



Kantakaupungin yleiskaava [2040]

WORKING TOGETHER – Making of the local master plan in 2013–2017

The local master plan for the inner city 2040 is based on the City Strategy guidelines set in the City Council's term 2013–2017. Out of the recognised challenges of change, it has focused on growth management, the operating conditions for the business and industrial sector, the stricter environmental requirements, the declining biodiversity, climate change mitigation and the prevention of a differentiation between city districts. The local master plan presents land use, traffic, housing and services as an entity for implementing a low-carbon urban structure of the future.

The local master planning work began in January 2013, in accordance with the local master planning programme approved by the City Council. At the same occasion, it was decided that the making of the partial master plans for Lielähti, Lakalaiva and Linnainmaa–Hankkio would be given up and that the development measures for

these city districts would be designated in the local master plan for the inner city. The planning work began by making reports, and the participation and assessment scheme for the plan was publicly displayed in the spring of 2014.

The target-setting stage was emphasised in the making of the local master plan. The objectives are based on the City Strategy, the reports made for the local master plan, the development analyses regarding the urban structure in the inner city, as well as on a comprehensive dialogue with residents. Furthermore, discussions were held with all purchasing committees. The local master plan's objectives were approved by the City Council on 9 November 2015.

The draft of the local master plan was publicly displayed in August and September 2016. A total of 150 opinions and 19 statements were received on the draft, on the basis of which a considerable number of corrections were made to the plan. The planning

proposal was completed in February 2017, and it was publicly displayed in February and March. A total of 71 reminders and 19 statements on the proposal were received. On the basis of the feedback, revisions were made to the plan.

The City Council approved the local master plan for the inner city 2040 unanimously on 15 May 2017. The City Council also approved the following resolutions: The starting point of the further planning of the land area of the Ruotula golf course is to move the golf course away from the area and to plan the area for residential use, taking the natural values of Kauppi into account, and for the development of the commuter train, the next local master plan for the inner city must have more reservations for rail halts than the local master plan for the inner city (2040), which is now being approved.



The densification of the city structure steered by the local master plan and the construction of the tramway enable the visions of a vibrant city.

Material

The local master plan for the inner city has been presented on four maps, which are legally binding. The land use, the traffic system and the strategic development measures for the inner city have been depicted on Map 1 regarding the urban structure. Map 2 presents the themes concerning the green environment and services, Map 3 the themes regarding the cultural environment and Map 4 the themes concerning sustainable water resources management,

environmental health and technical maintenance. The plan report describes the key principles and the impacts of the plan, the implementation of the plan, the starting points of the planning work and the progress of the planning process. For the plan, roughly thirty separate reports have been made and in addition, a wide range of the City of Tampere's other development programmes and plans have been used as source material for the plan.





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Tampere is a unique large city, both in terms of its geography and the relation between the built and natural environments. Tampere Central Region has grown vigorously over the past few decades and it is forecast that the strong growth will continue in the future. The growth of Tampere will be implemented to high standards for the part of the city structure and the urban environment, in accordance with the objectives set by the local master plan for the inner city 2040.

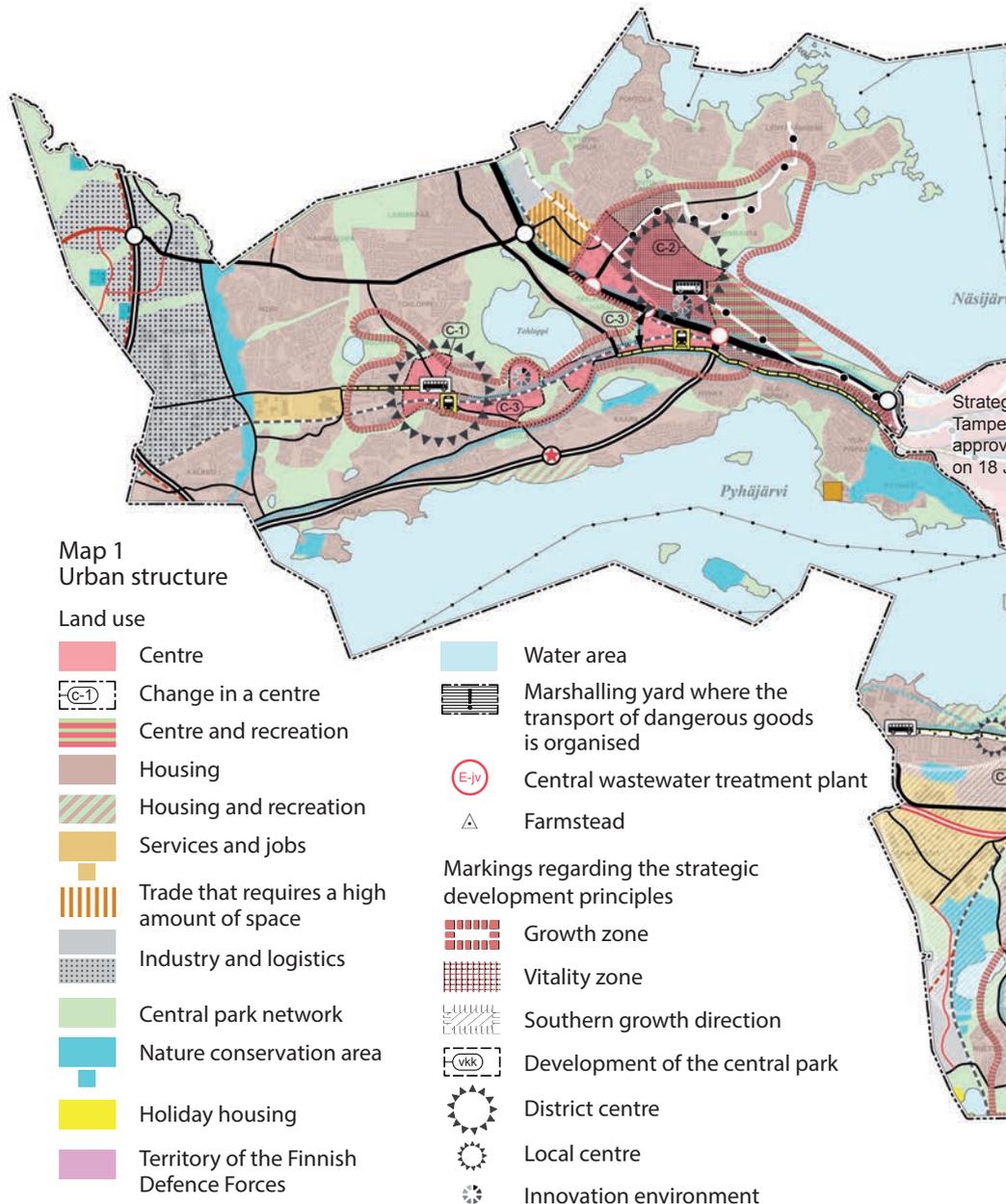
A key objective of the local master plan is to steer most of the increase in the population (about 60,000), in a controlled manner, to the city that has already been planned and built. On the basis of the local master plan, Tampere will make the city structure on the western and eastern sides of the epicentre more balanced. The growth has been steered to the structure that consists of centres and public transport areas, which improves the availability of services and promotes more versatile functions. The growth zone consists of the epicentre, the eastern centre areas (Koilliskeskus, Kaukajärvi and Turtola) and the western centre areas (Lielähti-Hiedanranta and Tesoma). In addition, the city will develop, in the south, in Hervanta and in the new district centre of Lakalaiva. The growth areas will be based on efficient public transport, i.e. on the tramway and its future extensions. In addition, efficient infill development is designated to areas undergoing changes, such as to the Rahola wastewater treatment plant area. It is possible to implement detached housing dominated construction in Ojala, on the southern side of Hallila and on the southern shore of Lake Kaukajärvi. Densifying construction and infill development will bring changes to the living environment

of many citizens. That is why the local master plan also promotes the quality of the environment by requiring the construction of pleasant public spaces and that of a vibrant and functional city.

The local master plan designates the areas that remain as business and industrial areas in Myllypuro, Hankkio, Rusko and Tarastenjärvi. In addition, office and service dominated workplaces may be located to areas with a good accessibility, based on district centres and public transport. Commercial services will be steered to the network of centres, and local services to housing areas.

The central park network will cover the inner city area. It will connect wide recreational areas and city district parks to each other. The network will be complemented by nature conservation areas and ecological connections.

The local master plan for the inner city 2040, which steers the overall development of the central city area, replaces several partial master plans that have been drawn up for solving the planning matters of various city districts. For the part of the epicentre and the surrounding areas, the new strategic master plan for the city centre will remain in force.



DEVELOPMENT STRATEGIES

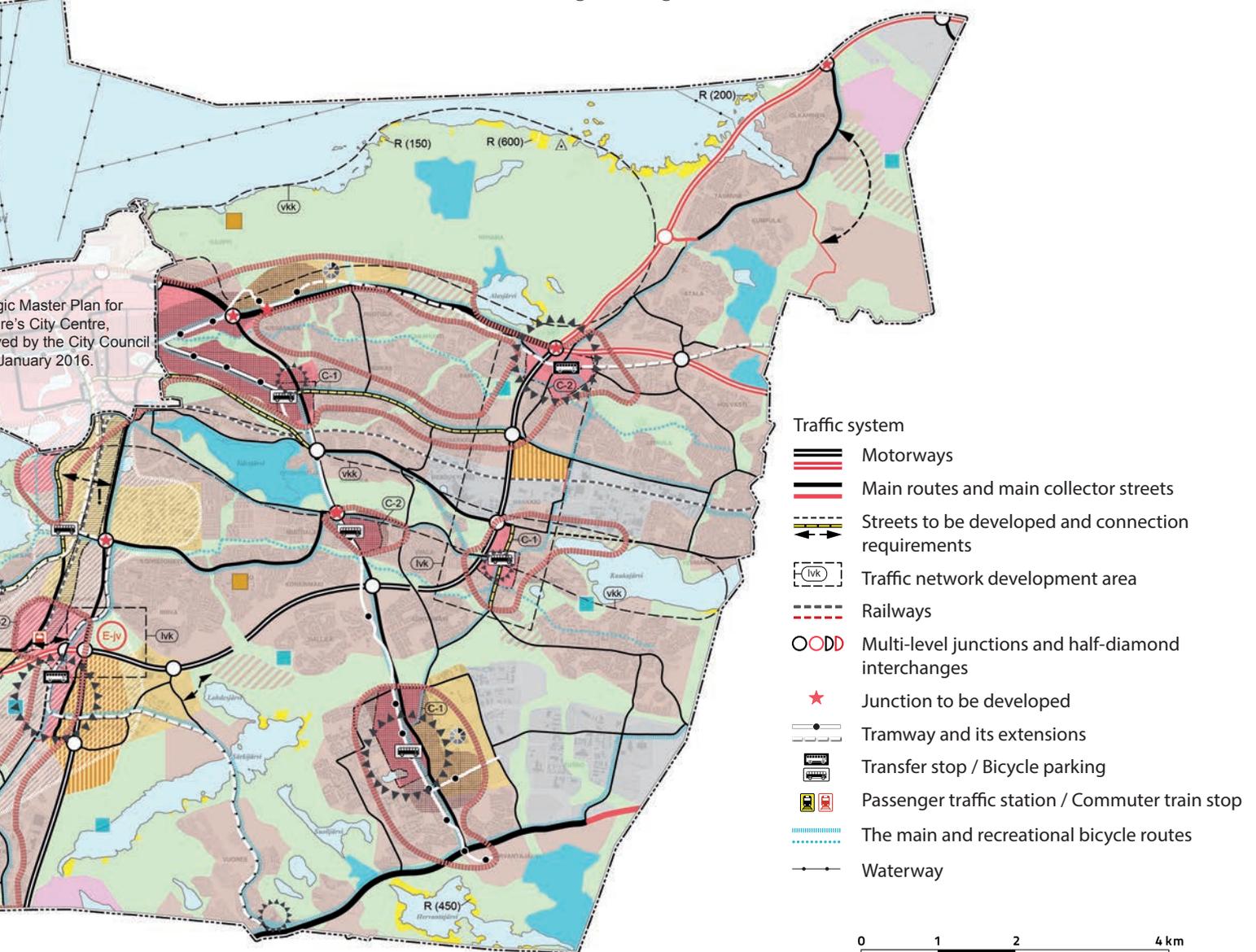
The strategic nature of the local master plan can be seen on the plan map especially in the markings that describe the development principles for areas. The growth will be directed to the easily accessible zones that will be developed as locations of versatile housing, working and services. Along with the regeneration of areas, the quality of the urban environment and sustainable mobility will also be improved. After the moving of the marshalling yard to another location, the growth direction will be towards the south. The map also presents innovation environments that consist of campus areas. The innovation environments will support the development of projects that deal with the key fields. Daily life will be based on attractive district centres that become more vibrant and pleasant small centres.

DEVELOPMENT OF AREAS

The local master plan presents land use as general area reservations that designate various uses. There will be changes in wide centre areas that undergo vigorous infill development and regeneration. The local master plan has designated mixed housing and recreational areas where regeneration takes place on the terms of the green environment. Certain forms of dwelling have not been reserved for certain housing areas but housing production can be implemented flexibly, taking the local conditions into account. The areas for the business and industrial sector will be developed, depending on the area, either as areas providing versatile services or as easily accessible production areas. Trade will be directed to centres. The city will be structured by the central park network, which will consist of significant green areas.

MOBILITY

The traffic system presented by the local master plan supports the objective of a public transport oriented city. The backbone of the public transport oriented city will be formed by the tramway, whose extensions will run to neighbouring municipalities. The centrally located transfer stops and bicycle parking will make the travel chains smooth. The system will be complemented by the network of bicycle routes, which will comprise fast main routes and recreational routes. The collector street and multi-level junction areas will be developed as part of the city structure that is being unified, taking sustainable mobility into account. A new passenger traffic station has been designated to Lakalaiva and commuter train stops to Tesoma and Lieliahti.



An up-to-date local master plan is a continuous process

Tampere is preparing an up-to-date local master plan that adheres to the City Strategy. The City Strategy defines objectives for the city's overall development, paying attention to changes taking place in society and in operating environments. The strategic master plan is a picture of the urban structure aspired by the City Strategy. An up-to-date local master plan provides information on the growth and development objectives for various areas, but also on the key conditions that restrict the planning of areas.

During each City Council's term, the local master plan situation is kept up-to-date this way: the City Strategy, which is drawn up at the beginning of each City Council's term, will function as a basis for the work programme of the local master plan. At the beginning of each City Council's term, information will be produced and reports will be written on the themes that have been selected to the work programme. Solutions regarding these themes will be presented as plan alternatives. Towards the end of the City Council's term, the solution that has been reached, in a broad cooperation, will be submitted for approval.

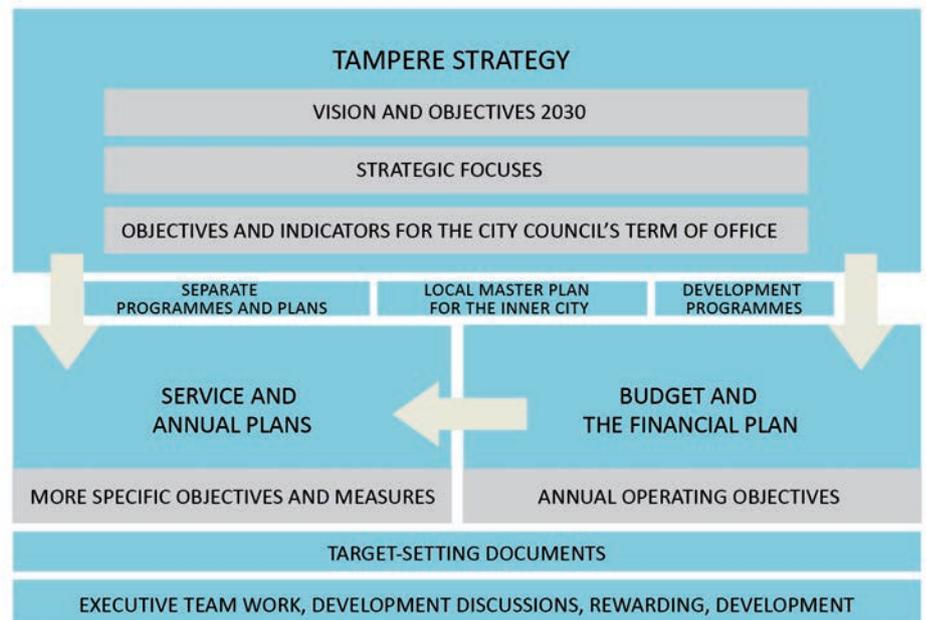
In a built city, the purpose of a strategic master plan is to produce information to various parties on the rules for the development of urban space. Both current and future actors are parties to the city's development

and the regeneration of the city will not only be on the City's shoulders. It is advisable to concretise the quality objectives of a developing city and the measures the implementation of which is the City's responsibility.

Amongst the key matters in the local master planning work during the City Council's term 2017–2021 are commuter train traffic, as well as fitting a stronger growth objective to the inner city and to the northern area.

In Tampere, the starting point for an up-to-date local master planning situation is the provision of information

that is continuously being updated regarding changes that are taking place in society and the related development needs. In Tampere, monitoring has been created for the development that has been implemented in the urban structure and for the strategy's objectives. When it is known whether the targeted development is implemented and whether the City's development measures have been sufficient, it can be anticipated, well in advance, how the City Strategy and the local master plan should be revised during the following City Council terms.



Tampere strategy 2030, City Board 9 October 2017.

Maps in the Oskari map service

All four local master plan maps can be looked at via the City of Tampere's map service. The maps are available via the Karttatasot menu, on the tab "Kantakaupungin yleiskaava 2040".

<http://kartat.tampere.fi/oskari/>



Translation by Translatinki Oy.