Signage and orientation for visitors coming from the railway station
- Bike parking
- Canvas or canopy as shelter for audience
- Outdoor stage for concerts & events
- Ice skating rink, street jocker, street floorball
- Trees, flowers, art installations, picture pillar
- Underpass or overpass to Tammela area
- Fencing and CCTV
PARTIES INVOLVED IN THE STATION PROJECT

- The Finnish Transport Agency
- VR Finnish Railland Real Estate
- DESTIA Transport Consultants
- Aihio Architects
- City of Tampere
- SITO Transport Consultants
- M&Y Architects (Competition Programme)
FINNISH TRANSPORT AGENCY’S OBJECTIVES

Tampere station is the second biggest in Finland operating more than 12,000 passengers every day. Improvements have been done to the services, but still this station needs to brought on to international standards, especially from the user point of view, including:

- Thoughts for a significant new station roof for a dry and modern travel experience as well as to brand Tampere station as THE destination in central Finland
- Supporting the development of Tampere station to become a sustainable transport hub with great services and easy interchanges to buses, tram, cycle and pedestrian networks in order to improve the competitiveness of Tampere region.
- Making the station fit for an increasing number of trains and travellers
- Creating a new bus interchange directly at the train station, perhaps a complete bus station including freight station
- Improving accesses to station and railway tracks from the TULLI side and Tampere Hall
- Create new pedestrian accesses at the Southern end of the platforms towards Technopolis, University and possibly the NCC Deck project and new Arena

By engaging in the workshop process Finnish Transport Agency wants to ensure that railway traffic and necessary security aspects are acknowledged by the future developments of the wider station and TULLI area.
OBJECTIVES PROVIDED BY THE VR GROUP

A major part of the railway owned land along Rautatiekatu is not needed for station services, technical or train operations. These landplots are currently either derelict or occupied by a car park combined with a small retail and office block facing the station square. VR Group want these landplots to be fully developed in the future with new uses and various city centre functions, including:

- Replacing current car park building and waste land with new real estate expansion of approx. 65 000 m²
- Create new shopping and modern service facilities as part of the station building arrangement
- Creation of a modern mixed use transport, business, office and housing centre on the doorstep of Tampere railway station and integrate it seamlessly with the present city centre
- Using the footfall of the future transport hub to maximise commercial floorspace
- Creating better links and access to and from the railway tracks
- Perhaps using a deck over part the rails to extend the possible development volume and bridge across to maximise direct access for customers from the TULLI side of the station as well as from the NCC Deck project in the South

VR Group and various partners have been studying various options and development proposals to test the commercial potentials of the site. In the future competition around the station area these developments will be included.
DESIGN APPROACH
1 FINLAYSON - The centre of Tampere, a most memorable place with a clear sense of its role as part of the city. A place that is clearly acting as a front door welcoming all who visit and live here. A place with great recognition.

2 TULLI - An anonymous place. The back door of Tampere only recognised as part of the city by those who work here or know it well.
3 THE GRANARY BUILDING. Every city has its backs; places that are forgotten, often associated with their former uses and subsequently neglected. Here at King’s Cross, the Granary that used to receive deliveries of grain from the canal barges is no longer in use. It became a back door, not dissimilar to TULLI….

4 KING’S CROSS - ... but with a renewed appreciation of place, public and private sector collaboration has brought a new energy to Kings Cross. A back is becoming a front. A new part of the city, rethought for change as the City evolves over the coming years.

5 SHOP VAN - Kings Cross, a new place of varying scale. Large institutional buildings sit comfortably with smaller temporary ones generating a new mixed purpose and character for all to see. A place that is now recognised and appreciated by all who live work and visit daily.

6 ROSSO - The future strength of TULLI could lie in the comfortable co-existence of small and large. In Tampere centre smaller places sit quite comfortably with larger ones. It is here the street comes to life!
LEARNING FROM LONDON KING’S CROSS

7 KING’S CROSS ROOF - Changes to railways are very complex, involving all from the highest National institutions to the human walking through. Change at a large scale often never happens because of this complexity. It often needs to be re-thought to make something happen.

8 KING’S CROSS GREEN - change can happen. Energy focussed on smaller quick changes, whist larger slower ones are evolving, can bring about an instant change in our attitude and perception of a place. With that change in attitude, places can become recognisable as new and exciting. A new appreciation of place, the old back becoming a front.
LEARNING FROM VIENNA

Vienna is one of Europe's most beautiful cities with its famous UNESCO World Heritage City Centre encircled by the gracious Ringstraße. It is a good precedent for Tampere's Red Box project and the city's aspiration to make its centre more pedestrian friendly, attractive and vibrant.

The Ringstraße was built around the city centre in the mid 19th Century on the line of the old city fortifications. It is similar in size to Tampere's city centre Red Box.

The Ringstraße is lined with some of Vienna's most important landmarks.

The Red Box in Tampere would also link many of the city's most important landmarks such as the University and Tampere Talo in the east, Finlayson and Tuomiokirkko in the north, Kaupunginkirjasko and Pyynikin Kirkkopuisto and Tampereen Työväen Teatteri to the west and the Tampereen Stadion and Orthodox Church to the south.
A lesson that can be learnt from the Ringstraße is that, due to its design and landscaping, it is a destination in its own right and a beautifully landscaped, multi-modal boulevard with slow traffic and good public transport. It connects the outer districts to the pedestrian-friendly city centre rather than causing a barrier between them. Many poorly designed modern ring roads have severed their city centres from the rest of the city because the traffic is allowed to move around them too fast, their design is poor and they fail to integrate private car traffic with the needs of pedestrians, cyclists and public transport.
“Red Box” as currently indicated to introduce a slow movement area for the City Centre West

A new Green Ring around the inner city slow movement area created by green boulevards will connect many of Tampere’s major attractions

Overlay of Vienna’s Ringstrasse on Tampere city map
GREEN CITY RING & SLOW MOVEMENT

EXTENDING THE RED BOX

Tampere has an ambitious project, known as the ‘Red Box’, to give the centre of the city a car-free ‘Epicentre’ by 2030. Pedestrians will have priority throughout the area and Hämeenkatu, the main street of the city, will be for public transport only and with new trams running along its length by 2030. Cyclists will also have priority in the City Centre and provisions are being made for good new cycle routes and plenty of cycle parking. There will be a ring of larger streets or boulevards around the edge of the Epicentre to handle all the traffic that currently passes through the city centre.

It was suggested by participants at the Tampere City Centre Workshop in October that the Red Box be extended to the east of the railway to include TULLI and possibly part of Tammela.

These new ideas are bold and will take time to establish themselves in city policy. But the city is changing and as ideas for the station and Tulli emerge and become real over the next 20 years there is a major opportunity to capture them within the strategy for Tampere as the sustainable city of the future.
TAMPERE 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 STAR CONCEPT

1. The City Centre is a CITY

2. The City Centre RADIATES QUALITY

3. The City Centre offers VERSATILE SERVICES

4. The City Centre is a LEADER

5. The City Centre has an IMAGE
INITIAL IDEAS FROM CONCEPT WORKSHOP

PRINCIPLES FOR DELIVERY

1. Mixed use, multi-functional buildings with active frontages connected to the City.


3. Dense centre with mixed age population - streets & spaces work 24/7.

4. A secured & enhanced cultural offer.

5. Concentration of creativity, innovation & employment.


HUGE CITY POTENTIALS

In the first Charrette, as well as thinking about Tulli in detail, the team felt it was important to stand back and think of Tampere as a whole, bearing in mind the aspirations set out in the city’s 5-Star Concept. This resulted in a series of principles for realising those aspirations and increasing Tampere’s competitiveness.

Through listening to what the partners were saying in the workshop discussions we built up a ‘hit-parade’ of all the things that make Tampere unique and memorable; the strengths on which it can build its future. Some people might use this as a basis for defining a ‘Tampere Brand’ as part of publicising the city as a destination to live, work, play and learn.
LIFESTYLES ARE BETTER SUITED TO URBANISM
UNDERSTANDING

In the early stages of the first Charrette the team put considerable thought into analysing how Tulli as a place works, or does not work, and the opportunities there might be for interventions to overcome its weaknesses and build upon its strengths.

A key concept was to overcome the very limited range of activities on offer at present in Tulli by making it into a place that would attract people of all ages and walks of life. The key issues were to deal with the lack of active frontages along the ‘dead’ streets, create interesting new urban spaces to turn it into a magnet for formal and informal events and introduce more residential accommodation to activate the area and make it safer to walk through at all times of day and night.
MAGNETS & MOVEMENT

Workshops included studying the movement system in order to redress the balance of the city’s over-dependence on private vehicles, considering the likelihood of Tampere attracting international markets by getting a direct rail link to Vantaa airport, as opposed to expanding Tampere-Pirkkala, and thinking about the city’s assets as a tourist destination.

One conclusion that the external team reached was that the people of Tampere may undervalue the city’s landscape assets which they may perhaps take for granted. The raw power of the rapids coursing through the city centre constitutes the beating heart of the city, the reason why Tampere even exists, and the combination of rapids and lakes and their associated landscape settings is Tampere’s most attractive and memorable feature, of which any great city would be proud.
5
VISION FOR TULLI+
INSPIRING, COLOURFUL, EDGY: TAMPERE'S NEW TULLI AREA
CONNECTING TULLI TO THE TOWN CENTRE

"Today TULLI is the back door to the station"

"The station is like a border between Finland and Russia"

These quotations show that TULLI is perceived as a very poorly connected area of the city centre. The railway severs TULLI from the City Centre to its west and major roads isolate it from Tammela to the North and the University to the south. The main roads are said to be dangerous to cross and the area is car-dominated with large areas of on-street parking, parking in courtyards and multi storey car parks, none of which help to enliven the area or make it attractive.

New links are proposed across the railway in a number of locations. These would be well located, safe, interesting and easy to use for pedestrians and cyclists (see the station section for further information). The links to Tammela can be improved by creating a new underpass on Pinninkatu and also by improving Itsenäisydenkatu. To the south the links to the University can be improved by making the streets more interesting, vibrant and safe.

Reinforcing and covering the BLUE LINE route from the station to Tampere Talo is also important so that visitors to the Hall have an interesting and dry route through TULLI. This idea can include turning Åkerlundinkatu into a ‘Hall of Fame’, showcasing the international stars who perform in Tampere Talo and extending the influence of the Hall towards the station to ‘meet the visitors half-way’. (see landscape section)

All routes should be inspiring, colourful, vibrant and green to encourage people into and through the area.
EXISTING ATTRACTIONS

There are a number of key city attractions in and around TULLI that draw people to the area to visit, work, play and study.

1. The University
   A major magnet within the area, with over 15’000 students coming to the University every day to study. Many walk through TULLI from the town centre or the train station. Only a few live in the area.

2. Tampere Talo (Hall)
   A famous local landmark, it is located to the south east of TULLI looking over the Sorsapiusto Park and is proud to be known as Scandinavia’s largest congress and performance centre, hosting over 600 large scale events every year. Many visitors to the Hall arrive by train and walk the short distance through TULLI to the venue.

3. Sorsapiusto (Mallard Park)
   On the edge of TULLI and adjacent to Tampere Talo is this beautiful park with a lake at its centre. It is the largest green space in the area, and to some extent helps to make up for the lack of green space within TULLI itself.

4. Attila
   On the north east corner of TULLI is the old Attila 38 Yliopistonkatu, which in days gone by was one of a number of shoe factories in the area, and today contains offices and conference facilities. In the future this grand old red brick building could contain a new mix of uses including a cultural centre and perhaps residential loft conversions that would harmonise with its former function and bring more vibrancy to this important corner of Tampere.

5. Tullikamarin Aukio
   on the edge of TULLI’s main square, is the beautiful old customs house built in 1901, which is now a venue and club called Klubi. With the adjacent Pakkahuone (packing warehouse) it hosts events for up to 1500 people. The building helps to activate the squares to its east and west and, with a few minor interventions, could further enliven Tullikamarin Aukio for instance with more outdoor café areas and by holding more concerts and events in the square. The regeneration of the square needs to be undertaken in close collaboration with Tullikamari.

6. The Railway Station
   An important local landmark with its listed tower. TULLI is often seen as the station’s back door because the railway corridor separates it from the rest of the City Centre. There are links under and over the railway but these need to be improved to encourage pedestrians and cyclists to visit TULLI and the wider eastern area. (See the section of this report on the station and its environs).

7. The Railway Sheds
   Two semi-circular red brick railway sheds to the east of the station that are local landmarks. One is currently being regenerated as part of a new hotel and conference centre whilst the second is in need of a new lease of life and could play an important role in the revitalisation of the area.
RESIDENTIAL MIXED USE

One of the key aspirations for the area that came from the team workshops was that TULLI felt dead, particularly at night and during the weekend, and that it needed to be more of a LIVING AREA with a greater mix of uses that would bring life to the buildings, streets and spaces - day and night. At the moment very few people actually live in the area which is dominated by offices. It is true that there is a notable proliferation of hotels, due to TULLI’s proximity to the station, but these do not add up to a coherent pattern of use or public life.

During the workshops teams identified a number of sites where new housing could be built and buildings that could be regenerated to include apartments. It was felt that there should be many types of accommodation in the area, from student housing to new penthouses and lofts, to ensure there would be an interesting mix of people who would call TULLI ‘home’

REGENERATING EXISTING BUILDINGS

There are two types of existing building within TULLI: 1- the attractive, grand, local landmarks and historic buildings from when TULLI was the customs area and also had many shoe factories, and 2- the modern office and industrial buildings, mostly built in the second half of the 20th century. Typically they are grey and boring and few of them actively engage with the street. There are also some newer buildings, of which the University Library is the most contemporary.

An outcome of the workshops was that the historic buildings need to be preserved and enhanced with, over time, a richer mix of uses located within them. The drab office buildings need to be either revitalised or replaced to offer more active and colourful frontages and a greater mix of uses. As they are all in private ownership this is a long term aspiration. A long term, rolling regeneration programme could start with any publicly owned buildings that were in need of regeneration, to be followed by private sector projects - the added value of regenerating such buildings could be demonstrated by a number of pilot projects.
FOCAL SPACES, PARKS AND SQUARES

There is a lack of green space within TULLI with few trees and little in the way of planting. Places to stop and meet people are in short supply and open spaces are poor quality, car-dominated and unattractive. Tullikamarin Aukio is the main square in the area and could be regenerated to create a great new public space for TULLI. A new building along Itsenäisyydenkatu, with cultural uses at ground floor and residential above, would offer a sense of containment for the northern side of the square and create a backdrop for cultural events.

In the future the multi-stirey car park on Pinninkatu could be removed and replaced with a small, urban park, perhaps retaining the attractive rotunda of the car park ramp. There could be more high quality paved routes through the area with new tree planting and good lighting. A GREEN LINE could connect TULLI to Tammela in the north and the University in the south (for further details see the Public Realm section of this report)
STARTING POINTS

VISION FOR TULLI+
LANDMARKS AND VISTA STOPPERS

To draw people through the area and make it more legible, new buildings and installations can be designed to include key features, towers, landmarks and artworks. Especially important are the proposed addition to Tampere Talo on the corner of Yliopistonkatu and Kalevantie, a new commercial building at the south-eastern corner of the University on Viinikankatu, the proposed University buildings at the end of Pinninkatu and a new landmark corner on Itsenäisyysdenkatu. Any new proposals close to the station itself needs to respect the listed station tower whilst also being an interesting landmark in its own right.
REDEVELOPMENT OF THE RAILWAY SHED

On the south east side of the station are two iconic, semi-circular railway sheds. One is currently being redeveloped as part of a hotel and conference centre. The second shed, on the corner of Åkerlundinkatu and Ratapihankatu, is still empty. This interesting old building could be redeveloped as a mixed-use retail and community building linking into the Tullintori shopping mall.

In front of the shed, and in response to its geometry, a large circular ramp covered by a new, glazed dome would take pedestrians and cyclists down and under the railway tracks along a tunnel lined with shops and other uses. As well as glowing by night, the glazed dome would let daylight down from above the cycle ramp thereby creating an attractive destination for those using the tunnel from the Rautatienkatu side. There would also be lift and stair connections up to the proposed new link building bridging across the railway.

The regeneration of this old railway shed would turn this forgotten and ugly corner of TULLI into a new hub arrival point and an important strategic route from the station to Tampere Talo, the University, Technopolis and the new Deck project. It would be a vibrant, edgy destination for the city - day and night.

Due to its ideal, strategic location, the refurbished railway shed could have an initial role as the visitor information centre for the whole TULLI project - perhaps with an agreement whereby visitors could go up to a viewing platform on the iconic new hotel tower immediately next door.
PUBLIC REALM STRATEGY

TULLI PUBLIC REALM STRATEGY

TULLI, although currently fragmented, in form and to some extent function, has the opportunity to become an individual, vibrant and distinctive district within the city with its own unique ‘sense of place’.

Three key factors which will have a bearing on the creation of a ‘sense of place’ for TULLI are as follows:

• The inherent character and inherited townscape
• The way people use, perceive and inhabit the area
• The Public Realm

The quality of the public realm within TULLI may be considered as one of the key factors in the creation of a memorable, vibrant and characteristic place, as it acts as a form of ‘urban glue’ binding together and connecting disparate elements within the townscape whilst creating a ‘coherent whole’.

Although interventions and enhancements may be phased over a number of years, it is important that a holistic approach is taken when considering improvements to the existing public realm within TULLI.

To this end, it may be of benefit if a ‘public realm strategy’ is developed at an early stage in order to ensure that opportunities to enhance the quality of spaces within TULLI are coherent and follow a set of prescribed guidelines with respect to:

• Legibility (hierarchy of space)
• Function (purposeful interventions)
• Form (materiality)
• Lifecycle (sustainable and maintainable)

The development of a strategy with regard to the improvement of the public realm, will help to ensure that a strong network of public spaces and streets may be delivered over time which can support a diverse range of functions whilst creating a setting to key existing and future buildings.

KEY INTERVENTIONS

1. Cultural Square
2. Canopy and Stage
3. Performance Steps
4. Kiosks
5. Art & Culture Court
6. Green Courtyards
7. Retained Parking Tower
8. Urban Park replacing Car park
9. ‘Boxpark’
10. New public space replacing car deck
11. Green Link
12. Dry Blue Link
13. Rotunda Station Entrance
14. Canopy Station Entrance
15. Railway Links
16. Covered Platforms
17. Traffic calmed Station Square
STREETS SURROUNDING TULLI’S HEART

The supplementing of existing and the undertaking of new tree planting along streets surrounding TULLI will assist in the creation of a pleasant public realm.

The planting of deciduous trees will improve the bioclimatic condition, providing shaded walkways in the summer months whilst allowing for solar gain to buildings in winter. In addition the planting of street trees will improve the landscape setting to buildings and herald the arrival to TULLI for both pedestrians and people arriving by car.

The incorporation of lighting within the tree planting may be considered at key locations in order to enliven the streetscape during the long winter months.
GREEN LINK - PROPOSED NORTH SOUTH PEDESTRIAN & CYCLE ROUTE - PINNINKATU

A key intervention within the public realm proposals is the introduction of a ‘green link’ which would run through the heart of TULLI, connecting the University to the south with Tammela and beyond to the north. It is proposed that this link would be used exclusively by pedestrians and cyclists.

In order to further enhance and promote the ‘green link’ its design could form part of a wider arts strategy and contain elements such as lighting and sculpture.
Form and texture within the public realm
REMODELLED MAIN SQUARE

The remodelling of the main square in TULLI should aim to deliver a space which is disciplined and organised, simple and elegant in order to ensure a sensitive intervention in keeping with the distinctive character of the surrounding environment.

Key design objectives with respect to the remodelling of the existing main square should include:

- Flexible use of space - forming spaces within spaces and using changes in level to create distinctive zones for formal and informal activities such as outdoor cafes/dining, festivals, public events and gatherings, interpretation, incidental play and general relaxation
- Take cognisance of existing and future service and access requirements
- Encourage spill out activities for building users
- Form smaller scale opportunities for events within the space
- Promote positive linkages with surrounding streets and developments

These objectives, if inherent in the design of the square, will help to ensure the creation of a pleasant, comfortable public space which promotes public life and activities and will encourage residents and visitors alike to connect with the space and indeed surrounding buildings.
Existing multi storey car park
NEW GREEN PARK INCORPORATING CAR PARK TOWER

Depending on future parking requirements there may be an opportunity to create a new public square on the site of the existing multi-story car park. With respect to form and materiality, this proposed new space should contrast with the main square within TULLI.

In order to afford more shelter and protect the park from cold winter winds, it may be possible to utilise the existing ‘step down’ from street level in order to create a ‘sunken garden’, containing simple, elegant and robust furniture and materials. Additional shelter and separation from the surrounding streets may be achieved by the introduction of grassed mounds within the space which could also act as an opportunity for incidental play.

It is proposed that the existing ramp to the car park be retained as it could be utilised in the future as a skate park or gallery space assisting in the activation of the space and its environs. In addition, the retention of the tower would afford the space more protection from the cold northerly winds in winter.

The park’s central location will transform the feel of the many routes that connect into it, in particular the proposed pedestrian and cycle route along Pinninkatu.
PUBLIC REALM STRATEGY
VISION FOR TULLI+

DRY LINK FROM STATION TO TAMPERE HALL

A new ‘dry link’ is proposed between the railway station and Tampere Hall. It is proposed that the link will consist of a feature canopy which encapsulates the street creating a dynamic, processional walk between the station and concert hall.

The canopy will allow the street to be used in all seasons, providing shade in summer and protection from cold winds and snow in winter. It is envisaged that the street may be enlivened by spill out activities from adjacent buildings, interventions such as kiosks, ‘boxpark’ and external dining and retail. In addition, the new encapsulated street may contain a ‘timeline’ relaying the history of Tampere Hall and those who have performed there.
Introduction of interpretative features such as engravings and art assist in telling the story of a place.
PEDESTRIAN PRIORITY STREETS

The design of streets should be considered to ensure a coherent legible street hierarchy which responds to and builds upon the development of key public spaces and buildings.

Consideration should be given to the palette of materials to ensure they are simple, elegant and robust and of a distinctive character to further enhance TULLI’s unique qualities. Detailing should be considered so that interventions are of the highest possible quality and incorporate existing elements such as manhole covers and vents.

Subtle changes in colour may be used to differentiate pedestrian and service routes. Interpretative features could be integrated into proposals for people to discover. These could be utilised as an aid to convey TULLI’s history and take the form of text, symbols and artworks.

At key locations, ‘pop-up’ service points should be considered to allow power and water supplies for events within the streets.

Statutory, feature and accent lighting should be considered as part of all public realm proposals in order to enliven the streetscape during the hours of darkness and long winter months.
Examples of temporary structures introduced into existing streets in order to inject vitality
INJECTING LIFE INTO TULLI NOW

A popular way of changing the face of an area for residents and visitors is to introduce a series of urban pavilions or kiosks. This would be a short term way of regenerating the unattractive streets and spaces of TULLI. These temporary structures are a quick way of creating clusters of activity, livening up dead streets and facades and generating interest through their design and uses.

‘Box Park’ in London uses recycled shipping containers to enliven a derelict area. The 60 boxes contain “Pop-Up” (temporary) boutiques, galleries, cafes and restaurants. Planned to stay in the area for the 4 years until long term redevelopment of the area is due to begin, as a short term, unique, low cost and low risk attraction, it has proved to be a powerful magnet to an otherwise uninteresting area.

The City of Stockholm has also undertaken a similar project, Mobila Paviljonger för Stockholms Stad. Unlike Box Park that reuses old industrial containers, in Stockholm the city undertook an international competition to design new, low cost, movable street pavilions to contain shops, cafes, and galleries that could be sited in streets and squares.

A further interesting example is in Christchurch New Zealand, where the Re:Start Shipping Container Mall has been set up to bring instant activity into a city centre area devastated by the 2010/11 earthquake.

The masterplan for TULLI proposes small clusters of pavilions or Box Parks at key locations including within the University in answer to the desire to add the vitality of the ‘outside world’ into the studious preserves of University life. In the short term they will help to animate the spaces, enliven dead streets and to start to attract people to and through TULLI to visit these exciting new attractions day and night.
TULLI LIGHTING STRATEGY

Lighting plays an important role in influencing the character of city streets and spaces as well as ensuring a basic security requirement during the hours of darkness.

Within TULLI there is a need to reappraise the overall visual coherence of the public realm lighting and examine opportunities to further enhance the quality of the environment after dark and during the winter months. It is envisaged, once implemented, the improvements to TULLI will support a range of outdoor activities which could benefit from the introduction of a variety of supplementary forms of lighting.

Action is required to:

- enliven the whole of the TULLI area in a visually coherent and interesting manner
- encourage creative thinking with respect to the use of street, building and advertisement lighting
- ensure that streets are sufficiently lit to promote personal safety
- encourage the appropriate use of decorative and seasonal lighting
- employ lighting which is appropriate to predominantly pedestrian spaces
Well considered sculptural lighting elements assist in making pedestrian priority streets pleasurable at night whilst helping to create a memorable sense of place.

NORTH - SOUTH GREEN LINK LIGHTING
The lighting strategy for the proposed north-south green link should be unique in character so as to enliven the route and ensure it stands apart from surrounding streets and spaces.
STARTING POINTS

TULLI LIGHTING STRATEGY

Inground LEDs assist in defining key features and routes whilst creating a sense of arrival.

RETAIL CENTRE LIGHTING

Modifications to the east and west elevation of the existing shopping center should be considered in order to create active street frontages. Lighting should be considered as a means to market the retail center, with the use of signage, feature and accent lighting.
PRIMARY PUBLIC REALM LIGHTING

It is important that lighting relates in scale to the pedestrian, highlights key features, floodlights buildings and generally creates a memorable atmosphere during the hours of darkness.

Consideration should be given to the use of lighting during different times of year. Necessary utilities such as car park vents should be designed so that they bring ‘added value’ to the streetscape, and lighting should be incorporated where appropriate.
TULLI LIGHTING STRATEGY

VISION FOR TULLI+

STATION, CANOPY AND SUBWAY LIGHTING

Lighting should be used in an innovative manner to create a pleasing public realm, ensure a ‘wow factor’ and a memorable sense of arrival to Tampere, and indeed TULLI.
ILLUMINATED CANOPY ALONG ‘BLUE LINE’

Both the canopy and streetscape of the ‘Blue Line’ should contain lighting of a quality that will celebrate the journey along and to the Tampere Hall. The lighting proposals should enliven the pedestrian route whilst illuminating key buildings and features.
TULLI LIGHTING STRATEGY

The introduction of a net of lights across Yliopistonkatu will assist in the creation of a direct link between the ‘Blue Line’ and Tampere Hall. In addition, this will signal to car drivers their arrival at the Tampere Hall and act as a gateway feature for TULLI.

NET OF LIGHTS CONNECTING ‘BLUE LINE’ WITH TAMPERE HALL

TAMPERE 2014           VISION FOR TULLI +
TAMPERE 2013     VISION FOR TULLI +

Nets of lights strung across the street, connecting buildings whilst creating a sense of arrival.
STARTING POINTS

VISION FOR TULLI

TAMPERE 2014

LEGGIBLE URBAN STRUCTURE

ILLEGIBLE URBAN STRUCTURE

DEFINING AN URBAN STRUCTURE
LEGIBLE / ILLEGIBLE

Tampere centre has a clear and legible urban structure. Urban blocks generally contain a number of individual buildings having fronts that address the street and with internal backs. The structure establishes a clear hierarchy of importance of spaces, with interconnected streets defining clear movement routes. Moving through the city makes you feel part of the city.

TULLI is different. Its historical legacy has left a different, illegible urban structure of individual buildings surrounded by left over space. Lacking in urban clarity, fronts become backs and streets become service yards.

DEFINING AN URBAN STRUCTURE

TULLI needs to be rethought with a clear urban structure similar to the centre of Tampere. Combining buildings into blocks starts to define a new structure of space:

• Spaces that are streets and squares
• Clarity in fronts and backs
• Clarity where activity needs to enliven space

These can amount to a changing attitude to TULLI, as a place to define urbanism and movement.
Proposed cycling routes can coordinate with the city cycling network but with simplified cycle parking as shown on the plan.
WALKING/CYCLING

With a clearer urban structure, movement routes could become more obvious. Walking around TULLI on four lively, integrated streets, connected to the north, the west, through the station east to Tampere Hall and its park, and also to the south to the University.

Cycling routes overlay with walking and connect to established, city wide networks to the north, east and south with new routes via a subway under the railway to the west.

Tampere’s Walking Routes, which are promoting important historical and cultural points of interest in the city centre, could add a new route No. 6 to feature University, Tampere Hall, Sorsapiusto (Mallard Park), TULLI area and Tammela along the new green link.
DRIVING
Overtime vehicle movement through Tulli can be redefined with a goal of “a place to come to but not through”. The workshop has clearly shown the desire to separate vehicles from walking and cycling as much as possible. A strategy that is close to the thinking for the centre of Tampere and one that will bring Tulli and the centre closer together in peoples minds. Over time this strategy will allow for the emergence of a car free zone through the centre of Tulli.

UNDERGROUND CAR PARK
The major investment in underground car parking is utilised in the emerging plan. The ideas sit comfortably with existing car parking strategies in the city centre and utilise some of the capacity that exists in the car park at the moment.

BASEMENT / ABOVE GROUND
**Short term moves:** Basement car parks are retained and all entrances are kept but movement to and from them encouraged more towards the north to reduce traffic movement along Akerlundinkatu to reduce conflict with pedestrian movement to Tampere Hall.

**Long term car parking** adjacent to the mall is rationalised, allowing short term car parking to move to the basement over time to free the area between the hotel and the mall for new uses.

**Longer term moves:** As the city’s underground car parking system grows in the future the southern entrance to the above ground car park can removed with vehicle access focussed to the northern end also with the greater potential to remove this car park completely and relocate within new basements as these emerge over time.
CLOSING THE ZIPPER!

Stations are major gateways; important symbols of civic pride that create a lasting impression for residents as well as visitors. A functional and beautiful group of buildings will deal with the complex movement patterns and level changes, ‘closing the zipper’ and integrating the east with the west not only in practical terms but also symbolically.

The Deck Project proposed over the tracks to the south can easily be connected with the station building, and would itself be enhanced by the memorable sense of arrival that would be established.
LONDON KINGS CROSS - Throughout Europe our perception of travel by rail is changing. Stations are becoming new places in the city. Major change at Kings Cross means a dull station is now a place to meet, to enjoy and welcome.

PIANO AT KINGS CROSS - Large stations tempered by life at a smaller scale. Enjoy yourself whilst waiting.

Tampere railway station today. It is a functionalist building in Tampere, Finland, designed by Eero Seppälä and Otto Flodin, completed in 1936. The 36-metre clock tower was later added because the Finnish railway bureau required it (its total height from ground level is about 60 metres).
FRONT BACK DOORS
Tampere station is a place with front and back doors. It has clear arrival points to the west but a low grade entrance to the east.

STATION FRONT DOORS
There is now a major opportunity to rethink the role of the station within Tampere's urban fabric. A station with balanced, interconnected front doors to east and west. A new place of arrival for the whole city.

INTEGRATED URBAN TRANSFORMATION
The existing station is at the centre of a dispersed transport interchange. Interchange exists but is complex and awkward.

The life that movement can bring to the city is lost. There is no relationship between movement, urban structure and life around the station. Simply put, the west side is busy whilst the east is not.

Changes to the station bring an opportunity to rethink its role as part of an integrated urban block:

- The new place of arrival and connection
- Balanced movement in and around the station
- Interconnection in a dry warm environment
- A few minutes walk from train to bus or bus to tram
- Movement bringing life to the area around the station with interconnections linking east and west, through the station
- A new place in the city
CURRENT SITUATION

Tampere Station is the second busiest in Finland and is a major interchange between rail and bus transport as well as being one of the main gateways into the city. At the moment there is no real ‘sense of arrival’ when disembarking onto the station platforms and the experience of using the station itself is uninspiring. The railway is also seen as a major barrier between the western and eastern.

The station tower is an important listed local landmark that can be seen from across the city. The main station building is on the town centre side of the tracks with its front door terminating the axis running eastwards along Hämeenkatu. There are a number of routes from the station into Tammela and TULLI to the east, through a series of underground passages, but all the entrances and exits to the station on the eastern side are poorly signalled and hard to find.

STATION WORKSHOPS

During the two workshops a team including Finnish Transport Agency and VR Group Real Estate discussed possible options for the redevelopment of the station and the area around it. Key issues were for the rail operators to be able to offer a more attractive service to its customers including good entrances on the east as well as the west, a proper canopy over the tracks, higher quality retail opportunities and better bike-parking facilities. The station real estate managers were interested in commercial development to capitalise on the station’s highly accessible location. Developing over the tracks and therefore also improving east-west links was seen as a desirable strategy, all in recognition of the need for due consideration of the heritage aspects associated with the existing station buildings.

Ideas were then drawn up by the JTP team and are illustrated in this report in the following pages.
1. Commercial space on upper floors
2. Glazed station canopies
3. Canopy for sheltered Blue Line
4. Lighting feature across boulevard to ‘complete’ Blue Line
5. Commercial space on upper floors
6. Railway shed refurbished for commercial and community uses
7. Glazed canopy over cycle ramp down to tunnel under railway
8. New construction to cover loading bay and frame Blue Line route
9. New urban garden with car park ramp retained
10. Eastern station square with long distance bus facilities in new buildings and residential/commercial above
11. Cultural uses at ground floor with apartments above
12. Art gallery on lower floor with loft apartments above and in refurbished existing Attila building
13. Infill residential
14. Local bus stops on traffic calmed boulevard
15. Retail along pedestrian routes
16. New pedestrian and cycle link with lifts and stairs to platforms above
17. ‘light at end of tunnel’ with access to converted rail shed above
1. ACCESS AND CONNECTIONS

A key outcome of the August and October workshops was that there should be better access to and across the station from either side of the tracks and new opportunities should be found for tunnels and bridges linking the City Centre and TULLI and Tammela. All such connections should be activated in order to make them safe and interesting.

The BLUE LINE, the art work whose conceptual origin is at Helsinki Station, arrives at Tampere conceptually ‘on the train’ and then runs from the railway station to Tampere Talo, guiding visitors to this important destination. In the future the BLUE LINE could run through a new tunnel under the railway and then through a beautiful covered route up Åkerlundinkatu to Tampere Talo.

All routes and connections should have good lighting and be vibrant and interesting spaces day and night; a pleasure to travel along.

At present, pedestrians need to cross Rautatiekatu when arriving at or leaving the station from Hämeenkatu, often involving a lengthy wait at the traffic lights. One of the many advantages of extending the Red Box to include TULLI is that the junction of Rautatiekatu and Hämeenkatu, directly in front of the main station entrance and one of the most important public spaces in Tampere, would become car free.

The square could be transformed into a magnificent point of arrival for the city, complementing the panache of the new canopy over the railway tracks.
2. STATION CAR PARK REDEVELOPED

The station car park along Rautatienkatu could be redeveloped to become a new, mixed use area with good covered links into and through the station. If Rautatienkatu were to become internal to the Red Box, it could take on an entirely new character as a pedestrian friendly, tree-lined boulevard with little traffic except for local buses using new bus stops outside the new, mainly commercial buildings.

3. BUILDING OVER THE STATION

Previous plans for the station showed a bridge building over the station platforms at a respectful distance to the south of the station tower. The workshop team could also see the benefits of a proposal of this kind, and the conceptual masterplan proposes a new bridge building accommodating pedestrian routes from the station to connect the east and west sides of the City, thereby helping to ‘close the Zipper’.
Offices and other mixed uses could be located in this bridge building and a second structure above the railway tracks, a hundred metres further south, with a similar design and mix of uses, would offer much-needed connections between Tampere Talo and the southern parts of the main city centre, including the Orthodox Church and the square to its south. It could be linked to the redevelopment of the old train shed on the corner of Åkerlundinkatu and Ratapihankatu and include a pedestrian and cycle tunnel link for maximum connectivity. The southern bridge building can also be designed to enable strong connections to the Deck and Arena project further to the south.
4. ROOFING THE STATION

A glazed roof over all the station platforms would greatly improve the experience inside the station and on the platforms, especially during the winter months. A beautifully designed, new glazed roof would also transform the sense of arrival in Tampere and become a new landmark for the city. Along with the proposed new bridging structures, it would represent a powerful, symbolic connection across the railway as well as fulfilling a large number of important, practical functions.
**Station Development**

**Vision for Tulli+**

- Hotel in refurbed train shed
- Car-free terrace with Boxpark concept
- Tullintori Shopping Mall
- Pinnenkatu
- Urban garden with retained car park ramp
- Hammareninkatu
- Glazed railway roof canopy
- Office bridge connecting to Pendolino building
- Car-free terrace with 'Boxpark' concept
- Tullintori Shopping Mall
- Hammareninkatu
- Urban garden with retained car park ramp
- Pinnenkatu
Precedents of Roofed Spaces & Canopies

1. Munich Airport, Snow proof roof construction between the terminal and other functional buildings (offices, retails, conference venues, hospital, doctors, restaurants) to welcome passengers. Under the roof are the exit and entrance to public transport systems.

2. Moving LED light feature to animate the arrival space with information, train times, TV-News, advertisements and public viewing of sport events.

3. Newcastle Station - combination of several parallel roofs to provide a dry and comfortable travel experience.

4. Hamburg Main Station - Very busy railway station integrated with multi-storey shopping functions moving people across the tracks.

5. A linear atrium space with trees to connect the new commercial development along Rautatienkatu to the canopied railway tracks. Example of Marseille.
1. **New Station Plaza:** A primary circulation/civic space allowing for ease of movement between entrance to station and surrounding streets, indicated by lighting and patterns within the floorscape.

2. **Prominence of station square** emphasised by means of vertical elements such as light sticks or sculptures.

3. **Secondary civic space adjacent to station** for relaxation, waiting on friends etc. with benches, trees and kiosk.

4. **Upgraded existing green park animated with water jets**

5. **Avenue planting**

6. **Taxi parking**

7. **Tram route**

5. **PEDESTRIAN PRIORITY STREETS AND STATION PLAZA**

The indicative layout proposes the rationalisation of the square immediately adjacent to the station entrance in order to create a pleasurable public realm for visitors and residents alike. Interventions include the moving of taxi parking to the periphery of the space and the introduction of water jets, groves of trees, feature seating and lighting.

It is proposed with the removal of vehicular traffic and the introduction of trams that the main junction adjacent to the station could become a pedestrian orientated plaza. In addition tree planting may be introduced within the streets in order to ‘green’ the main pedestrian routes and improve the bioclimatic conditions.

Footways would be widened in order to allow for spill out activities from shops, cafes and restaurants, creating an active streetscape throughout the year.
6. NEW BUS STATION

Ratapihankatu is a new street running along the eastern side of the station that will link to a new road tunnel to the north and to the large roundabout on the A3495 Lempääläntie Road to the south. Locating the long distance bus interchange in TULLI to the east of the station, on or close to Ratapihankatu, was a major topic of discussion during the workshop.

Situating the bus station here could offer a clear, new function to the existing square by turning it into a proper, Eastern Gateway for the railway station, providing direct connections to buses and contributing to a rich mix of commercial and social activities around it.

It was also discussed that the bus station could be incorporated into Pakkahuoneenaukio, or possibly slightly further north near the brick and timber customs building, where it would still be a short walk from the station itself.

Following the workshop, Tampere’s transport tested the viability of locating the bus stop in the eastern square by looking at the detailed tracking of the bus movements.

8. Local bus stops on traffic calmed boulevard on Rautatienkatu with retail along pedestrian routes, closely linked to station, platforms and blue line link underpath.
9. Optional multipurpose bus station for local buses and/or long distance buses included in basement of new development.
10. Long distance bus stops at new Eastern Square with facilities, services and retail in new residential/commercial buildings. Link between bus stops, station building and platform by a new main entrance from TULLI side of the station.
TRAFFIC AND TRANSPORT

1. CAR TRAFFIC at Rautatiekatu
   Freeing edge of station from vehicles and allowing new bus stops to western side of station as Rautatiekatu is no longer part of red box street

2. CAR TRAFFIC at Ratapihankatu
   Integrate Ukkopekankatu as slow movement street inside red box to be designed as shared space to connect east station front with TULLI area, new square, hotel entrance, rotunda and Tullikamari Mall, as well as allowing through traffic at slow speed

3. CAR PARK
   Consider moving the entrance to the underground car park to a less important place

4. LOCAL BUS
   Create well functioning but simple and easy solution for interchange and bus station, perhaps integrate into new building. Alternatively move bus station to city edge and provide only bus stops at station.

5. LONG DISTANCE BUS
   A bus station is needed. This could be integrated within the area allocated for short distance buses or in a new location to the east of the station.

6. TAXI
   Positioned close to both of the station entrances

7. TRAM
   Include two new tram stops. One to the north of TULLI the other in front of the eastern entrance

8. CYCLING
   New cycle route with parking at station entrances and at either end of new southern subway
   New bicycle parking at Pendolino station entrance

9. WALKING
   Clearly visible, dry and warm interconnection around and through the station.
   Interchange walking distance - max 4 minutes

10. Stair escalator links from platforms to new deck
The Station Competition Brief

In the future it is envisaged that there will be a design competition for the station area and that the various projects shown in this document could form part of the briefing or scope for the competition.

As a contribution to a future competition process we have assembled a list of the key elements that are essential parts of the brief for the development of the station.

The colours of numbers and bullet points indicate a hierarchy of importance. The red coloured items are imperative and have to be considered and delivered by every competition entry, whilst the blue items are to be achieved if at all possible, perhaps realised medium or long term. Green items are highly desirable, but could perhaps be reinterpreted or achieved in other ways. In the Way Forward chapter we are suggesting a Collaborative Competition process to be adopted for the station area and other upcoming competitions.

TULLI is an extremely important place for Tampere’s future, so the exceptionally high aspirations for TULLI and the station area need to be supported by a process and methodology to match. The collaborative Charrette workshop approach was very successful in the way it rapidly created a positive climate of consensus-oriented co-operation and this was greatly appreciated by the participating stakeholders. Collaborative Competition processes, increasingly being adopted for projects of all scales, would be a logical way to continue this.
Dry Tube between University Buildings

University Campus at present
THE UNIVERSITY OF TAMPERE

The University is an important part of what makes Tampere the city it is, with more than 15'000 students and over 2'000 staff. Its founding philosophy was “enlightenment is conducive to peaceful societal development” and it continues to be a forward looking, enlightened institution with ambitious plans both for its teaching and its built environment. It is constantly looking for ways to ensure that it continues to be a leading European University and a popular place to study.

With declining rates of population growth in Finland, the University is aware that in the future it will have to compete harder both for Finnish and International Students. The quality of a campus and its surroundings is an important factor for students when deciding where to study and Tampere University is looking at ways to make its campus and the TULLI area a more attractive, mixed use and lively place for its students to live, study and play.

LOCATION

The main university campus sits on a site bordered by Kalevantie, Viinikankatu and Ratapihanhatu to the south of TULLI. There are large areas of student housing to the south east of the University and small amounts in TULLI and Tammela. Many of the university buildings are local landmarks and are of architectural importance, especially the Main University Building which sits at the end of Yliopistonkatu.

THE WORKSHOPS

The Tampere Centre Workshop was attended by representatives from the university including members of University Properties of Finland who run the campus. The workshop included a session that focused on the future of the University. Discussions during the workshop included the need to densify the University, the wish for a greater mix of uses on the campus, the need for more interesting and vibrant routes through the campus, less surface car parking and more activity day and night. At the end of the workshop the JTP team presented ideas for how new buildings and spaces could be sensitively incorporated into the campus. These various projects could form part of the briefing or scope for future masterplanning and competitions.
THE PROPOSALS

THE NORTHERN SQUARE

Two new buildings could help to enclose a new square between the Main Building and Pinni A; a new Concept Building to the north would be a landmark closing the vista at the end of Pinninkatu and, to its south, a second building would create a sense of arrival from the south and look over the revitalised upper garden area to the east. It could have an interesting mix of uses at ground level and university uses above. At the upper garden level it could also have cafes or breakout areas that could spill out into the garden during the summer.

A new link could be provided at upper levels connecting the Main Building, the new Concept Building and Pinni A.

THE UNIVERSITY GARDEN

To the south of the Main Building is a large grassed flat roof. At present it is underused and poorly landscaped. The kitchens of the Main Building front onto it as do private offices. It has potential to be an amazing sunny green space at the heart of the university for events, outdoor eating, relaxing and

1. Junction improved for pedestrians
2. New pedestrian bridge
3. New square with mixed-use buildings
4. Gateway headquarter office building
5. New concept building with upper floor connection
6. New entrance courtyard
7. Univer-City meeting place
8. New ‘urban block’ to replace existing teaching wing - heights preserve views to south from main teaching block
9. Internal garden brought to life through new connections
10. Improved underpass and connections to TULLI, railway station, Tammela, town centre
meeting people. New buildings could overlook the space to help to animate it. The existing restaurant could be modified to have better access down to the space so that it could become an outdoor extension of this busy cafeteria during the summer months.

REPLACING E WING

E wing of the main building is not particularly distinguished and uses up quite a lot of space, so the team explored the idea of replacing it with a larger courtyard building that would connect to the upper level Garden and also to the existing bridge link.

THE NEW SOUTHERN SQUARE

The university’s main car park occupies a large amount of space in the southern half of the university campus. The team considered the idea that, in the future, this unattractive and dead area of the University could be transformed into a vibrant, mixed use square. There could be a combination of retail, entertainment and community uses at ground floor level and apartments above. The existing car parking could be made much more compact by using the natural slope of the site to create a multi-level underground car park, below the newly created, mixed-use square.

THE GREEN LINE

There is an important pedestrian route through the campus from the south eastern corner up the hill to the Main building. It then continues under Kaleza and into TULLI to the city centre. This route can be transformed to become more interesting and attractive with a greater variety of buildings spaces and high quality pedestrian and cycle priority routes.

THE LANDMARK CORNER BUILDING

The corner of Viinikankatu and Ratapihanhatu is a major gateway into Tampere. A headquarters building is already located on the eastern side of the road and a new gateway, landmark building could be located on the University side of the road linking to the new mixed use Southern Square. A new footbridge could link the Southern Square to the other side of Viinikankatu behind this new landmark building, so that pedestrians can avoid delays waiting at the traffic lights.
A POTENTIAL FOR 37,000 SQM DEVELOPABLE FLOORSPACE ON THE CAMPUS

As a request of University Properties Finland we have indicated a maximum development vision on car parks and landscaped areas within the campus to create a lively place called “Univer-City” with on site residential accommodation for students and staff or other mixed uses. The floorspace of all shown buildings add up to a total of about 37,000 sqm. Indicated functions for buildings need to be examined further according to restrictions like railway line, noise levels etc.

There is a large area opposite Tampere Talo that could accommodate apartments, and mixed uses at lower levels complementing the extension to the Hall on the other side of the road. Between Pinni A and Ratapihanhatu the existing car park could be transformed into a mixed use, research building linked to the University and Technopolis. There are several other smaller sites that could also be developed for housing and other mixed uses in order to densify the current University campus and make it become a more significant part of TULLI and the inner city centre.
WAY FORWARD
COLLABORATIVE COMPETITION

Competitions are a standard way to get creative solutions for design projects, but can suffer from a number of pitfalls whereby the winning entry is not actually a good solution to the brief. One reason can be the brief itself, which may fail to set out the commission clearly enough. Another is the judging process whereby the panel of experts, when faced by glamorous and seductive images combined with persuasive presentation techniques, may fail to identify fundamental elements of the brief that the designers have ignored.

1) CHOOSE A DESIGNER NOT A DESIGN

As an alternative, we therefore propose a 2 stage process to develop urban design strategies, because of the exceptional complexity these typically involve, and as is certainly the case with TULLI: Hold an initial competitive phase to select a Design Team, rather than a Design.

This is based on the belief that, to develop a functional, attractive and deliverable design, it is necessary to adopt an interactive and iterative process between designer and client to give due consideration to, and find integrated solutions for, the huge range of alternatives that may be of relevance.
2) SHARE AND CONSIDER INITIAL IDEAS

Shortlisted designers take part in a competition process in which they are required to present initial ideas, not only to the panel of judges but also to one another, so that all concerned can share them and consider them. And this could even include the wider public as well.

Armed with this experience, teams then embark on a further stage of design work in which the borrowing and development of ideas presented by others is entirely permissible. In this way all the teams learn more about the project itself and the different ways it can be approached, whilst the impulse to simply side-line the opposition by a bravura tour de force is diminished.

This process may result in a single, winning team, however a further variant is to allow for more than one winner, with the highest-scoring teams getting the choice of the parts of the project in which they are most interested or for which they have done the best, but other teams are also given areas to develop. This way all entrants are incentivised by the increased chance they have of getting some reward for their efforts, which may in turn lead to higher quality, better considered work.
### PROJECT CHART - Collaborative Placemaking TULLI+

#### STRATEGY

- **Create & Run "TULLI+ Team"**
  - 2013: ●
  - 2014: ●
  - 2015: ●
  - 2016: ●
  - 2017: ●
  - 2018: ●
  - 2025: ●
  - 2025+: ●

- **Learning Tours**
  - 2013: ●
  - 2014: ●
  - 2015: ●

- **Tulli+ Charter**
  - 2013: ●
  - 2014: ●
  - 2015: ●

- **New Name for Area/Logo/Brand**
  - 2013: ●
  - 2014: ●
  - 2015: ●

- **Consolidating TULLI+ Team**
  - 2013: ●
  - 2014: ●
  - 2015: ●

- **Tulli General Plan**
  - 2013: ●
  - 2014: ●
  - 2015: ●

- **Information, Tulli+ Vision Exhibition/Slideshow**
  - 2013: ●
  - 2014: ●
  - 2015: ●
  - 2016: ●
  - 2017: ●
  - 2018: ●
  - 2025: ●
  - 2025+: ●

#### OPEN SPACE & LIVABILITY

- **Improve Walking- & Cycle routes**
  - 2013: ●

- **Boxpark-Project**
  - 2013: ●
  - 2014: ●
  - 2015: ●

- **Public Space Improvements**
  - 2013: ●
  - 2014: ●
  - 2015: ●

- **Wow! Lighting Project**
  - 2013: ●
  - 2014: ●
  - 2015: ●

- **Run Public Art Projects**
  - 2013: ●
  - 2014: ●
  - 2015: ●

- **Infrastructure Work in Tulikamarinaukio Square**
  - 2013: ●
  - 2014: ●

- **Renewal of Tulikamarinaukio Square**
  - 2013: ●
  - 2014: ●

#### COMMERCIAL & MIXED USE

- **Hotel @Tampere Talo**
  - 2013: ●

- **Technopolis Completion**
  - 2013: ●

- **Shopping & Tulli Multiplex Centre @ Railway Shed**
  - 2013: ●

- **Uni Concept Building @Green Route**
  - 2013: ●

- **University Building @Uni Campus**
  - 2013: ●

- **Replacement Building @Uni Campus**
  - 2013: ●

- **New Headquarter @South-East-Corner**
  - 2013: ●

- **Office/Research Building @Kanslerinrinne**
  - 2013: ●

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**TAMPERE 2014 VISION FOR TULLI+**
PRELIMINARY PROJECT LIST

There is a lot to do in TULLI! Workshop participants emphasized the need to coordinate and prioritise small, medium and large scale projects for the TULLI area. Here is a preliminary list, which the Team TULLI+ needs to consider, decide on and take further.

### PROJECT CHART - Collaborative Placemaking TULLI+

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<td>Bike- &amp; Green link to Tammela</td>
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<td>Connect Cave &amp; Deck Parking @Pendolino</td>
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<td>Designing road and space in front of Hotel &amp;</td>
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<td>Bus station (long- &amp; short distance busses)</td>
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<td>Station/ Service Centre Developments</td>
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<td>Extend TULLI Parking Cave</td>
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<td>Resi Gateway Tower @Itsenäisydenkatu</td>
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<td>Arts-Social-Resi Block @Square</td>
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<td>Lofts, Gallery &amp; Studio Block @Yliopistonkatu</td>
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<td>Infilling @Yliopistonkatu/ Park</td>
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<td>Residential Tower &amp; Student homes @Kalevantie</td>
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<td>Resi/ Mixed Use Buildings @South-East</td>
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1. IMMEDIATE ACTION 2013 - 2014

- Create "TULLI Team"
- Learning Tours
- Charter TULLI+
- New Name for Area/ Logo/ Brand
- Consolidate TULLI Team
- Start TULLI General Plan
- "Information, TULLI+ Vision Exhibition/ Slideshow"
- Box-Park-Project
- Public Space Improvements
- Run Public Art Projects
- Improve Walking & Cycle routes
- Free up upper Parking Deck
- Blue Line Link Competition
- Station Development & Roof Competition
- Shopping & Multiplex Centre @ Railway Shed Competition

SHORT TERM 2015 - 2017

- Wow! Lighting project
- Infrastructure Work in Tullikamarinaukio Square
- Start Renewal of Tullikamarinaukio Square
- Rework Routes, Proper Entrance with Canopy @ Pendolino
- Change Street Designs according to Masterplan
- Blue Link Railway Underpass
- Blue Line Link Canopy installation @ Tampere Hall
- Bike- & Green link to Tammela
- Connect Cave & Deck Parking @ Pendolino
- Designing Road/Space in front of Hotel& Sheds
- Hotel @ Tampere Talo
- Extensions of service yard building @ Akerlundinkatu
- Renovation of Southern railway shed
- Technopolis Completion
- Hotel Viewing Platform
PHASING TULLI+
WAY FORWARD

MEDIUM TERM 2018 - 2025
- Tullikatu Pedestrian Crossing
- Technopolis Pedestrian Crossing
- Gateway Building @Itsenäisyynkatu
- Arts-Social-Resi Block @Square
- Lofts, Gallery & Studios Block @Yliopistonkatu
- Resi Infilling @Yliopistonkatu/ Park
- Residential Tower & Student homes @Kalevantie
- Uni Concept Building @Green Route
- University Building @Uni Campus
- Replacement Building @Uni Campus
- New Headquarters @South-East-Corner
- Pedestrianisation of Station Square
- Deck and Arena Project

LONG TERM 2025+
- Office/Research Building @Kanslerinrinne
- Bus stations (long- & short distance buses)
- Station development & Roof canopies
- Extend TULLI Parking Cave
- Resi/ Mixed Use Buildings @South-East
- Central TULLI Park/ Replace Car park
- Redevelopment of Pendolino building
1. THE TULLI TEAM
We, the representatives of businesses, voluntary and community sectors and the City leaders, are jointly committed to the Vision for TULLI. We will establish a living, vibrant, connected, creative and sustainable TULLI by redefining its role within the City as Tampere’s Exchange Quarter and as an extension of the present city centre. This will be achieved through a series of physical, social and virtual changes, building upon the energy of the local people and the quality of the built environment.

2. TULLI’S IDENTITY
TULLI will have a clear identity. It will be a Living, Vibrant, Edgy and Unique destination within Tampere.

3. REGENERATING TULLI
The organisations within TULLI will work together to value, protect and enhance TULLI. They will give top priority to the quality of the built environment and the setting and sustainability of all new build and refurbishment. They will ensure that TULLI remains a well-balanced community, affordable for all.

4. NEW PROJECTS IN TULLI
Every project in TULLI must be inspirational, colourful, edgy and mixed use whether new build or refurbishment. There should be no compromises and nothing must be mediocre.

5. MIXED USE TULLI
TULLI will become a mixed use quarter of Tampere. Every new or refurbishment project in the area must have mixed uses at ground level that enliven the streets - Ground floor uses must be social, cultural, retail or recreational.

6. TULLI AS A “LIVING” QUARTER
TULLI will be a living quarter with homes for a broad cross section of the Tampere’s community, in new, converted or extended buildings.

7. TULLI AS A GREEN QUARTER
All new buildings in TULLI will be designed to the highest eco standards. They will also promote biodiversity. All routes through the quarter will be greened, as will courtyards and squares.

8. TULLI’S STREET LIFE
TULLI’s streets will, over time, become lively and attractive through good lighting strategies, a high quality and unique public realm palette of materials and improved interaction between the buildings and the streets at ground level.

9. A WELL CONNECTED TULLI
TULLI will be a well-integrated part of the city centre. It will have good public transport network. The walking and cycling routes within TULLI and between the area and surrounding neighbourhoods will be made clearer, safer and more vibrant and beautiful.

10. PARKING IN TULLI
TULLI will be an exemplar neighbourhood where City policy will enable the phased reduction of all above ground parking to free up space for beautiful development and lively public spaces. Bicycles will always be welcome in TULLI. There will be plenty of logically located cycle parking.

11. TULLI’S 21 CENTURY UNIVER”CITY”
Tampere University will build a vibrant mix of residential, mixed use and business facilities to complement its already exceptional educational facilities. It will be lively 12 months a year. Tampere’s students will be involved in all aspects of TULLI’s future
The Tulli Charter is an expression of the will and vision shared by the Tulli area stakeholders (including those who may want to join in the future) who participated in drafting the vision report for developing the Tulli area. This agreement defines in broad terms a framework for developing the area, and is not legally binding.

The Charter is a document which sets out agreed, common aims and commitments. For the Charter to be successful it needs to be ‘owned’ and ‘signed up to’ by all key stakeholders from the TULLI Community. In signing the Charter, the community agrees to work together towards a common objective and the new Vision for the future.

The TULLI stakeholders will be the Guardians of the TULLI Charter and every project will be measured against its principles.

**A VISION FOR TULLI**

To create a living, vibrant, connected, creative and sustainable TULLI by redefining its role within the City as Tampere’s vibrant new quarter and as an extension of the present city centre. This will be achieved through a series of physical, social and virtual changes, building upon the energy of the local people and the quality of the built environment.

Signed by the TULLI Team members
INSPIRING, COLOURFUL, EDGY: TAMPERE'S NEW TULLI AREA