TEMPLACE

A Temporary Space in the Center of Tampere

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Master's Thesis in Architecture
May 2021

Tampereen yliopisto
Tampere University

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Acknowledgments

I wish to express my gratitude to all the people who assisted me in the completion of this thesis. I would like to offer my special thanks to my supervisor Markku Karjalainen for his continuous guidance, Matti Mastosalo and Maria Ahokas from Helamaa & Heiskanen Oy for their insightful advice, and Jatke Oy for supporting this project.

Abstract

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While Tampere undergoes a major development plan initiating large scale construction in the city center, preservation and revitalization of the old railyard buildings have become a critical issue. The costly and challenging procedure of preserving the railyard buildings has made the plans for their future use even more critical. The study at hand aims to evaluate the potentials and examine the renovation of Tampere railyard wooden house for contemporary use. A thorough analysis has been done from the emergence of the railyard to the future development visions for the area. The restoration idea is then concluded for the railyard house to function as a traditional temporary housing with an active public core. A multiuse space opened in the heart of the building invites visitors of a wider range of demographics, interacts with the new use of the freight station building next door, and prompts the valuable participation of the creative citizens in the ongoing urbanization. Finally, the assessments and the technical issues for improving the building for the proposed use are reviewed and the design has been carried out accordingly.

KEYWORDS: Tampere railway, railyard building, architectural regeneration, wooden building, preservation, temporary housing, temporary public uses

Contents

Settings

Tampere, the second largest urban region in Finland, is going through major developments in current years. The massive constructions and revisions in the urban structure is considerably transforming the face of the city. The 15-year development plan will strengthen the status of Tampere as a distinctive, internationally attractive, and accessible city. Tampere is the most important business and commercial center outside of Helsinki region and is also competing to achieve the title of European Capital of Culture.

On the negative side, all the conservative developments and large-scale constructions can be challenging to the identity and the imageability of the city, as they impose an unnatural and relatively sudden transformations. Tampere is known for bold transformations, but the city's local characteristics are the critical factors to an attractive city that must be considered for any planning in the city scale. This can be achieved by means of well-considered experiment-driven architectural solutions. Today, five years through the development plan, with many critical zones already under constructions and many others undergoing urban planning, a closer study, especially on the preserved buildings, can revive the local potentials of Tampere as a natural city.

The railway zone is the most significantly changing area in the city center. From the towers and the arena on top of the railway in the south, to the travel and service center connecting all means of travel on different levels in the middle, to the historical railyard area and the business headquarters in the north. In such settings, the little glimpses of history here and there, can save the collective image of the city and it is an important responsibility to preserve and maintain them. The financial burden can be minimized by involving a tenant that can reuse the building with minimum changes allowed by the protection regulations. Therefore, a thorough study of the buildings can reveal potentials that can be implemented with low social and economic risks.

Focus of this study is the railyard premises situated in the city center on the edge of the railway. The symbolic old freight station of Tampere has been long threatened by development of Ratapihankatu next to it. After many considerations and due to the importance of the building for the city and people, the building has been relocated and saved. The controversies and the costly procedure have made the future of the freight station and the other railyard buildings related to it even more challenging.

Regarding the preservation of the freight station, a competition has been announced and the future vision for the renovation and reuse of the

building has been determined, but the future of the wooden house remains uncertain.

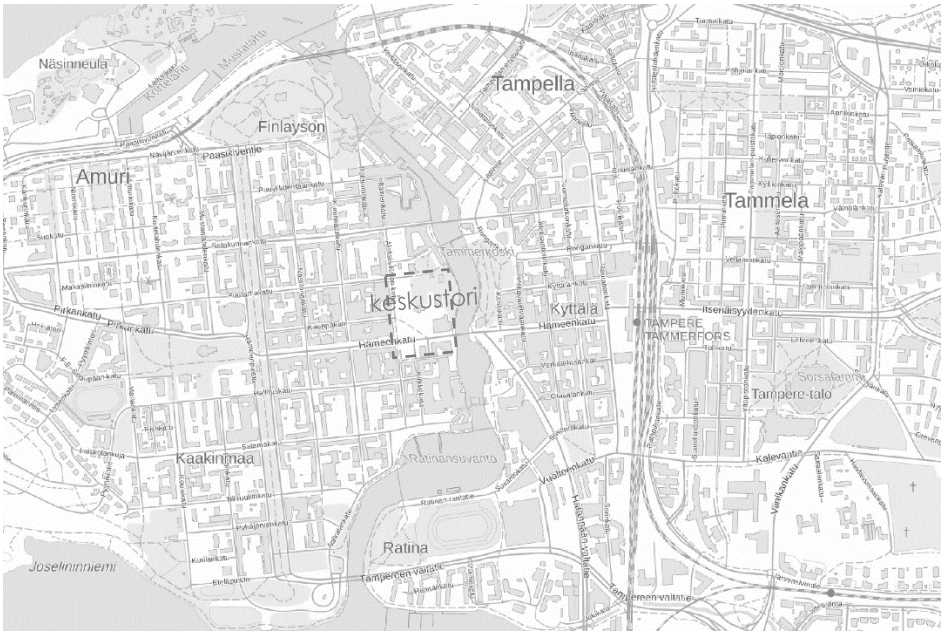
The study at hand, sets to initially clarify the transformation of the remaining railyard buildings in their new settings by considering the history of the site alongside the forthcoming developments and constructions in the area. Later, the integration demands of the railyard house will be examined, an effective sustainable approach to its reuse will be studied and designed accordingly.

History

1.Tampere, Distinctively Local

Located in south-west of Finland, Tampere sits between the lakes Näsijärvi and Pyhäjärvi and has been emerged by the marketplace and industries on the banks of Tammerkoski rapids that connects these two lakes. The city was officially founded in 1779 and developed as a major city during 19th century. Additionally, the industrial revolution brought attention to the potential power of the rapids. Construction of the railroad, alongside the blooming industries, by the second half of the century, fueled the ongoing developments towards the emergence of a remarkable industrial city. Even today, the red-brick industrial buildings and many high chimneys around the city evoke the impression of a typical industrial city on the first glance.

The development of the city began from the keskustori area on the western banks of Tammerkoski. Today, the major areas in the city center can be defined as Finlayson, Kyttälä, Tampella, Tammela, Amuri, Kaakinmaa and Ratina. The railway divides Tammela from the old city center area.



City center today and the old keskustori.

1.1 Industrialization and Urbanization

Tampere urbanized as a small town covering the area of around the current central square or keskustori. However, with the industrialization towards the end of the 19th century and immigrations from the countryside to the city, population increased from less than 500 at the beginning of the century to nearly 35000 by the turn of the 20th century. City extended towards east and to the eastern banks of Tammerkoski. The next major growth happened by the 1920's and the end of the first world war. The shortage of housing caused by half a decade of downturn due to the war led to a construction fever, extending the city further with the new residential areas. By the 1930's the city reached to nearly its current extent.

Emergence of the railway had been an important factor in the urban growth of Finland. It started in 1857 and the first phase, completed in 1862, covered the distance from Helsinki to Hämeenlinna. By 1876, the railroad reached Tampere and at the same year the first station was built in Kyttälä, at the time the working-class outskirt of Tampere. Due to the ever-increasing transportation of goods and freight traffic, the railway yard was built further east on the barren lands of Tammela in 1883. Around this time, Tampere became a trade center for large volumes of goods. The flourishing of the industry prompted the city to buy the lands in Kyttälä and Tammela which at the time were lacking any kind of town plan.

Tampere railyard area in 1930. From Aamulehti 4.12.2016.

1.2 Traditional Urban Structure 1800's

As Tampere grew in late 1800's, the major industries formed in the center and the suburbs housed the workers. The eastern outskirts, Tammela and Kyttälä, were specially planned to house the new population attracted by the industries. The blueprints of the area were drafted in 1882 by August Ahlburg and F.L. Calonius, and constructions began in 1892.

The traditional urban structure follows a clear grid system of plots with the average size of 30m x 30m-50m. The Wooden housing blocks truly reflects the rational architecture of Finnish working-class districts: The grid-based urban structure forms accessible rectangular plots and each plot consists of residential buildings around a central courtyard and common hygiene spaces. The city squares were the community centers and marketplaces to provide the everyday needs of the residents. The only several-story stone or brick buildings in the city were the workstations.

Aerial photo of Tammela and Kyttälä, 1946. Traditional closed-block structure.

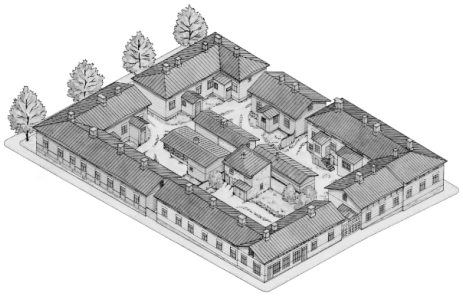
Architecture Style - Late 1800's

Large multi-story residential buildings started to appear in the late 1800's. At first in Helsinki and then other large cities. Wooden buildings next to the main streets were demolished here and there to make space for the new larger apartments. Designing as a separate discipline appeared by the turn of the 20th century. At the time architects were in charge of design and constructions, as the classic role of architect used to be. Therefore, buildings tend to have a more delicate architecture.

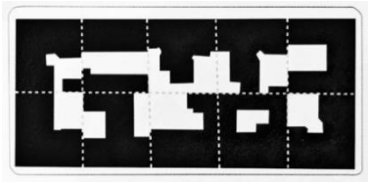
Residential buildings had very wide masses of up to 20m and the blocks were almost entirely occupied with only little courtyards left in the middle. The number of stories, as well, rose to 6 stories until the regulations were set to limit the constructions in 1898. High floors up to 4m with facades freely decorated and angles highlighted with bevels and corner towers were common elements and Romanticism decorative elements of plaster or stone were used abundantly. (Neuvonen, 2016)

New trends in architecture emerged by the 1890's, criticizing the long practiced Neo-renaissance and reforming the domestic aesthetics. The national awakening intrigued a rising interest in the national values and history. The national style was inspired by Karelian architecture, Scandinavian wood architecture and Swiss style. By 1920's, with emergence of Art Nouveau, decorations became more delicate and detailed. Common window type before the1900's was three-pane, pine or oak framed, but later types the top panes were usually divided into smaller parts. (Neuvonen, 2016)

Structure system employed at the time, was the brick load-bearing exterior and interior walls. For airing, natural ventilation by the airflow and temperature difference was the only option at the time. Heating was done by the hearths and furnaces until about 1910's that water circulating central heating came to use as well. (Neuvonen, 2016)



Traditional Finnish working-class housing block structure. From Amuri Museum of Worker's Housing.



1800's solid block plan. By Neuvonen, 2016

National Romanticism

National Romanticism was a national movement towards revoking the cultural identity in late 19th and early 20th century as designers turned to the medieval or prehistorical ages for inspiration.

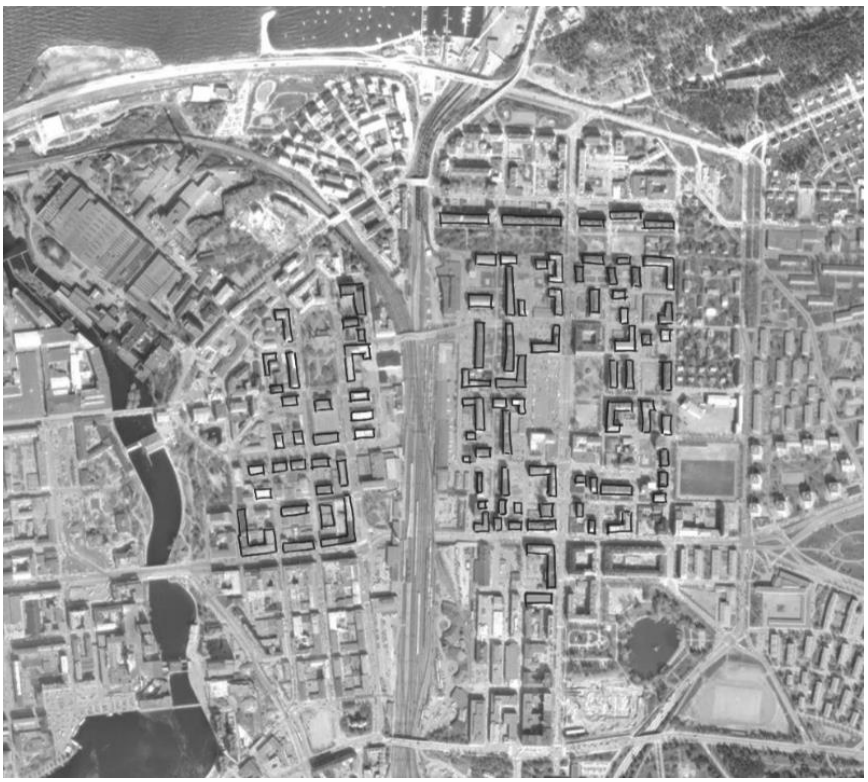
Architects as well tried to reflect the national identity through reforming the domestic styles. In Finland, national romantic architecture can be seen in Three categories. First, the stone architecture style for public and national buildings, inspired by churches or castles of early medieval times with the sharp-cut granite as the main exterior material. Second, the wooden house style for smaller buildings, motivated by the Finnish countryside farmstead and Karelian farmhouses. Third, the style mostly used for the apartment buildings inspired by the international Art Nouveau and sometimes with motifs from Art Deco.

Finnish national romantic architecture has been sometimes criticised for the Influences of Art Nouveau movement, but Art Nouveau or, as it is also called, Jugendstil of Finland has its local character.

1.3 A New Cityscape 1900's

Cities started to undergo a major urban transformation in the early 1900's. As the world war ended, shortage of housing caused by the downturn in the industries for half a decade led to a construction fever. High demand forced architecture to towards a simpler and somehow more careless way. At this time, the international modernist movement reached Finland.

The new town plan of Tampere followed an open-plan system. Comparing to the traditional closed-blocks, the new housing blocks were designed considering factors like light, ventilation, and fire-safe distances. Streets and parking lots changed the face of the cities forever and the connection of the remaining wooden buildings to their context was finally broken.



Aerial photo of Tammela and Kyttälä, 1987. Functionalist open-street structure.

Architecture Style - Early 1900's

The first world war changed the architecture to a much simpler and cost-efficient style. Floor heights were lowered to 3.1-3.4 m and facades finally lost the abundant details and decorations. Modernism principles were clearly compatible to the post-war Finland. Unified appearance, homogeneous architecture, and socially equal housing for everyone were the core concept of the new architecture. 1930's were the flourishing years for economy. Only in 1938, a total number of 7000 apartments were built in the cities according to the modernist style. In late 1900's, functionalistic approaches were further implemented, as the banks and construction companies solved the problem of housing with serial production of buildings. Standardization and prefabrication of building elements, alongside modular designing made mass production of housing possible. As construction companies took over the housing industry and sometimes even replaced the architects, social factors weakened. Either in the design stage or on the way to the implementation. (Neuvonen, 2016)

In city scale, the general concept was to create a unified cityscape and street view by rows of homogeneous houses. In the block scale, the idea was to form buildings around a spacious and bright courtyard with narrower building masses to let the sun light deep inside the house. Facades were usually designed with brick or plaster and only a few decorative classic motifs. Doors and windows were designed as simple modern rectangles of double-glazed panes. In 1930's, with functionalism becoming the trend, facades became even simpler as the remaining signs of decoration were eliminated. The corner windows and the common window type with the narrow vertical pane or the ventilation pane came into use from this time. At this time, balconies were usually designed with round corners and steel pipe handrails. Roofs were covered with metal sheets or clay cladding and had attic windows in many places.

Regarding the structure, load- bearing exterior brick walls were still in use, but sometimes it was replaced with concrete to save space. The load-bearing interior walls were on many occasions replaced by concrete columns from the beginning of 1920's. With walls becoming thinner, thermal insulation for the exterior walls were necessary. For airing and heating of the spaces, natural ventilation and water circulating central heating were in use. But electricity became widely available to use for different household appliances as well. (Neuvonen, 2016)

1.4 Railway Architecture

Construction of railway in Finland began in 1857. Development of railway and transportation of large amounts of goods made possible by the railway was an important factor in development of the cities. Design of the railway premises has been a turning point in the Finnish architecture.

Railway buildings, as new types of buildings emerging by the of 19th century, had no specific architecture related to them by then. Therefore, at the early stages different styles were implemented for designing them. In some places modern international style and in some other, the familiar local architecture was applied as a conscious choice. Mostly because railway, as a new phenomenon, was considered freighting for many passengers. In Europe, the 'Italian Villa' style became the standard and gradually became the international railway architecture. Other than having the familiar characteristics, this style of architecture was economical and flexible, and the decorations were fit for the busy nature of the railway space. (Lyytinen, 2003) In Finland, National Romanticism style was widely implemented for railway buildings.

Almost all the railway buildings in Finland were built according to type-drawings. Meaning that the buildings were not designed specifically for each location but as categories for different classes of railway stations. From class V to I, respectively, the station buildings were considered larger and more crowded. Smaller stations, class V and IV often include only a waiting room with the entrance on the track side and occasionally an office space. Larger stations, class III and II have more complex spaces and facilities. There are usually two waiting rooms and some office spaces. In class II and I, waiting rooms are often in the middle with entries on each sides and restaurants are included as well. The earliest stations functioned as residential spaces as well. Small class V buildings have a small suite and kitchen for the station manager. These dwelling spaces were often located upstairs or on the sides of the waiting rooms. (Pöntinen, 2012)

Järvenpää station designed by Edelfelt and built in 1862. Arguably the first station built in Finland. Photographer: Karasjoki Olavi, 1963

Tampere's Railway Architecture

Finland's railroads reached Tampere in 1876. Generally, construction of the railway and the railway buildings played an important role in transformation of the face of Tampere to its current state.

View of the railyard buildings and Tammela in the back, 1939. From Museovirasto picture archives, Lyytinen, 2003.

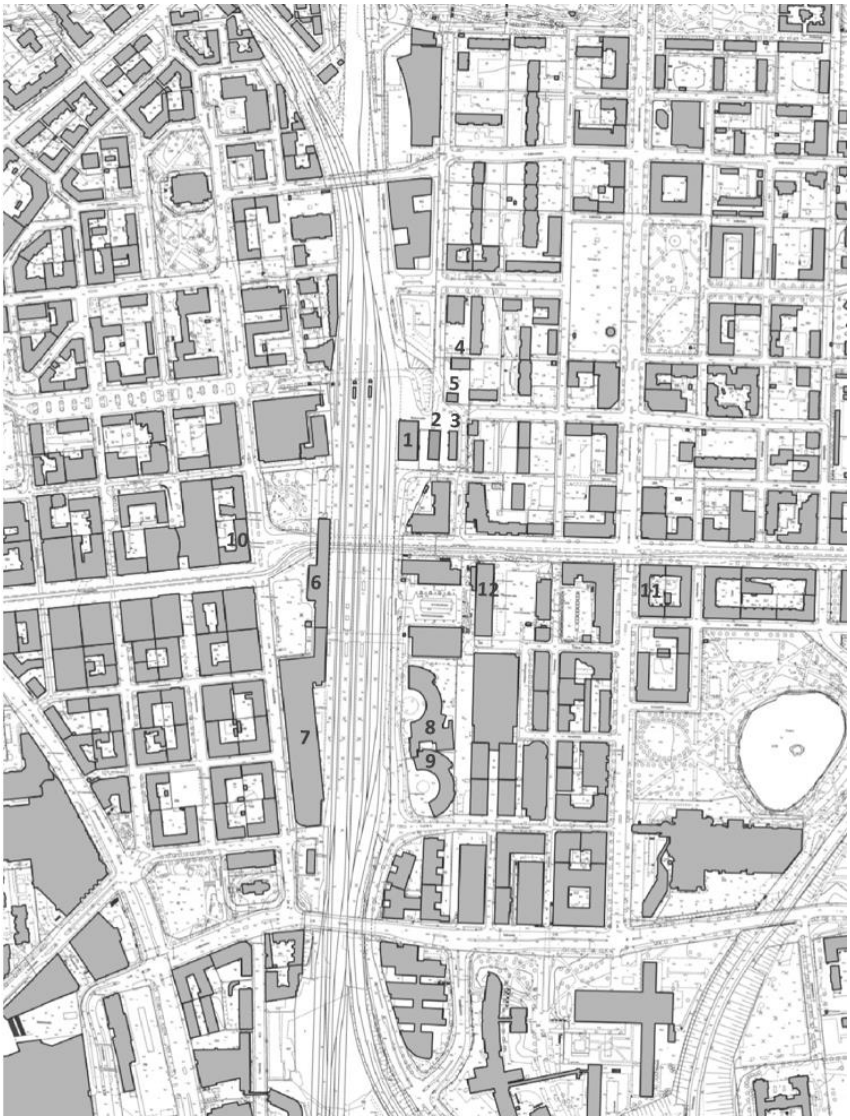
Construction of the railways and the buildings related to it was led by the state. Therefore, standardization and type-building design were the critical factors of the railway architecture, as it was for other state-founded constructions.

The freight stations were, as mentioned, classified to five categories considering the size, staff number and the purpose of them. Type drawings were produced for each class of railway buildings. The standardized construction also included the residential and recreational buildings related to the railway staff, and specified railway architects were assigned for the design task. Tampere station was in Class II, so it was considered large and busy. The official railway chief architects in charge from 1850's to 1950's, were as follows: (Lyytinen, 2003)

Railway architects	Years in charge
C.A. Edelfelt	1857–1862
Knut Nylander	1876–1885
Bruno Granholm	1892–1926
Thure Hellström	1907–1940
J.V. Ungern	1925–1956

The official architects in charge during a hundred years were only five. So, the architects designing the station buildings were in charge for decades. That led to the maintenance of the same style even in extensions and modifications. Tampere's railway buildings designers and construction years are as follows:

	Railway Buildings		Construction year	Architect
1	Tavara-asema	Freight Station	1907	Bruno Granholm
2	Seuratalo Morkku	Morkku Clubhouse	1907	Bruno Granholm
3	Asuinrakennus	Residential Building	1902	Bruno Granholm
4	Asuinkerrostalo Lompanlinna	Lompanlinna Apartment Building	1923	Thure Hellström
5	Terveydenhuoltokeskus	Healthcare Center	1953	J.V. Ungern
6	Asuinkerrostalo Pajakatu 2	Pajakatu 2 Apartment Building	1925	Thure Hellström
7	Rautatieasema	Railway Station	1936	Otto Flodin, Eero Seppälä
8	Veturitallit	Southern Locomotive Shed	1896 -1934	K. K. Stier
9	Veturitallit	Northern Locomotive Shed	1874	K. K. Stier
10	Rautatieläistentalo virkamiehille	Railway Housing of Officials	1896	Bruno Granhom
11	Toralinna eli Valtiontalo	Toralinna or State Housing	1904	Bruno Granholm
12	Tullikamari	Customs House	1901	Georg Schreck



Tampere's railway premises.

Bruno Granholm designed the railyard buildings in 1910's and applied his national romanticism style in designing them. The railyard buildings designed by Granholm, specially Tavara-asema, Seuratalo and the Asuinrakennus, truly represent his original style and that makes them historically and architecturally valuable.

The Freight Station

The freight station is a nationally significant building. A memorial of the old Tampere and its busy railyard, standing on the edge of the railway for more than a hundred years. The original use of the station ceased with the completion of Viinika railyard. It has been under threat of demolition since then, and even more because of the problematic location of the building for the developments of the new traffic routs. Demolition of the old building was depicted in the town plan from 2009.

> *Vanhan tavara-aseman purku saa nyt merkittävää kannatusta Tampereen valtuustossa – "Se on kamalan kehnossa kunnossa".*[1] *(Amulehti, 5.8.2017)*

But Tampere could not afford the demolition of such an important building. A public petition with more than 8500 signatures were handed over, opposing the demolition of the building. (Tamperelainen, 11.1.2013) Due to people's feedback, the town plan changed in 2013 in favor of preserving the old Tavara-asema in the new developments of Tampere.

Tampere railyard buildings in 1930. Tavara-asema and the old storage building attached to it is located on the railway edge. From Aamulehti 4.12.2016.

[1] *The demolition of the old freight station is now receiving significant support from the Tampere council - "It is in terribly poor condition".*

Tavara-asema is a one-story and partly two-story building of national romanticism, built according to the type drawings from Bruno Granholm, the chief architect of Finnish railway at the time. It has been constructed in 1907 and operated as the city's freight station until 1920's. Later, the building was used by Tampere opera for several years and left vacant in recent years.

The building has been kept in its original form. Even the renovations done in 1960's and 1980's included only the replacement of doors and windows in the one-story part and the addition of electrical and the central heating system and no changes to the exterior architecture of the building. (Lyytinen, 2003)

Tavara-asema main entrance, 2003 and 1920's-30's. The original style of the doors and windows are visible. From Vapriiki archives.

Type drawings of the freight station by Bruno Granholm, signed in 1905. From VR:n archives.

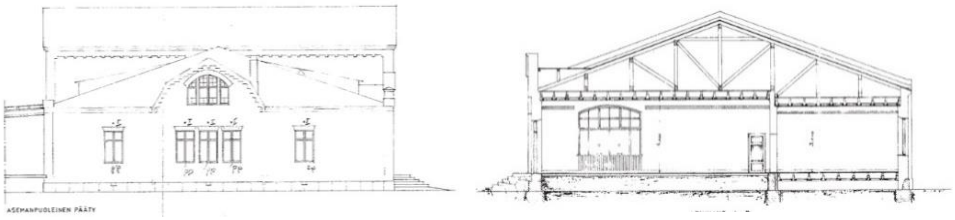
The station has been attached to a very long warehouse from the north side, which has been modified and expanded in different stages and finally demolished in recent years. The first storage was destroyed in bombings of 1940, so it was replaced by a temporary structure until 1980. The temporary warehouse was again demolished and replaced by the wooden storage that existed until recent years. (Lyytinen, 2003)

The structure is load-bearing brick walls with grey granite plinth. Façade is stucco with green paint and brick Art Nouveau details. The saddle roof is cladded with black coated tin plates. The original windows were the type with divided smaller panes in the lower part of the opening sashes and in the upper sash, which was common in many buildings from 1920's.

Tavara-asema, view from north-east. The footprint of the demolished warehouse is visible on the north façade. From Kansanuutiset, 11.1.2018

Updated drawings of the freight station's facades, 19071. From VR:n archives.

Tavara-asema. View from south-east. The main entrance is located on the east façade. From Yle, 29.12.2017.



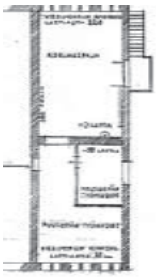
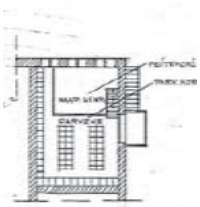
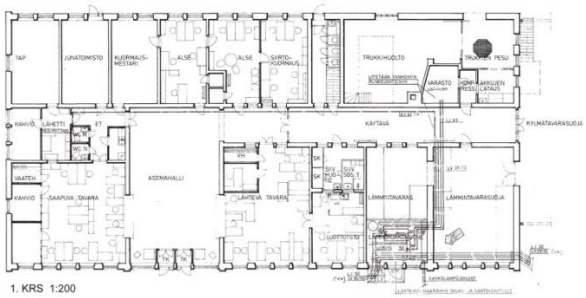
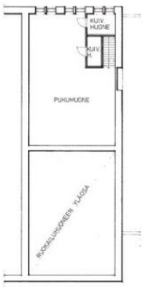
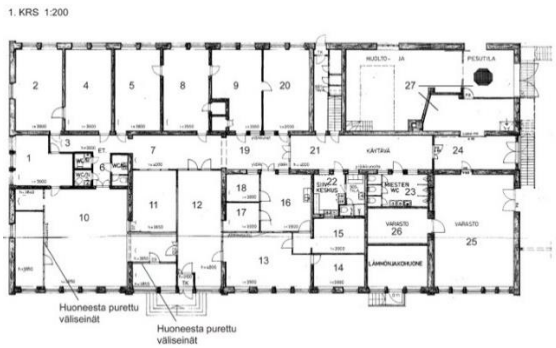
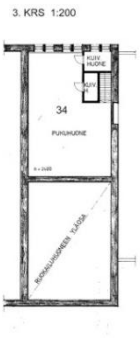
Updated drawings of the freight station's facade and section, 19071. From VR:n archives.

Floor plans, however, have changed quite much after the building has stopped functioning as the freight station. Comparing the floor plans available from 1905, which is the original type drawing, to the ones from 1978 and 1999, which the building is used for other purposes like workspace and the rehearsal place of Tampere opera, shows the evolution of the interior plans. The first renovations in 1960's include addition of the bathrooms and partition walls in the rooms and entrance, on the first floor. The second floor is being used as the dining area and changing room in the attic. The second renovation has divided the spaces into smaller rooms, even the entry hall and so the original double-door entrance is changed. A sauna room is added on the second floor next to the dining area as well.

For the relocation process, all the interior elements have been entirely demolished. The walls and floors and the roof of the building were dismantled and are being rebuilt according to the original architecture

and the interior is being designed for the purpose of a brew house, which is the new intended life of the building.

Tavara-asema is clearly an important building for people of Tampere. It has been a landmark during its years of being the freight station, and after that when it has been in the hands of citizens. It has been brought to light once again with all the debates about its fate in the recent years. People's activities for saving the building from demolition is another sign of its social status in the mental image of Tampere for its citizens. From the historical point of view, Tavara-asema is a closely related to the developments of Tampere and its railway. Also, during the civil wars, the red prisoners were kept and executed in the building. The walls bear the bullet holes from the 1918 battle. Overall, preservation of the building has been a very costly but equally valuable step for preservation of the railyard area and the whole cityscape.

	First Floor	Second Floor	Attic
1905			
1978			
1999			

Evolution of the floor plans of Tavara-asema during the years. From VR:n Archives.

Morkku Clubhouse

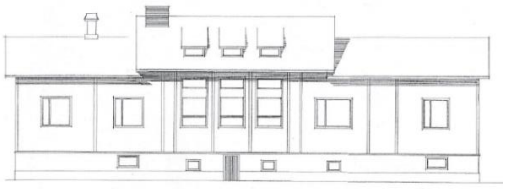
The railyard premises were designed where they are, based on the industrial cities' mindset of providing social amenities including housing, welfare, and health for the workers near the workplace. Morkku, on the east side of Tavara-asema, served as the leisure and welfare space for the railway workers in early 1900's.

Morkku building, like Tavara-asema, was constructed in 1907 according to the type drawings prepared by Bruno Granholm and with fundraising for the expenses. (Lyytinen, 2003) It is a clear example of wooden house national romanticism style. The original style, however, has been modified drastically during the multiple renovations during the 50's and 60's. The extent of changes from the original style rendered the existing building of little historical and architectural value. Consequently, the clubhouse was demolished in the summer of 2020, to make space for the relocation of Tavara-asema.

Morkku clubhouse in 1962. The architecture of the facades and roof is clearly different from its latest state. From Vapriiki archives.

Morkku clubhouse view from the north, 2003. Photographer: Hanna Lyytinen.

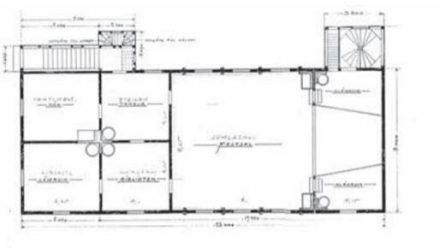
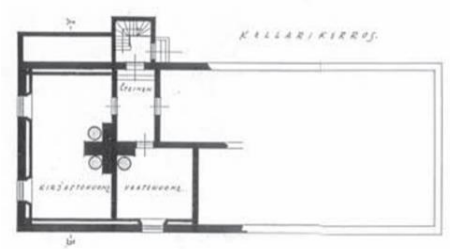
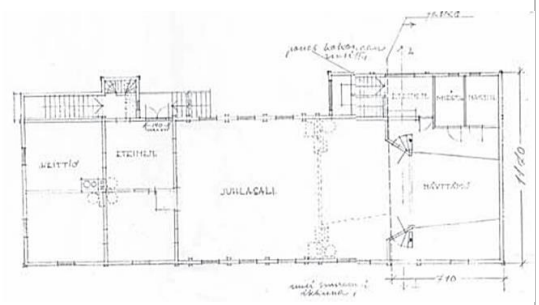
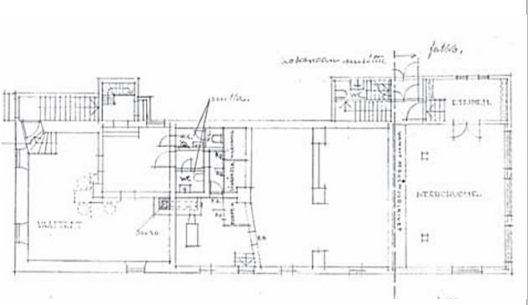
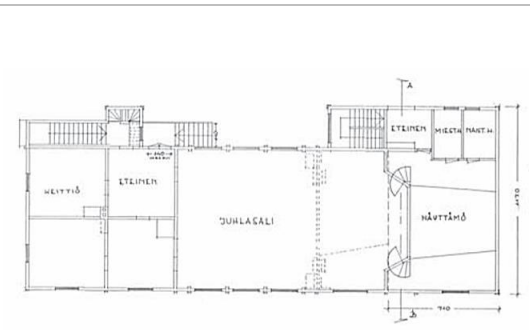
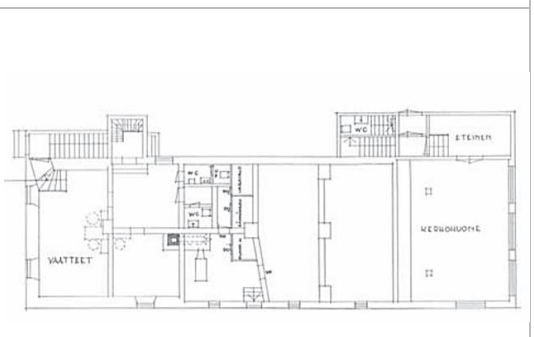
The clubhouse was a one-story building with a cellar. The main floor was consisted of four rooms, a ballroom, and the stage area. The facades are asymmetrical with elements inspired from Karelian and Norwegian architecture. The drawings show even more detailed decorations specially on the roof edges and ridges. The windows have been typically white wooden frames and multiple-pane sashes. In the 50's, the building was expanded towards the south by 7 meters and a new staircase made access to the new basement area under the expansion. Later, in the 60's, major renovations were done on the facades. All the doors and windows were replaced with the simpler options. And more importantly, the roof has been renovated to a simplified gable roof. Compared to the type drawings and the old images, many changes over the time have left the building quite unrecognizable.

	Western Facade	Eastern Facade
1910's		
1950's		
1960's		

Evolution of the Facades of Morkku clubhouse during the years and the extension towards south. From VR:n Archives.

Comparison of the floor plans in different stages reveals many modifications to the layout of spaces as well. The main floor originally consisted of a ballroom with a stage, and four rooms. The cellar includes only two rooms accessible from the staircase in the north.

The drawings from the 1950's mark the enlargement of the ballroom by expansion of the building towards south. The new stage has been constructed with additional back-stage spaces. The cellar has been expanded as well. Bathrooms are added to the old part and a clubroom is placed in the extension part. An entry hall and staircase has been added on the east of the stage area to access the backspaces and, also, the new room in the cellar. The 60's renovations have made much smaller changes in the floor plans, including the addition of some walls to divide the spaces and upgrade of the heating systems. But major changes, as mentioned, has been done on the facades and roof. (Lyytinen, 2003)

	First Floor	Basement
1910' s		
1950' s		
1960' s		
2001		

Evolution of the floor plans of Morkku clubhouse during the years. From VR:n Archives, update Floor plans from Heikkilä, 2016.

The modifications and renovations had changed the building to such extent that the original architecture of the building has been unrecognizable. The building was left with little architectural and historical value and therefore, was not preserved in the new town plan. Finally, Morkku was demolished to make space for Tavara-asema to be relocated to its plac.

Jää hyvästi Morkku! – Tavara-aseman siirtoa ei voi enää estää.[2]

(Tamperelainen, 24.3.2018)

[2] *Goodbye Morkku! - The transfer of the load station can no longer be prevented.*

The Residential Building

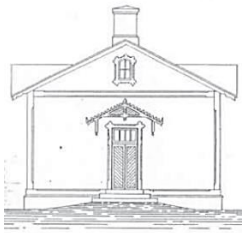
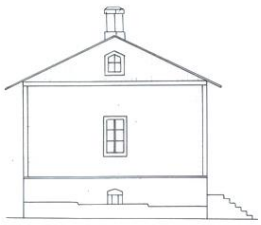
The small wooden building situated on Vellamonkatu 2, on the east side of Morkku clubhouse is the oldest of the railyard buildings. It used to house some of the railyard workers very close to their workplace. Based on the amenities provided, the workers must have been of high status.

The estimated year of construction is 1902 and as the other buildings in the block, has been built according to the type drawings by Bruno Granholm. Railyard's asuinrakennus is a one-story building with twelve rooms, a lobby area which had served as registration place, and clubrooms in the basement. Asuinrakennus has been kept almost in its original form. All the façade elements are assumed to be the original ones from a hundred years ago. (Lyytinen, 2003) Therefore, the building is a valuable historical and architectural asset planned to be preserved and refurbished in the development plan of the city center.

Railway residential building in 1962. Photographer: Erkki Kauppila.

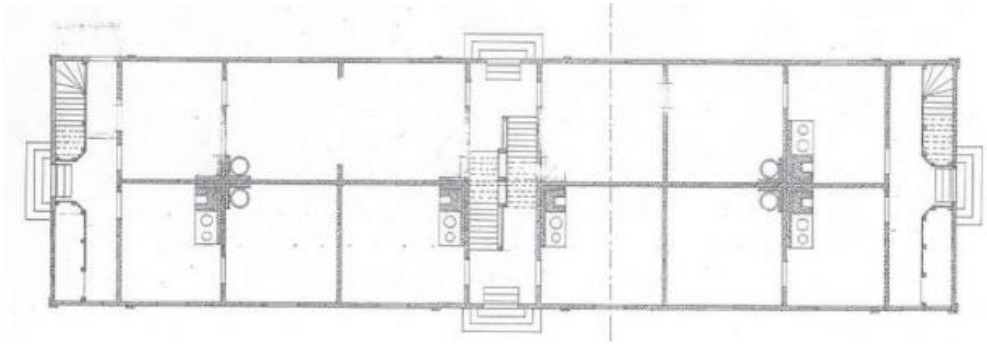
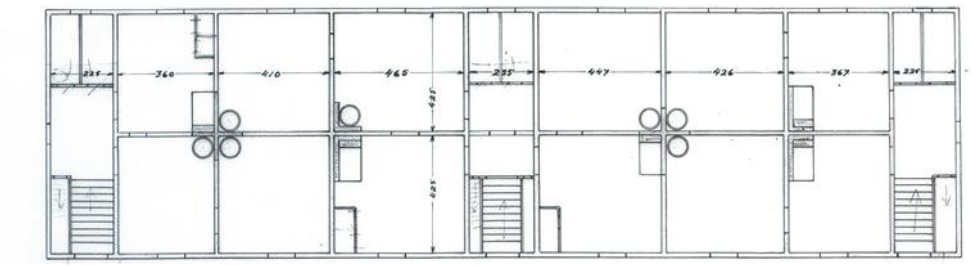
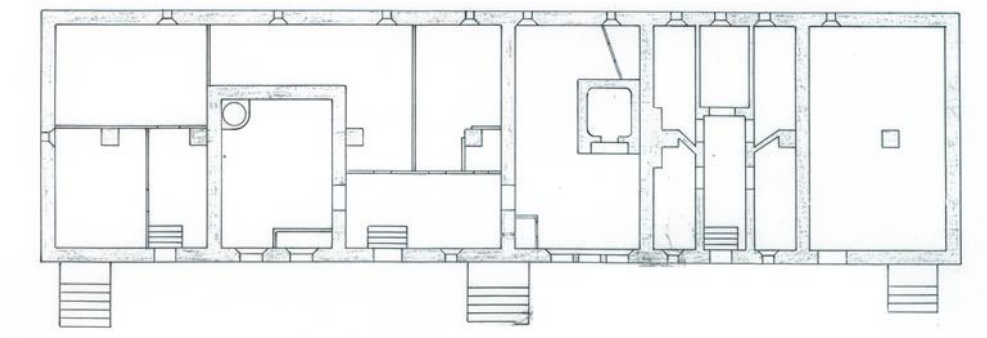
Asuinrakennus view from the north east. Image from current years. Photographer unknown.

Architecture of the building is according to the type drawing of Riihimäki station by Granholm. However, the southern and northern entrances in Granholm drawings are moved to the west side in the Tampere implementation. Details of the roof edges are also simplified. The lower vaulted windows on the west and smaller ones on the east provide natural light for the basement. The later windows are trimmed with rough-cut grey granite. Northern and southern facades are identical, with additional windows lighting the attic.

	West/East Facades	North Facade
Riihimäki station, 1902		
Asuinrakennus, 1920		
		

Riihimäki station type drawings designed by Bruno Granholm from 1902 and Tampere implementation drawings drawings from 1923. From Vr:n Archives and National Archives of Finland.

The interior spaces have been preserved as its original form, despite the renovations conducted in 1950 and 1971 to add toilets and central heating system. (Lyytinen, 2003) Main floor plan includes seven apartments and five kitchens, accessible from three separate entrances at the sides and middle of the building. On the outside four-six granite steps lead to the doorways, and on the inside ten more steps lead to the entry halls. Basement has been used for clubrooms and activities, storage, and probably washing and baking.

	Floor Plan/Basement Plan
Riihimäki station, 1902	
Asuinrakennus, 1920	
	

Riihimäki station type drawings designed by Bruno Granholm from 1902 and Tampere implementation drawings from 1923. From Vr:n Archives and National Archives of Finland.

The development plans of the city center define that the old wooden building be preserved and reused for services and cultural activities. As an original remnant of the railway architecture, Asuinrakennus besides Tavara-asema are essential and iconic elements of Tampere cityscape.

Asuinrakennus facade details of doors and windows. Photographer: Hanna Lyytinen and Marika Tamminen.

Interior views from the entry and a room. From Vapriiki archives.

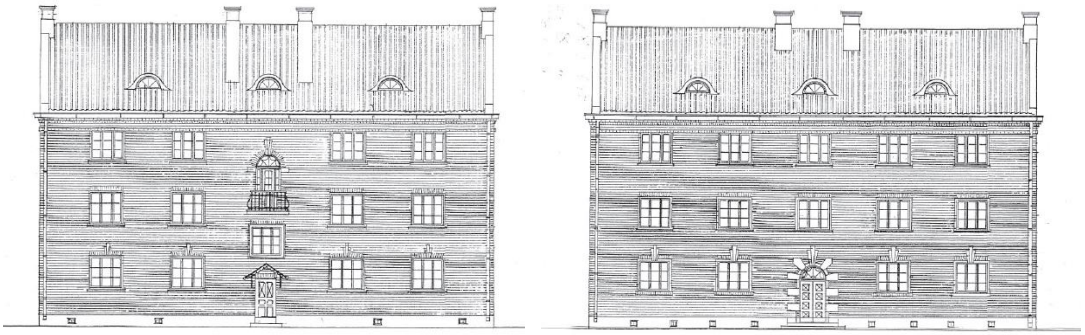
Lompanlinna Apartment Building

Lompanlinna on the north of the healthcare building, is another protected railway building. A three-story apartment built in 1923 based on the type drawings of Riihimäki designed by Thure Helström. The revision for implementation in Tampere has been done by Bruno Granholm. (Lyytinen, 2003) The ownership of the building was transferred from VR to the city of Tampere in summer of 2015. (Aamulehti, 2015) Since then the building was used as a temporary traditional stay for travelers and event venue. It is currently being used by Poas for student housing. Another building with the same type drawings was built in 1925 further north of the railway axis. It is visible in the branching point of the railway.

A gathering in front of Lompanlinna building in 2014. From Lompanlinna Traveler Commune Facebook.

The building has brick load-bearing walls and red brick façade. Plinths are the usual grey granite. Windows and doors are light grey wooden framed and, as many 1920's buildings, divided into smaller sashes. The gable roof is covered with brick cladding and has attic windows on each side. Entrance doors on south and north are wooden and as all the windows have the neo-classical key stone details. There are also trim details of brick on the roof edges. Renovations has been made on the building repairing the damaged bricks on the façade and installing the new floor heating system and shower and toilet facilities for new tenants.

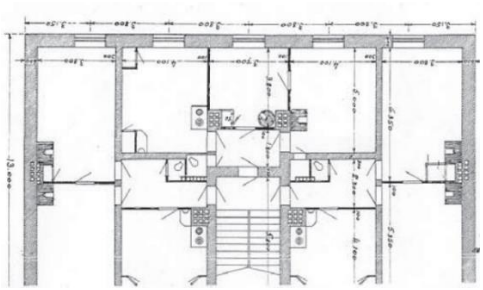
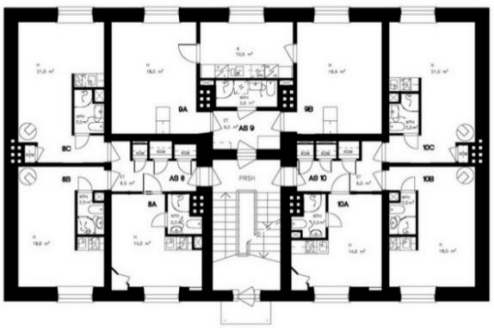
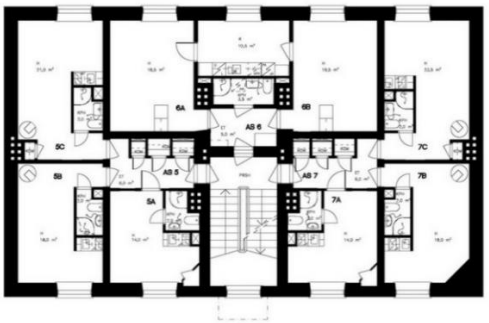
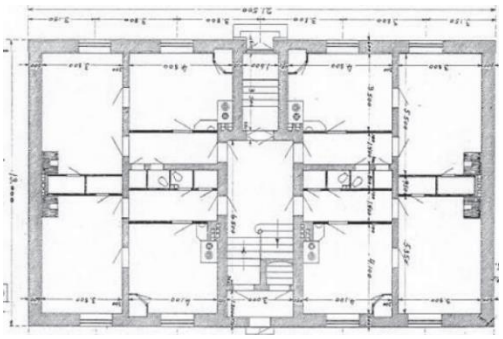
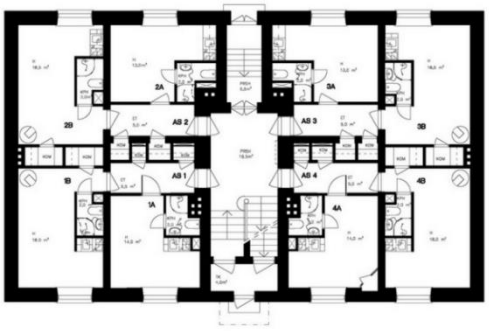
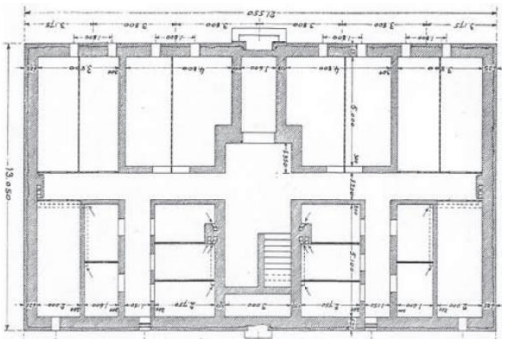
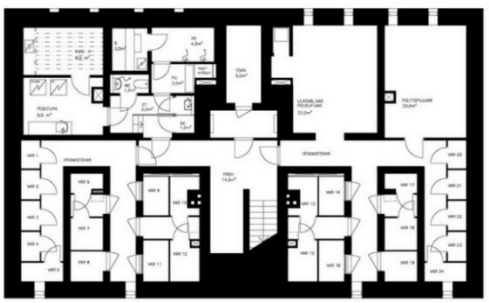
Floor plans have been remained almost as the originals. Bathrooms and kitchenets were added in 2017 as part of the renovations carried out for student housing purpose. Currently there are eight one-room suits on the first floor and six one-room suits and one two-room apartment on each upper floor. Very thorough repairs in the interior spaces are visible from the studies taken place in 2011. The traditional hearths are preserved for heating the rooms.



Lompanlinna type drawing of the facades. From VR:n Archives.

Pictures from Lompanlinna before the renovations in 2008, taken from Dark Horse exhibition. Photographer: Kauko Piirola

Pictures from Lompanlinna after the renovations in 2017, taken from Poas web page.

	1920's	2010's
3rd Floor		
2nd Floor		
1st Floor		
Basement		

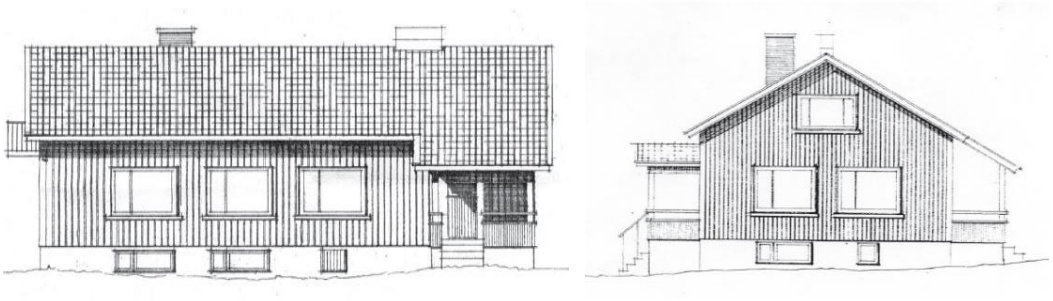
Floor plans of Lompanlinna from type drawings of 1922 and new student housing renovations. From VR:n archives and Poas website.

The Healthcare Building

The healthcare building was built in 1953 for the purpose of providing health services for the railway workers. The architecture of the building is quite similar to the typical wooden one-story residential housing of the time. Similar buildings were built in the early 1950's in many other places like Pieksämäki, Haapamäki, Joensuu and Kouvola. (Lyytinen, 2003)

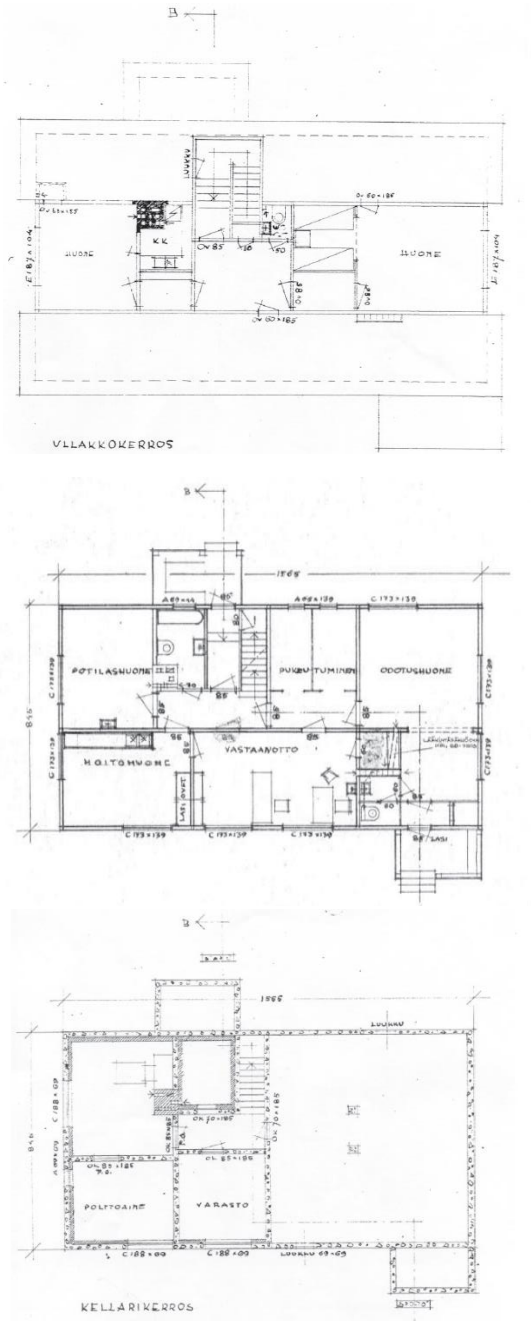
As the railyard stopped to function, the service buildings were gradually abandoned, as it happened with the healthcare center as well. This railway wooden building was forgotten in the middle of the city for many years until it was demolished in the new urban development constructions. Only for a short time of about two years, was the building brought back to life in the hands of a local artist who happened to live nearby. The old damaged yellow building became a vibrant communal cultural space naturally until it was demolished in 2016.

Terveydenhuoltokeskus view from south west. Building in cultural use at the time. Photographer: Saana Säilynoja.



Terveydenhuoltokeskus type drawings of south and west facades by J.V. Ungern from 1953. From Vr:n archive.

The major functions were placed on the first floor and storages in the basement. The south entrance leads to the waiting and dressing rooms and bathroom. The treatment rooms and doctors' office space are accessible from a central hallway which is also connected to the northern entrance and the stairway. Two residential rooms and a kitchen are located in the attic. In 1975 and 1979, some alterations have been done, including adding a research room. (Lyytinen, 2003)

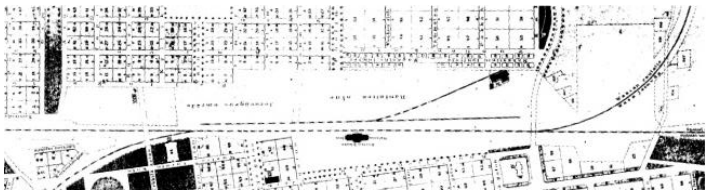


Terveydenhuoltokeskus type drawings of floor plans by J.V. Ungern from 1953. From Vr:n archive

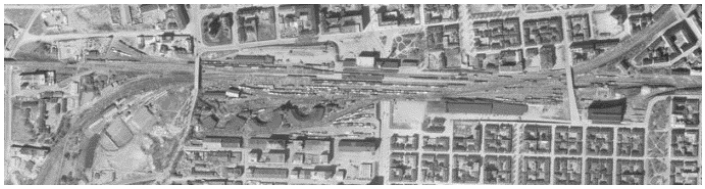
1.5 Evolution of Tampere's Railyard Zone

The railway area has gone through many changes during time, and it will continue to transform and adopt. The next big change in the urban scale started in early 2000's with the new development plan systematically initiating large constructions in the area. The constructions that started in the south and continue towards the north.

1. *Tampere city plan 1897, Railway zone. The urban structure is designed in the conventional grid system.*
2. *Tampere arial image 1946, Railway zone. The old railway station has been demolished (in 1933), the three locomotive sheds and the original freight storage are visible. Tammela and kyttälä on either side of the railway clearly have the closed block structure.*
3. *Tampere arial image 1966, Railway zone. The modernism open-block structure is partly visible in kyttälä side. The new shed has been constructed for the freight station.*
4. *Tampere arial image 1974, Railway zone. The open-block structure and wide streets are visible everywhere in both sides of the railway. The railyard healthcare building is already constructed (in 1953).*
5. *Tampere arial image 1999, Railway zone. New constructions including the brick complex in the south of Itsenäisyydenkatu have appeared.*
6. *Tampere arial image 2011, Railway zone. The southern shed is demolished and Tulli office complex is constructed in its place. The freight station storage is demolished, and Scandic hotel building is constructed in the north of Itsenäisyydenkatu.*
7. *Tampere arial image 2018, Railway zone. Technopolis office complex is constructed in the south of Kalevantie. Torni Hotel tower (2014) and the residential tower on the east of railyard are constructed as well.*
8. *Tampere arial image 2020, Railway zone. Technopolis complex in the north of the axis is built and the construction of the deck and arena and relocation of Tavara-asema is in progress.*
9. *Tampere new city plan, Railway zone. Travel and service zone and the connection to the west side and the organization of Morkkun aukio and the buildings around it are the major development areas.*



1.



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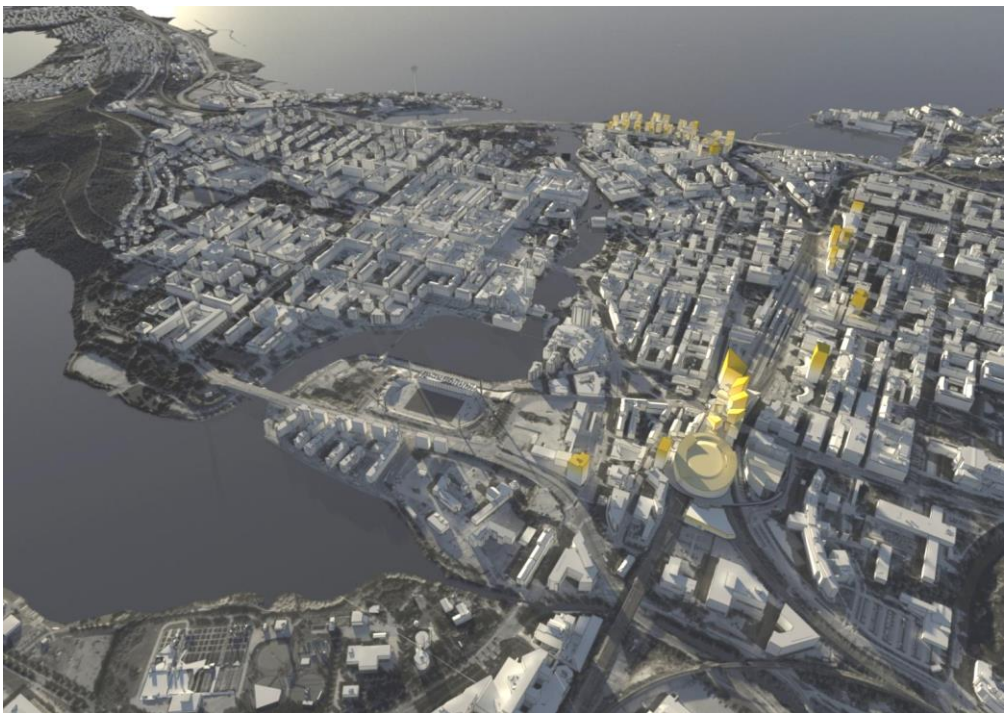
Forthcoming

2. City Center 2030

Today, Tampere is halfway through a fifteen-year-long development plan that will once again reform the urban structure. The city center will be denser, with clear regions for lakeside housing, business headquarters and travel and welfare sectors. Public transportation is being developed to make convenient travel routs throughout the different regions. Finally, the eastern and western zones of the new extended city center region which have long been separated by the railway, will be reconnected. Any decision regarding the preservation and reuse of the heritage railway premises requires an insight into the intended vision for the city center and comprehensive analysis of the development plan for the railway zone.



A vision from Tampere Center Development Program 2015-2030. The main constructions are designed along the railway while infill constructions are planned for other areas.

2.1 Master Plan Overall

The city has approved infill development for most parts of the city center, and major constructions and transformations are designed along the railway axis. Many of the lakesides and shores that have been long used for industries and urban facilities, are already being transformed into residential and recreational areas. Multiple architecture competitions have been announced, collecting ideas for these massive changes so far.

The focus of the development plan is on a few major areas of the center. Role of Hämeenkatu in the cityscape will be strengthen as the main commercial axis. The tramway, construction of which being nearly done in the present time, will provide smooth transportation through the whole city.

Most importantly, the south-to-north axis of the railway and Ratapihankatu is going through substantial transformation. A multipurpose travel hub, serving all means of transport, is designed to be situated at the conjunction of Ratapihankatu and Hämeenkatu. A travel center for all sorts of trips in Tampere, serving passengers travelling locally or abroad. Modern transport services, shopping spaces and services will be provided for passengers in transit. Ratapihankatu will significantly improve the vehicle traffic network in the city center. Bearing the heavy traffic load, it will free up space for pedestrian and bicycle-oriented pathways inside the city blocks. The traffic currently running through Tammelantori market square will be reduced and it will create an opportunity for the development of commercial services along Tammelan puistokatu and in the adjacent blocks. With the further planning of the travel and service center, Ratapihankatu will connect the leisure and tourism center, and the travel and service area in the south to the business zone in the north. Further on towards the north, it will direct the traffic to Rantaväylä and Paasikiventie regional transit roads. These transformations will extend the perceived central city area considerably wider than its current boundaries.

2.2 Railway Zone

The most strategic area in the development plan of the city center is, unquestionably, the railway zone. The main issue in this area is that the eastern side of the extended city center is almost separated from the area currently regarded as the center by the railway. The foreseen status of Ratapihankatu as a main traffic route will also intensify the stated issue. Turning the problem to a potential, links are planned in multiple places along the railway axis to reconnect the western and eastern areas.

In the south, the deck across the railway and the multifunctional arena and the towers on top of it create the first link, while providing the opportunity for a wide range of urban activities. The local master plan proposed in 2011 implies 50000 gross square meters for the arena and 70000 gross area of offices, hotels and housing, providing for 2000 jobs and 700 residents.

Later, the phased construction of the travel and service center based on a competition's winning proposal, will be implemented towards the north. The current station square will be extended into a station park and travel center will be built in the same area, where all travel chains will meet. It will extent around 120000 gross floor area, providing for 1500 jobs and 1200 residents.

The most significant cluster of offices and jobs in Tampere will be created in the station area towards the north. The local detailed plan, proposed in 2014, outlines 40000 gross area of office, business, and housing premises in the northern district of Ratapihankatu. The area will provide for approximately 1000 jobs and 200 residents.

Vision of the railyard area and the office blocks in the north. From city plan formula description 2013.

2.3 Tammela District

Tammela, on the eastside of the railway, is the main area for infill development. A highly potential residential area right next to the flourishing business zone. However, housing companies own most of the premises in the area. Therefore, the implementation of the infill development is highly related to the willingness of these companies and the private property owners. The city is encouraging the changes by financial incentives.

The infill development calls for a centralized parking facility. The parking premises will ensure the developments being carried out for Tammelantori market square and Tammela stadium. Additionally, real estates in Tammela are participating in development projects that aim at improving energy efficiency. Tammela and the real estates are currently the theme of many works, theses, and research studies in universities. (Nguyen, 2015)

Analysis

3. Railway, The Center of Transformations

Master planning for a specific city block or a limited area tends to remain in a limited framework. Planning for a large area of the city at once, may lead to more extreme design ideas, and of course, motivating solutions. Like some recent cases in Tampere, Rantatampella or Viinikanlahti areas which propose fundamental transformation in the urban settings. The railway zone has been also the subject of a big-scale urban planning project that provide many potentials, as well as many technical, financial and social challenges.

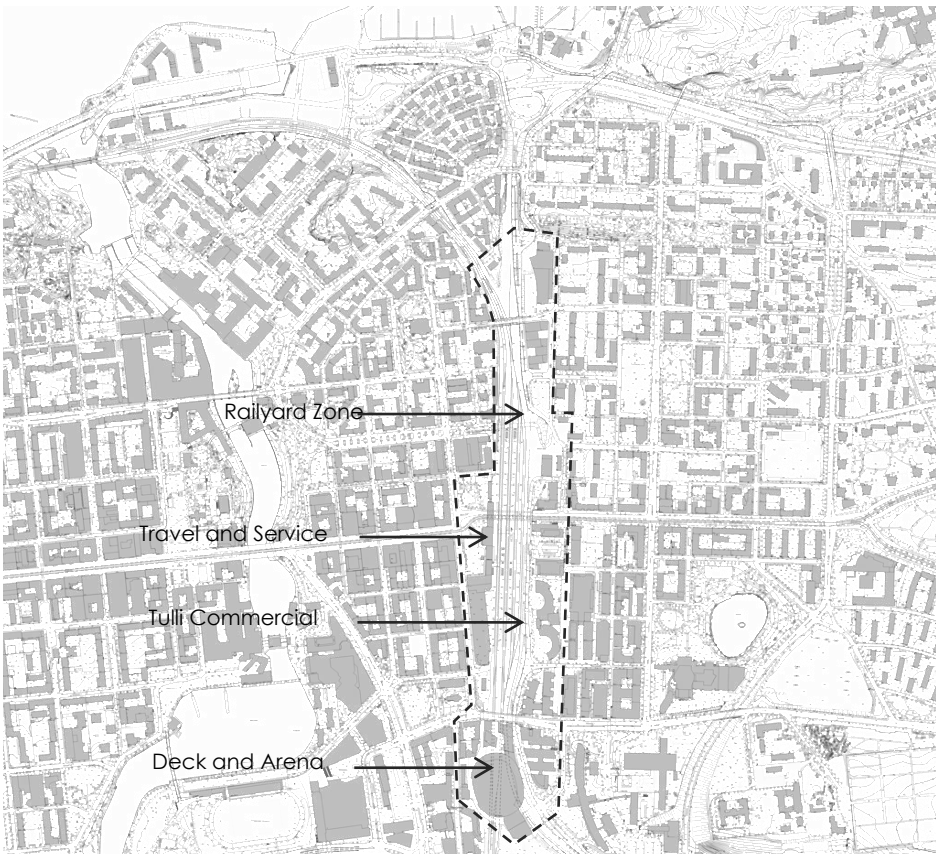
In the city scale, transportation routes are being developed to improve the status of Tampere city center as the main business and tourism area outside of Helsinki region. Clearly, with this vision comes a need for an extensive infrastructure, services and other types of premises, smooth local transportation and readability of spaces. But more important than all these facilities for the character of an internationally attractive city is the imageability and identity of that city.

Tampere, as a city that has developed closely in connection to the development of railway, should struggle to preserve its image in the course of transformations. Conscious emphasis on the railway edges and their spatial quality and the preservation of the related heritage sites alongside provision of the functional infrastructure, facilities and connections will acquire the desired vision for the city. A very clear potential for the stated purpose is Morkun Aukio heritage buildings, belonging to VR, the government-owned railway company of Finland. To reach a comprehensive understanding, the current situation and the future potential of the related buildings should, naturally, be analyzed in the context. Today, five years through the 2015-2030 development plan, with most of the local city plan of the area already prepared, revising the railway district with an eye on the past and future of the area can provide the grounds for functional preservation and revitalization of this underused area. Therefore, the focus of this study will be on the railyard buildings, and more precisely the wooden Asuinrakennus and Tavara-asema buildings in their current controversial status.

3.1 Scope of The Analysis

Railyard area is located on the western edge of Tammela. However, in the development plan and in the sense of the mental image of the city, it feels more a part of the railway zone. Therefore, it will be more applicable to consider it in the context of the railway and Ratapihankatu axis. Regarding the stated, the study is carried out on the existing or planned urbanscape along the forthcoming business and travel axis, from the multifunctional arena in the south, to Ratapihankatu and the office blocks in the north.

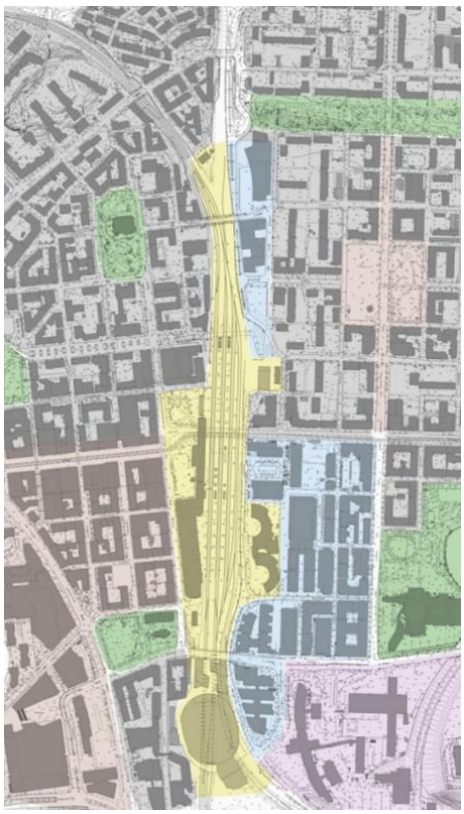
The analysis will be explained in four subareas forming the railway development zones. Southern part, including the deck and multifunctional arena next to the university blocks. The central part including the train station and the sheds. Then, the travel and service center zone, which its urban plans are being prepared. Lastly, the northern part including the railyard buildings and the business blocks.

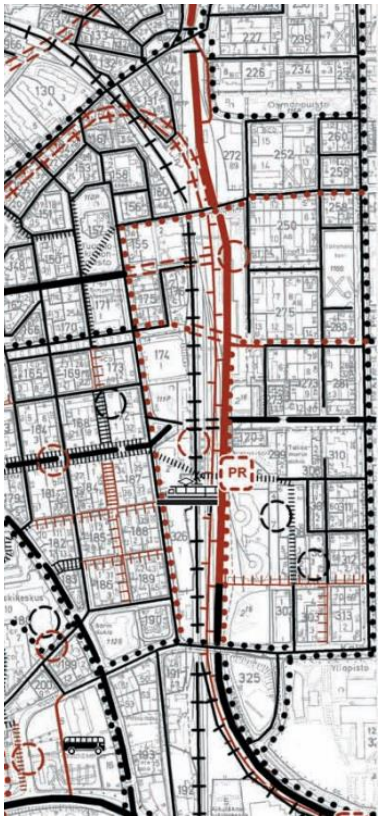


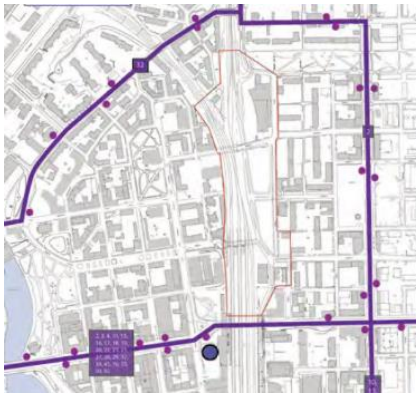
Scope of the analysis: Railway zone and its subareas.

3.3 The Context

The railway zone and the buildings related to it are surrounded by areas with different major land uses. Armonkallio in the north, Juhannuskylä and Kyttälä on the west and Osmonmäki and Tammela on the east are dominantly residential while to the south of Hämeenkatu the context becomes dominant by commercial in central city activities. Tammelantori and Tammelan puistokatu axis are important commercial areas as well. Towards south from Itsenäisyydenkatu, Tulli area is a business and office center while Tamperetalo area is a large recreational landmark. Further south, in Tampere university campus zone, educational facilities and related services are the main land use. A new office area is forming towards north with the new constructions of the large office blocks. It is defined in the development master plan of the city for the railway axis to become a distinguishable business center. Ratapihankatu is a main traffic rout and is being developed further to direct the heavy traffic load to Rantaväylä and Paasikiventie regional transit roads. Tammela is a lighter car traffic axis and a more important cycling and pedestrian rout. Hämeenkatu axis is the main commercial street, and it is being developed as pedestrian street with public transportation such as bus and tramway.





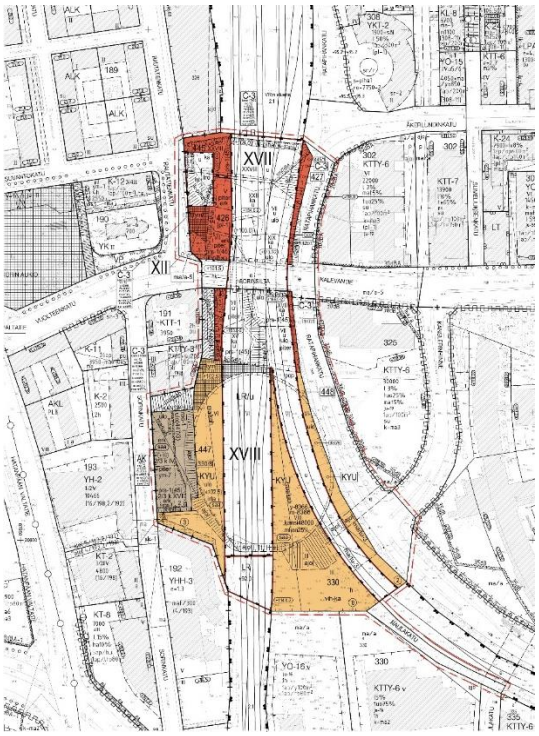


Main street
Connection street
Public transport stressed street
pedestrian rout
Light traffic rout
Pedestrian stressed street
Tunnel
Parking facility
Railway
Tramway
Cycling and walking path
Walking path
Bus rout

Traffic master plan of the area. From Tampere city Transport Plan, 2013.

3.4 The Deck and Arena Zone

The most ambitious development constructions are situated in the south, area number 8366 of the city plan. A deck covers the railway, creating a platform that connects the area on the east to the west side of the tracks. The deck sets the grounds for many active public spaces. Construction of the multifunctional arena in the south of Sorinsilta bridge and the residential block on its westside, continued by the high rises towards the north are currently in progress.



C-3 *A block of central-city activity where business, hospitality, living and office buildings can be built in a specifically determined ratio.*

AK *Residential blocks.*

KYU *Commercial, offices, cultural and sports activities, services.*

LR *Railway area.*

LR/u *Railway area allowed for construction above it. All the construction must be approved by the railway authority.*

City plan 8366 - multifunctional arena zone. Source: Kartat.tampere.fi visited on 17.7.2020

A New Identity

The new building cluster is designed as a landmark visible from furthest parts of the city. The buildings on the deck start with the arena in the south and ascend to the higher towers towards the north, reaching to the 28- floor high-rise hotel which is higher than the 25-story Sokos hotel Torni in its vicinity. The cluster will include about 130000 kem^2 area of different uses that include 48000 kem^2 of multipurpose arena,12400 kem^2 of shops, 54700 kem^2 of offices and workspaces, 38700 kem^2 of residential area including 460 apartments, 39000 kem^2 of accommodation services.

The round arena seems in harmony with the surrounding and the interesting location of the building on top of the road and railway creates the special atmosphere that the city has been probably looking for. If one travels to Tampere by train, after passing through smaller cities on the way, the emergence of the towers and modern constructions of this area immediately creates the impact of reaching a large and important city. Currently, driving through Ratapihankatu also is an interesting experience. Going through the scenery of the many old wooden buildings of different styles before or after passing through the modern and complicated architecture of the arena area and passing the deck as the road curves under it is certainly a pleasant experience.

View from south of the arena construction site and the deck.

Instant impression of arrival to a major city.

3.5 Tulli Commercial Zone

The Tullintori shopping center, the office buildings in the south of it, and the Torni and the sheds cluster are located in block 308 of Tulli area. The railway sheds and the Torni hotel are located on the edge of Ratapihankatu and the railway. Tullintori shopping center and the business buildings are situated in the east block behind the sheds. The beautiful Tullikamari building from 1901 and Tullikamarin aukio further north and on the edge of Itsenäisyydenkatu are the other important elements of Tulli area.

K-24 *Block of commercial and office buildings. As well as educational and service facilities.*

KTTY-6 *Commercial, offices and production spaces as well as research facilities.*

KL-8 *Commercial and accommodation services, or educational use.*

YKT-2 *Public workspace or commercial space.*

YO-15 *Educational services.*

LPA *Parking Block.*

City plan 7750 - Tulli zone. Source: Kartat.tampere.fi visited on 17.7.2020

Moving on the railway axis towards the north, after Sorin bridge, a block of office buildings is situated on the east side of the railway. Constructions of the offices, hotel and commercial spaces related to arena cluster will continue to the west of the Tulli business park block, blending with the existing business and commercial context to further improve the character of the area. The path along the edge of the railway or in between the buildings lead towards Torni and sheds.

Torni cluster is undoubtedly a very successful integration of new constructions to the historical context. It is now the most active and alive urban spot in the railway edge. The Tullintori shopping center is located behind this block, which is a popular crowded space as well. The spaces between or around these buildings, however, are either underused forgotten places or they are being used for car parks.

In-between underused spaces in Tulli area.

The potential of this area regarding the urban values is on the edge of the railway and Tullikamari center in the back which are already active places. The hotel and restaurants and the conference center on the edge, and Tullikamari venue and the bars and restaurants around the square attract and keep people around. A good connection and reorganization of the spaces between these active urban nodes can be a key achieve an active city-center-like region rather than disconnected nodes here and there along the railway.

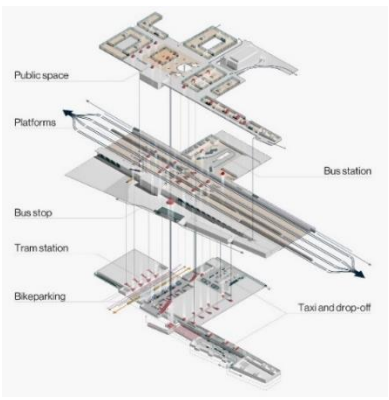
The active spaces in Tulli area. The edge in front of the Torni and sheds cluster, and Tullikamari square.

3.6 Travel and Service Zone

The railway tracks, currently, divide the city center into western and eastern zones which are at different levels. A major challenge in the expansion of the city center area is to reconnect these two sides. Based on the winning proposal of the idea competition in 2014, the platform beginning from the arena zone will cover the entire area to the north of the business zone. The proposed travel center facility will form passageways on different levels to the railway station and Hämeenkatu on the other side of the railway. The current station square will be extended into a station park running in a north–south direction. The travel center will work as a hub in the station area where all modes of travel will meet. The extent of the implementation of this vision will be affective in the future atmosphere of the railway axis.

The central Travel square, as an extension to the railway station, provides different levels of use. Passageway and the car traffic on the lowest floor, train tracks in the middle, and open urban square on top. The lowest level will integrate with the underground parking facility. The levels of use are basically what is happening at the moment. The travel center will organize the different urban comings and goings in a well-designed unite.

The two-story underground parking and facilities accessible from the streets and neighbor buildings basements. The drive-ins are shown with arrows and other staircases and elevator access shafts with yellow blocks. Source: Kartat.tampere.fi



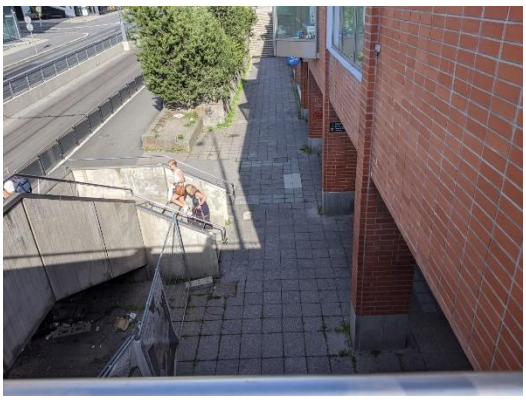
Vision of the travel and service center and the connection to the train station. Cobe Architects.

Levels of Passage

Currently, the key flow of the different uses happens in a simple way. The outdoor staircases make the access to the top level. The lifts and staircase boxes provide access to the railway station on lower level. The traffic from Itsenäisyydenkatu passes through a not pedestrian-friendly tunnel at the lowest level towards the west side. Pedestrian access is also possible through the train station commercial area which is currently very unorganized and neglected. The open space on top is, at the moment, occupied by car parks and bicycles. The area is now only a street-side space that people use to pass by. Clearly, the area is now an unremarkable urban space. The upcoming transformations, no matter the extent, will change it to a more active context which will be actually used by citizens or tourists depending on the area's future status.

Travel and service zone, pedestrian way on the edge of the railway.

Travel and service zone current status, area on the west of Tullikamari and entrance to the underground parking and bomb shelter.

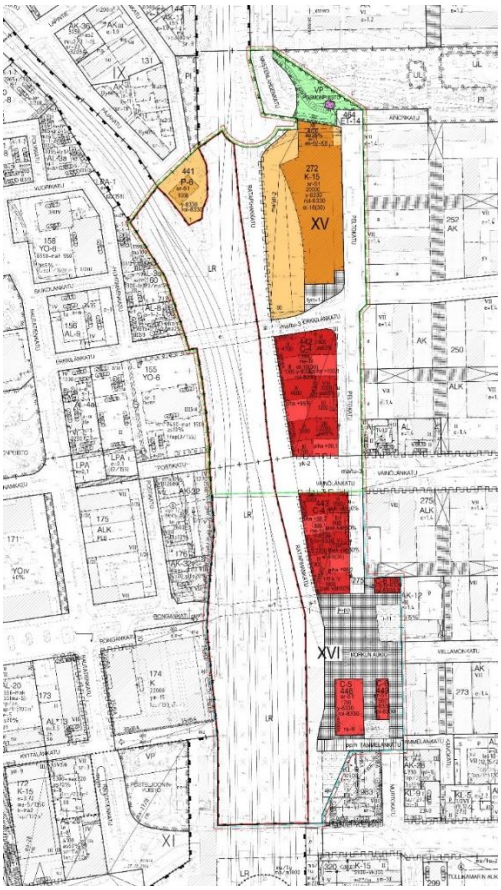


Simple access stairs from Itsenäisyydenkatu to the railway level.

Unpleasant pedestrian path on the edge of the railway.

3.7 The Railyard Zone

The northern edge of the railway axis, from north of Itsenäisyydenkatu to north of Erkkilä bridge is a business-dominant area. The old railyard buildings are located in the south of this zone, followed by the large office blocks to the north. The city plan shows the new layout of the railyard buildings and the square. The new and existing services and business block and the three-story brick building in the split area of the railway are located in far north.



P-6 *Block of services providing a cultural environment for appropriate services, business and production, or leisure activities.*

C-4 *Block of central city business and office buildings.*

C-5 *Block of services providing a cultural environment for appropriate services, business and production, or leisure activities.*

C-6 *Block of services providing a cultural environment for appropriate services, business and production, leisure activities or housing.*

K-15 *Commercial and office spaces.*

ET-14 *Public utility building adapted into cityscape.*

VP *Park.*

LR *Railway area.*

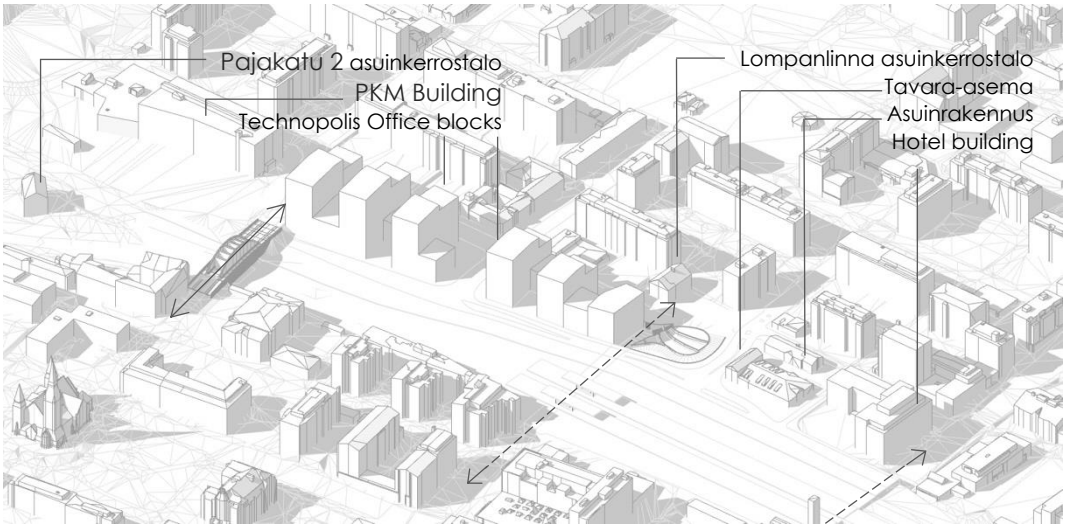
City plan 8330 - railyard zone. Source: Kartat.tampere.fi visited on 17.7.2020

The Surroundings

The railyard buildings are surrounded with dense office blocks in the north, the typical concrete -facade residential buildings and the tower on the east and the hotel building in the south. The next-door block on the south and right after the bridge is scandic hotel with its functionalism simple architecture. A stairway next to the building leads up from Itsenäisyydenkatu to Ratapihankatu. A path that needs to be improved for sure. The hotel complex is right in the south of the new block that includes

Asuinrakennus and Tavara-asema which now sits in its new place. The high residential tower in the eastern block is a dominant figure in the background of these small-scale buildings.

With Ratapihankatu finally directed straight and the old healthcare building already demolished, a new pedestrian square space is defined in the north of the railyard buildings. The square continues to the brick Lompanlinna building and the new office block. Lompanlinna, as mentioned before, is housing students at the moment. The new office block along with the new use for Tavara-asema were the subject of a recent architecture competition. The new office complex proposal is quite compatible to the recently constructed Technopolis complex on its north side. A path curves down next to the new office block leading to the underpass towards the westside of the railway.



The existing office block, Technopolis, is a large complex designed as a cluster of smaller buildings from three to ten stories high. The new block is defined as a well-matched complex of buildings from three to eight stories, with the southern part next to the square being six stories. PMK building is located on the far north. The six-story brick building with a curved volume is occupied with offices and services. A new twelve-story residential building is successfully integrated to this block.

The ground level in the area rises towards the north. As one walks on the edge of the railway from the arena zone, in the southern part all the buildings have a same level connection to the edge. But gradually buildings levels rise until in the office zone in the north this connection is broken.

In Technopolis edge, the first three floors on the railway side are mainly allocated to parking spaces. As the ground level on Peltokatu gradually rises on the east, the railway edge becomes more and more inactive in the sense of urban life and connection to the active spaces of the buildings next to it.

The main pedestrian rout continues on the edge of the railway but shifts towards the inner blocks as it reaches Morkku square, as the ground level rises, and the pathways become narrow routs between the large buildings and street. A major rout also leads from Tammelantori towards the square and the access to the underpass. Therefore, Morrku area and the space around the railway buildings will have a high pedestrian and bicycle traffic and visitors. As the new constructions progress and a greater number of people are gradually attracted to the area, the path connecting these active benchmarks will be more and more visited.

Pedestrian access to Morkku area and Hotel entrance on the right

Railway buildings surrounded by large constructions. Picture taken before relocation ot Tavara-asema.

Way towards the underpass. Technopolis office buildings are visible on the back and the new office block will be built adjacent the path.

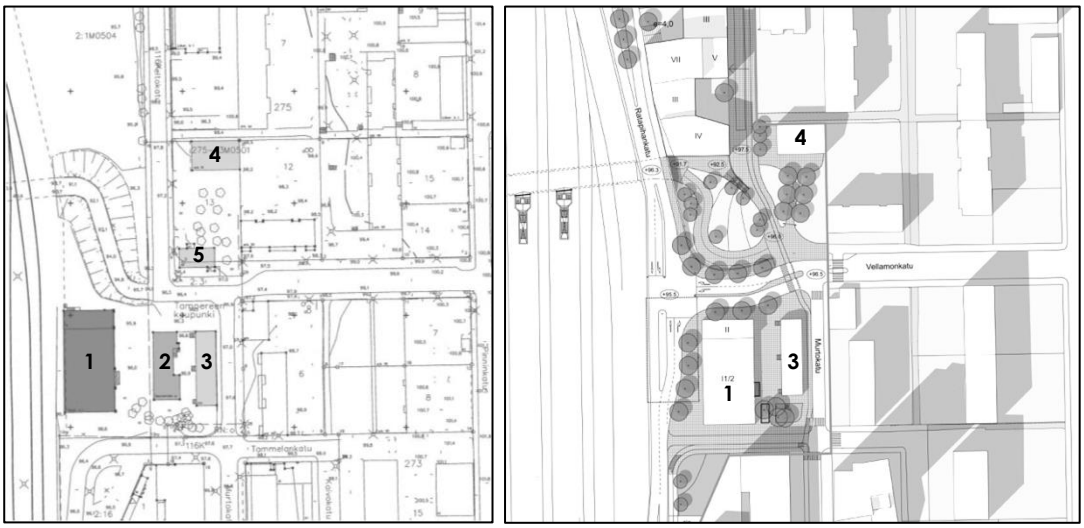
View from the side of walk next to the office block. Unpleasant pedestrian way but with a view of the historical buildings on the other side of the railway.

Railyard Heritage

The railyard buildings in Morkku area are Tavara-asema or the freight station from 1907, Morkku clubhouse from 1907, Asuinrakennus the residential one-story building from 1902, Lompanlinna apartment building from 1923 and the newest building, the healthcare center from 1953. Of these buildings the healthcare center and Morkku clubhouse were demolished according to the development plan. The new settings for the area from the city plan show the preserved railyard buildings, the square and the new office block.

Tavara-asema, as suggested by the wining proposal, will be refurbished, and operate as Pyynikin brew house. Therefore, the access points and the surroundings of the building will more than ever effect the functionality of the new use. On the other hand, the rather active life of the building will affect its neighborhood, providing new potentials for a better urban context. Asuinrakennus, now located a few meters away from Tavara-asema will directly affect the renovation plan. Both buildings are considered nationally valuable buildings, therefore the exterior architecture will be preserved as they are, but the interior and in-between space and the surroundings should be carefully adjusted.

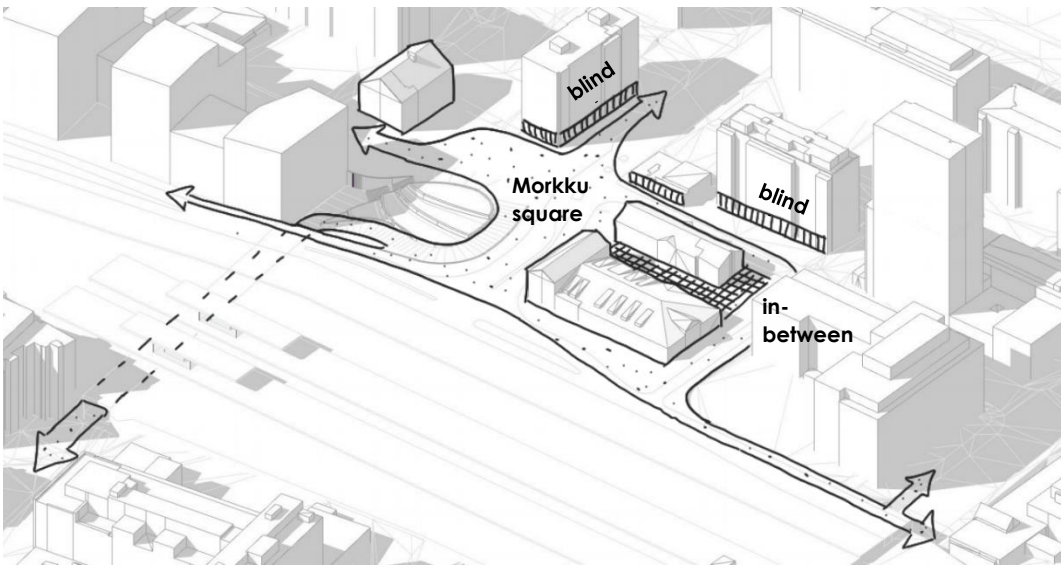
Lompanlinna, in the north is now student housing which seems in line with the urban life goals of the area. Morkkun aukio, a pedestrian square in between the buildings provide access to the underground path to the other side of the railway. The new office block in the north of the square will activate the public life of the area as well, even though on different hours of the day. The scale difference of the old railway buildings and the newer constructions however will be even more underlined.



Railyard buildings original layout and future plan, 1: Tavara-asema 2: Seuratalo Morkku 3: Asuinrakennus 4: Asuinkerrostalo Lompanlinna 5: Terveydenhuoltokeskus.

Today, finally relocation of Tavara-asema has been completed. The building is now covered, and repairs and reconstruction of the roof is in progress. Asuinrakennus on its side, however, seems in need of major repairs. The facades are in many places covered with graffities, and the paint coating is extensively damaged. Windows are covered due to the constructions around it but the wooden details of the frames and also the roof edges seem undamaged. Roof is currently covered with mold and vegetation. Most importantly, the building is completely disconnected with its context. It is now located on the very edge of Murtokatu, which of course with redirection of the traffic to Ratapihankatu will have a pedestrian offset. The space between the two buildings in the block and around them are also now barren spaces but with clear potential for an urban life.

Morkku cluster current status.



Morkku area and access ways to it, high potential space in between the buildings, neutral edges to be improved.

The Blind Edges

The existing residential buildings surrounding the railway premises are buildings from the 70's and 80's, with the typical uniform facades and concrete structure. Blind ground floors are also typical of the architecture of this era, making the buildings neutral in the sense of the urban interaction. These neglected street level spaces include storages and parking places completely closed to the street, preventing them from integration to the surroundings. Transforming or somehow softening these blind ground floors to more interactive spaces can be an effective step towards revoking the public life in the square area.

The ideal transformation for the blind ground floors is, of course, changing them to more interactive and open uses. They can be small workspaces or shops available for rent. On the other hand, transformation of these spaces can be impossible as they are the necessary storage spaces and parking spots of the buildings and providing the replacement for them is a rather complicated procedure. But, as a simple option, the walls and concrete masses can be covered with greenery or artwork to soften the edges around the square.

Typical facades and blind ground floors in the surrounding residential buildings.

Ideas

4. A Human Experiment

The old railyard house will be preserved in its new urban setting next to the freight station which has been recently relocated and is already being renovated to start its new life as a brewery. Obviously, any decision considering the future of the wooden building and the ways to renovate and reuse it is highly dependent on the bigger scale transformations of the area. But a good estimation of the situation can be achieved by contemplating on both spatial dimensions and social dimensions through the history and the development plan of the area.

Due to the ongoing massive transformations of the urban framework and the possible changes to the demographical context, the spatial dimensions are better to be measured from the development visions. The cityscape and users of the area will change proportional to the implementation of the development plan and the fulfilment of the foreseen visions. Therefore, it is essential to consider the future possibilities rather than the conventional architectural analysis of the existing situation. It is also important to consider the uncertainty of the context and flexibility of the decisions.

Social dimensions are measured through the demographic goals of the development plan, as well as the historical background of the area. The infrastructure and services provide for particular groups of users with specific needs. History, on the other hand, reveals a comprehensive understanding of the cultural value of the building and deeper aspects of its context. This approach can reveal unexpected potentials and experiences.

4.1 A Temporary Space

A rapidly changing cityscape, more than any other, calls up on creative and experiment-driven design solutions. In an urban context with uncertain factors and major transformations, a responsive design can be the most sustainable and least conflictive strategy. And the best way to achieve the stated is considering the potential temporary uses, rather than imposing predetermined ones. In principle, any action that uses a place for other than its common use, for a period of time, is a temporary use. (Lehtovuori; Ruoppila, 2012) Temporary users are the key-driving agents of these responsive spaces. A socioeconomical class that have the job, education or ability to create new ideas. The *creative class*, as Richard Florida describes them, are innovative citizens that have the power to bring economic growth and attract members. (Florida, 2002) Members of this class can be acknowledged as individuals or start-ups in the following categories:

- People in design, art, crafts, architecture, music, culture, and entertainment
- People in science, education, technology, and research
- People in business and industries, start-ups, managers, and organizers
- Activist, environmentalists, journalists
- Refugees or foreigners with different cultural backgrounds

Presence of the creative class and availability of the infrastructure and facilities are the initiative factors of new developments. In a post-industrial world, knowledge and creativity are the ultimate economic resources. (Florida, 2002) Many popular and active corners around the world have been born out of the flexibility and uncertainty of spaces. As Jaanus Jussi, the person behind Tallin's Telliskivi regional development once advised Tampere city:

> *''the city shouldn't make things too finished; the best stuff comes naturally.'' (Aamulehti, 25.9.2018)*

4.2 The Right to the City

City is and must remain a co-created space. The common right of a collective power to reshape the process of urbanization is the citizens' right to the city and it is perhaps one of the most neglected of our human rights. (Harvey, 2008) A place intended for dynamic use of the citizens is, therefore, a democratic space, and provides for participation of the citizens in the urbanization. The area is going through massive transformations through a conservative top-bottom design. Big scale make-overs may possibly lead to the detachment of the citizens from their familiar urban space. Therefore, the valuable natural participation of people in defining the cityscape should be encouraged and facilitated by the city to ensure the citizens' right to the city.

As mentioned in the history studies, the railway zone and, more specifically, Tammela area has potential for self-organized activities, as it happened for the abandoned Lompanlinna building and healthcare building. Also, cultural spots, pop-up stores and informal workplaces have naturally emerged now and then in the area and given the chance, they will continue to do so.

Reclaim the street event, Tampere 2006. RTS is a collective with the ideal of community ownership of public spaces, staging participatory events.

4.3 Possible Uses

With Morrku clubhouse demolished and the freight station enlivened as a brewery, the railyard house gains new potentials as well. Being only a few meters away in the new settings, the two railway buildings will correlate and affect each other. The main issue about a brewery is that it comes to life in the evenings, and it is inactive during the day. Meaning that it has a time-constrained urban life. On the other hand, the railway axis zone, and more specifically, the railyard area is a business and office dominated zone, which has a busy daily life. The new constructions will improve the business quality of the area even more. The urban quality provided by the new use of the freight station can be handled in two different ways; to be emphasize or to complemented by the adjacent building.

Keltainen talo, or the yellow house, was a naturally emerged temporary use in a long-forgotten railway building. The healthcare center from 1953, a typical wooden building which was abandoned as the rest of the railyard found a new life in the hands of a local artist and was transformed into a center for alternative culture and art for two year until it was finally demolished in December 2016, as a part of the construction project of Ratapihankatu. Maria Mattila, who lived in one of the buildings nearby, thought of using the forgotten space as her workshop. She managed to rent the place from VR, made some repairs and started her own music and art events. People gradually joined in as well. Everyone could enter, play, listen, chitchat, or anyhow participate in whatever was going on in the house. All types and ages of people were attracted. Sometimes the place was vibrating with loud rock music, and some other times elderly dropped by for a coffee and chatting about the history of Tampere. It was a place open to everyone, and it was all about who dares to step through an open door. A human experiment, as she puts it herself. (Aamulehti, 2014)

Yellow house hosting different types of events. Photographer: Pinja Pinola.

The idea of the Yellow House is a space in the city that is not defined in anyway and is open to everyone. A home of art where anyone could host a gig or art exhibition and where everyday life was lived among shared instruments and other creative tools. It was ultimately flexible and naturally organized, and these made it attractive to all. Yellow House was born by a local searching for an affordable place to start her small art project, which turned into a relatively well-known cultural spot that initiated hundreds of gigs and music jamming sessions, exhibitions, and speeches. It even won the City of Tampere's Cultural Achievement of the Year award.

Finding a practical place and arranging to rent and use it has been a complicated procedure for Mattila as she explains. But, as a self-emerged low-budget project it has been a very successful project for the neighborhood and the city. Providing a space that is compatible for different uses, small and affordable and easily available for the creative citizens can encourage more similar cultural and communal activities to happen. This is a plan that should also be supported by Tampere city, as it is in line with the development plans of Tampere as a cultural city. It is also essential to provide some spaces here and there, among all the top to bottom traditional planning for the area, which are open to the actual locals and citizens to participate in the transformations.

As an island in the middle of the towers and office blocks, the two-building cluster of small historical buildings can provide an attractive space for nightlife and cultural activities. The new user of Tavar-asema, as a distinctive local and sustainable business will initiate the change in the image of the railyard buildings, leading to the changes in the entire area. The transformation will provide the potential for a compatible or complementary use, for the wooden building next door.

As the extension, the wooden building can function to re-improve the evening life of the cluster. In line with the brewery, another service like a winery makes an inviting spot for gatherings and activities. So, the two-building cluster and the area in between can make an inviting evening-life spot. On the other hand, the extension can function to complement the evening life. That is to bring a use that attracts daytime life and activities. As mentioned, the area is dominated with office buildings and business headquarters, therefore it has a busy day life with people visiting the square on their way to work or in the working hours. A suitable activity or service, like a breakfast station or any kind of related services can keep the cluster attractive during the working hours as well.

The wooden building can function to complement the cluster by activating its day life.

The wooden building can function to further improve the evening life of the cluster.

Telliskivi, probably the trendiest spot in Tallin, is a soviet-era factory environment. It used to be a forgotten space behind the train station even though it is in the city center. The renovation started little by little. New small entrepreneurs were initially supported with low rents, which are about half the market price. Commercial operators, such as restaurants who have already established themselves were charged higher prices. The independent even organizers and volunteers get the facilities for free and half of the income from the events. Commercial operators pay more. There are currently many restaurants and bars, designer stores, art and photo galleries, a museum and plenty of street art in the area. LX Factory area in Lisbon, another popular creative district in a factory area, has managed to attract more unexpected uses together. Other than bars and restaurants, there is a stunning bookstore, a coworking place, an architecture studio, a photography and advertisement studio, dance workshop, and all sorts of artistic stores.

What they all these places have in common, is not the buildings, but opportunity for people to use the place as they want. These creative spots in the cities can initiate a transformation that may naturally revitalize all the underused spaces around them.

Telliskivi in Tallin. Photographer: Rasmus Jurkatam

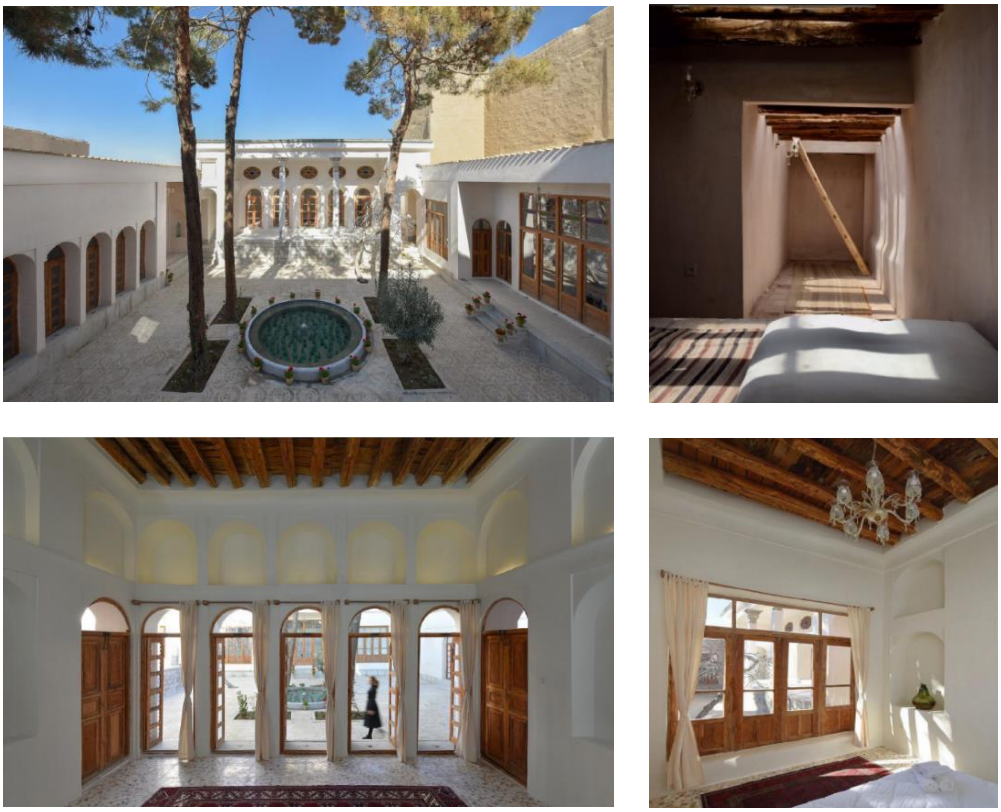
LX Factory creative area in Lisbon. Pictures from Lisbon.for91days.com

Renovation of Asuinrakennus as a multiuse temporary space may be an appealing design approach but, Asuinrakennus is a residential building, and it has the potential and tendency to continue to operate as one.

It is very common for historical buildings to be reused as accommodations. This idea can range from a simple traditional guesthouse to a well-designed boutique hotel. Mustio trainstation near Helsinki is currently being used as an Airbnb. It is a one-story wooden building from 1873, built according to Nylander type drawings. It is now refurbished to accommodate eight people in a traditional historical atmosphere.

Mustio trainstation in use as a modest Airbnb. Pictures from Airbnb web page.

Boutique hotels, on the other hand, are a trendier way of accommodation in the cities. They are small independent hotels in the centers of large cities. Small number of rooms makes possible intact connection with the guests and high quality and unique interior design. They usually have an artistic architecture or a touch of traditions and local characters. They sometimes also provide unique amenities and services. Many hotel chains also offer their separate intimate boutique brand.



Yakhchal House located in Kashan, Iran. Restored vacant house as a boutique hotel designed with traditional atmosphere.

Restoration

5.1 Assesments

Railway buildings are known for their good design, high quality building materials and exceptional craftsmanship. There were many additional types of buildings in the railway area contributing to the function of the railway and one of them were the residential buildings. They usually housed the station master or the managers of the relatively large stations, as in smaller station classes, IV and V, the managers residence were a part of station building. They were typically a 2-3 room residence with a kitchen or occasionally an office room, usually located on the second floor. The detached houses, as Tampere's railyard house, were larger and more various in spaces and richer in decorations. The residential buildings were assigned to the railway staff according to the official hierarchy and status. The residential buildings were typically narrow framed rectangular log buildings with similar layout during the decades, but the facades were designed with three different approaches. The strictly symmetrical Neo-renaissance, the richly decorated and more free form Art-nouveau and finally, the simpler classicism style. (From Museovirasto Railway buildings' repair cards) The Tampere's railyard residential building is from the first type but not as decorated as the typical station manager's houses. Modest decorations are focused on the roof eaves and doors and windows frames. Therefore, special attention should be given to preservation of these elements.

Tampere railyard's residential building, current status.

Additionally, a new shared space has been formed between the buildings with entries to Tavara-asema and asuinrakennus. This new friendly yard has the potential for various outdoor activities in warm seasons.

Regarding the floor plan, a typical railway house consists of a bedroom, hall, kitchen, and the maid's room with a separate entrance. The Railyard building, having three separate entrances, eight rooms and four kitchens, have been clearly served for three to four families. The floor area of about 280 m^2 is also larger than the typical 125-190 m^2 station master's houses. The large attic with many windows is accessible from three separate staircases and it has been probably used as a space reserve for the purpose of storing goods and hanging cloths.

The National Board of Antiquities recommends respecting the original layout of the rooms and wholesomeness of the spaces. The strong symmetrical style is also another important characteristic to be preserved. The needed auxiliary spaces like bathrooms should be constructed with proper ventilation and water proofing of the space and the sewer pipes. Bathrooms and showers have been added in four places in the previous renovations, which at some parts block the windows and do not seem to be in proper locations.

Shared space between the buildings and entrance ways to both buildings.

In the entrances, seven wooden steps lead to the main floor level. The second doorways separate the stairs from the entrance. The attic is accessible from the sets of steep steps from the entrances. In the central entrance, the side windows visible from the outside are blocked by the walls. The added bathrooms right across the entry hall have blocked the window on the opposite side as well. The Electricity panels are now and visible in all the entry spaces. In the northern entry, an additional fireplace is located which does not exist in the 1920's drawing and may have been relocated from one of the rooms.

Entrance spaces in the center and sides.

Improper additions from the previous renovations.

Rooms are simple and about 16 m^2 each, accessible directly or through another room. The wooden walls are covered with brown wallpaper and paint probably from the previous renovations. Walls are now naked on many parts showing the logs. Ceiling is covered with painted wooden panels and decorative cornices.

Interior spaces of rooms and kitchens.

The attic space is beautifully showcasing the wooden structure and truss frames. Storage rooms and the chimneys are dividing the space. The area in the middle of the roof structure is high enough to stand and illuminated with many windows on the floor level. The staircase from the middle entrance is the access route with an acceptable slope to the attic.

Attic space and the southern stairway.

Rooms are heated with the original masonry or tin fireplaces and added radiators. Tin fireplaces are easier to set up. They are made from bricks inside and 60-centimeter tin sections that can be unassembled from the seams and replaced. The masonry tile fireplaces are more demanding to repair. The fireplaces should be in accordance with the current fire regulations to be used again. (The National Board of Antiquities' Fireplaces repair card) In the kitchens, three out of four of the original brick stoves still exist, and the new cabinets and furniture are added beside them.

Existing masonry and tin fireplaces and kitchen stove.

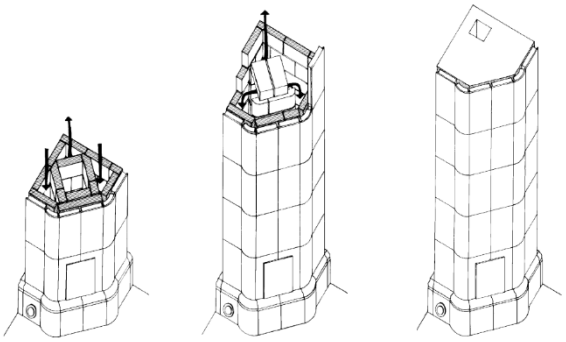


Diagram of masonry fireplace. From the National Board of Antiquities repair card: Fireplaces.

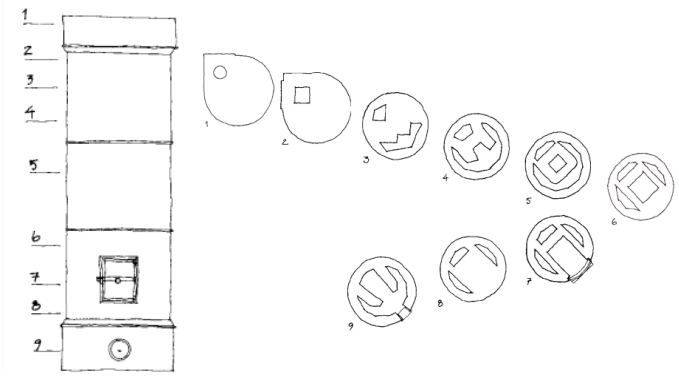
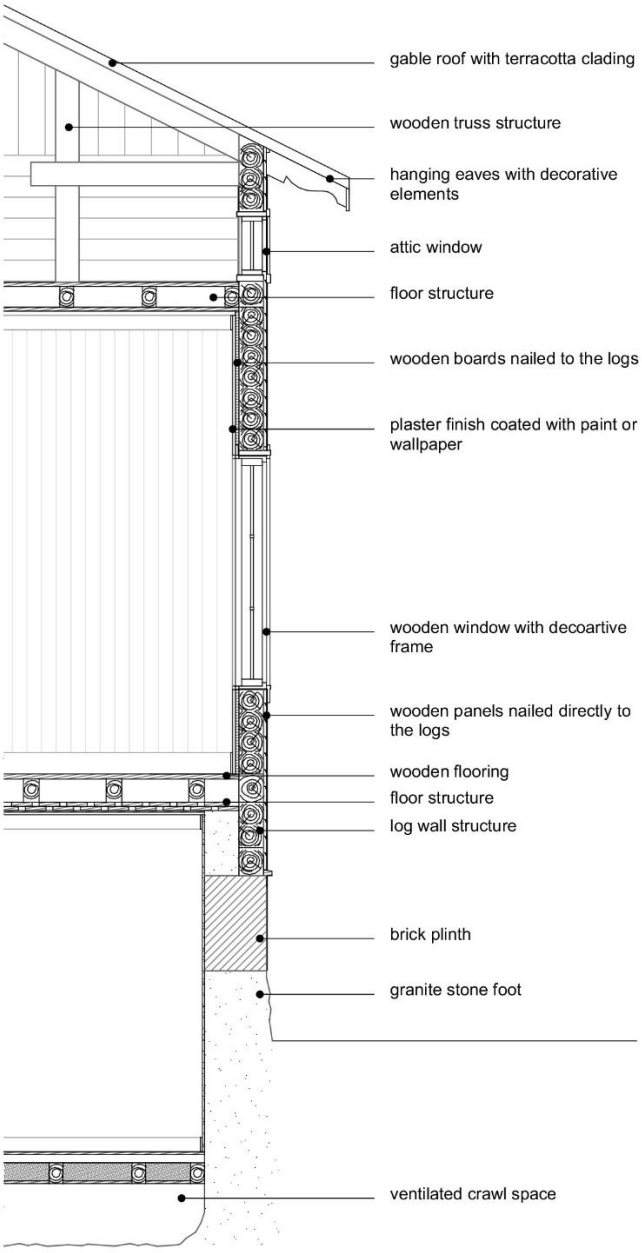


Diagram of tin fireplace sections. From the National Board of Antiquities repair card: Fireplaces.

The construction and structure of the railway log buildings were technically similar in all the cases. The overall structure of the railyard house can be estimated as shown:



5.2 Improvements

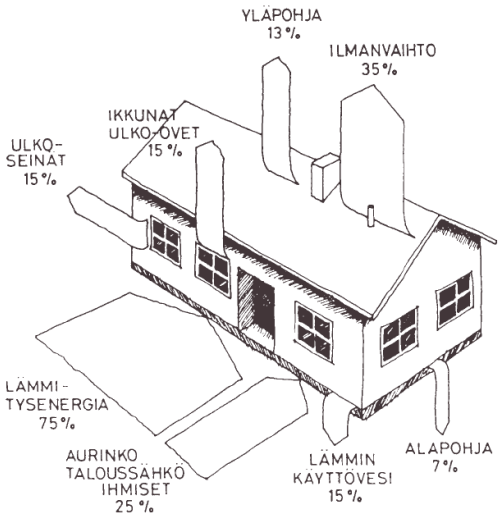
Improvements should be carried out for the thermal insulation, air ventilation, and space and water heating systems. Construction of auxiliary spaces like bathrooms, sauna and services are also needed for the reuse of the building, which need extra care.

Thermal Insulation

The log houses, as a result of centuries of development, are naturally as airtight and sealed as possible. Of course, the old structures do not meet the current insulation requirements but further improvement of the thermal insulation in preserved buildings can be very challenging.

Sealing the gaps and leaks are necessary as a part of the repair work. Thermal imaging of the building, especially the attic is the best way to find the leakage points. Additional insulation, however, is difficult as the exterior of the building is preserved, and only interior solutions are possible. The critical areas are the window's edges, gaps between wall logs, Floor corners and attic floor.

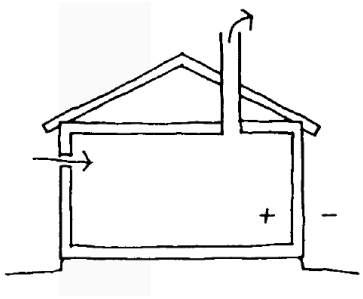
On the inner walls, filling the cavities between the logs have been traditionally done by plastering but today can be enhanced by a layer of fiber boards. Doors and windows edges can be sealed with insulation paper. Then, Keeping the floors warm is very important as it strongly affects the overall feel of temperature. Floor and attic floor can be insulated using natural and non-plastic materials such as saw dust and mineral wool fillers, wood and insulation papers. Vapor barriers are not suitable for wooden buildings as the so-called breathing of the log structure is necessary. Providing a proper ventilation is the most essential factor to keep the excess humidity from the structure.



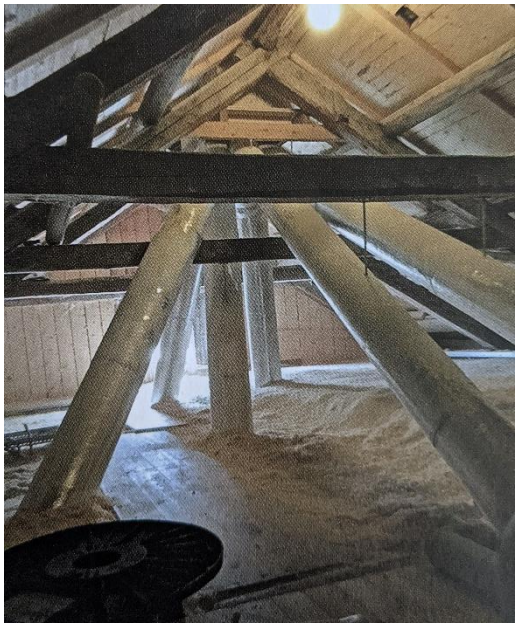
Exterior walls (15%) doors and windows (15%) Water heating (15%) floor (7%) roof (13%) ventilation (35%) acount for the energy consumption of a single story detached house. From the National Board of Antiquities repair card: Improving Thermal Insulation.

Passive Ventilation

Natural ventilation is driven by the pressure differences in spaces. The natural ventilation can be sufficient for wooden buildings, and it is allowed by the regulations. The damp air from the rooms will be removed from the chimneys if the efficient supply of fresh air is provided. A fan can boost the exhaust air ventilation in wet spaces and a two-centimeter gap under the doors is the simplest way to make sure of the proper flow. (Nyman, 2020) However, the humidity level and the fresh air supplement should be automated and controlled as the occupants may interrupt the flow while cold weather and noisy environment prevent opening the windows. Of course, wet areas should be carefully insulated to avoid any extra moisture entering the building structure. Heating system, particularly floor heating will additionally remove the damp from the building as well.



Natural ventilation. From the National Board of Antiquities repair card: Improving Thermal Insulation.



New exhaust pipes taking air from rooms throughout the chimneys. From the publication of Rakennusperienteen Ystävät Ry: Hygienic Facilities in Old Houses

Heating

Rooms can still be heated with the original fireplaces and the additional radiators from the previous renovations. Floor heating is an optimal complementary option to provide extra heat without changing the traditional settings of the rooms. As mentioned before, it also helps drying up any possible damp in the floor structure. Warm water for the bathrooms and kitchen can be provided with water heaters. They can be installed inside the bathrooms or in less than five-meter distance and can be placed inside a cabinet. (Nyman, 2020) The additional electricity used by the heating system can be partly provided by solar panels.

Bathrooms

Implementation of the wet rooms is perhaps the most challenging part of the renovation. A permit is required and the whole process should be photographed and documented. These spaces should be well drained, well ventilated, and routinely checked for faults. It is better if they are designed away from the exterior walls but, on the other hand, windows are very useful for venting the moist air and in asuinrakennus the bathrooms are already added near the windows in the previous renovation. New bathrooms should be ideally built with the simple principle of ''a room inside the room'' as completely insulated spaces. (From the publication of Rakennusperienteen Ystävät Ry: Hygienic Facilities in Old Houses) They should be continuously ventilated with supplement of fresh air and exhaustion of damped air.

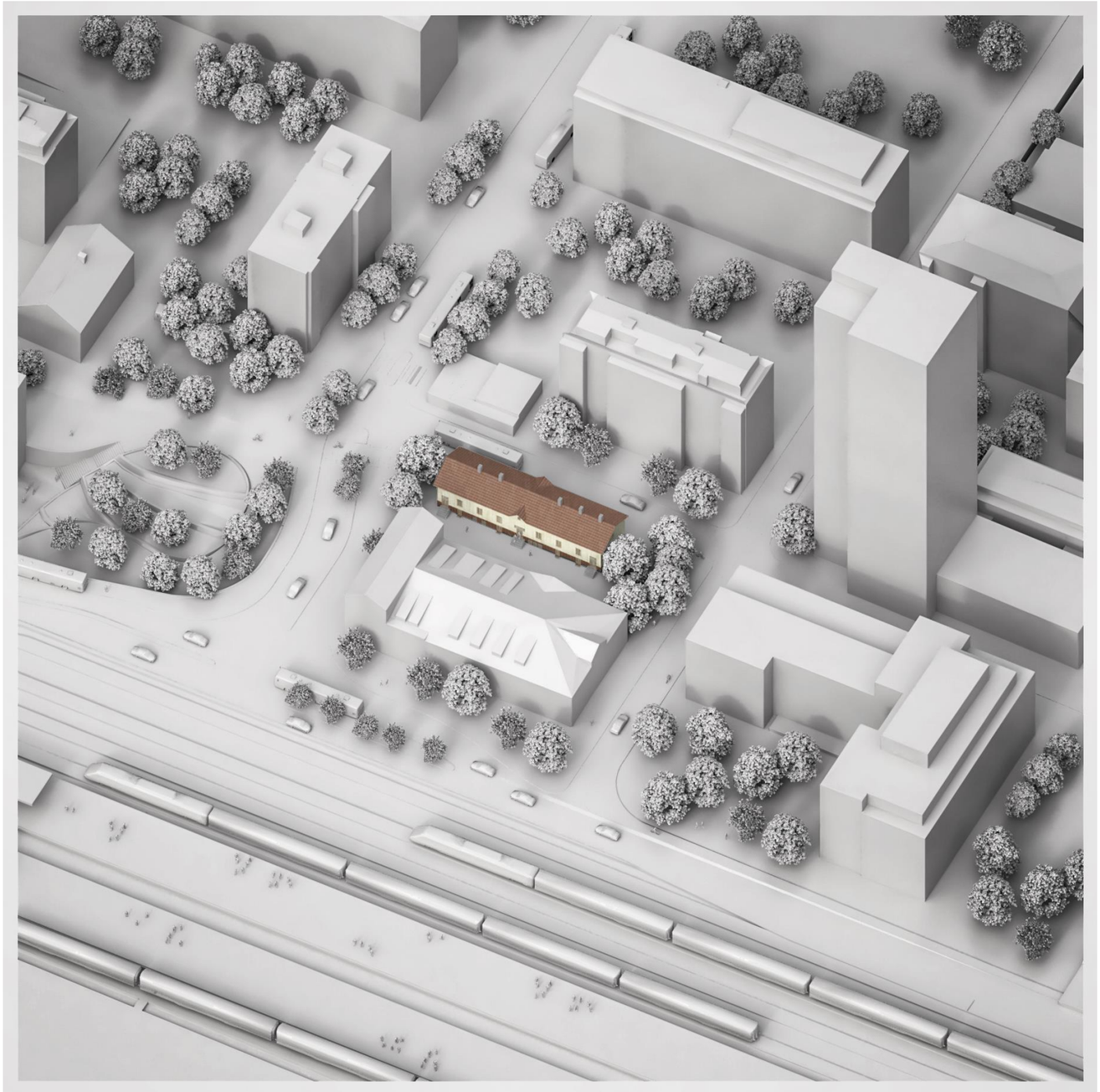
Implementation of new bathroom floor. Construction begins with floor structure, piping and insulation and floor heating pipes if needed. From the publication of Rakennusperienteen Ystävät Ry: Hygienic Facilities in Old Houses

Templace

Templace

A Temporary Space in the Center of Tampere

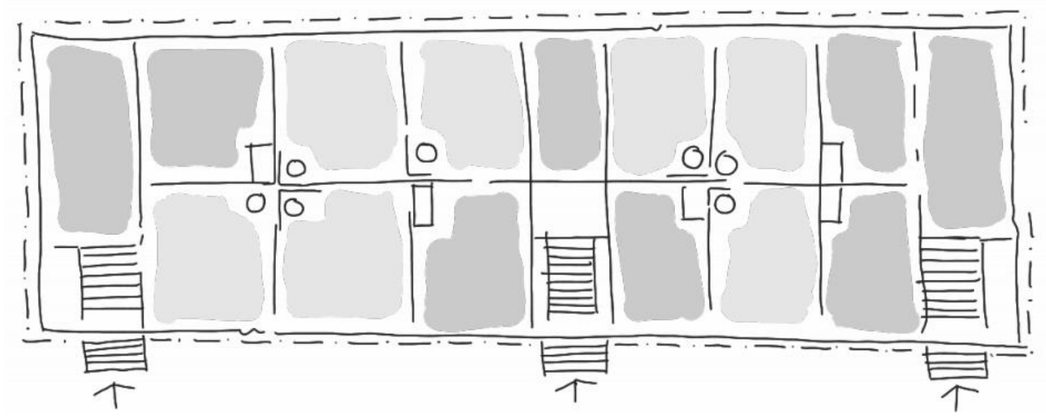
The old railyard house will continue to function as a residential building. It can offer traditional rooms for temporary residence, but also a more dynamic space for public use. The old freight station next door, now as a brewery, will naturally provide a chance for the semi-public use of the old house, and the two buildings can form an active urban spot together. Finally, in the city scale, this temporary space provides the necessary small-scale, easy-to-use space available for participation of the citizens in transformations of the city.

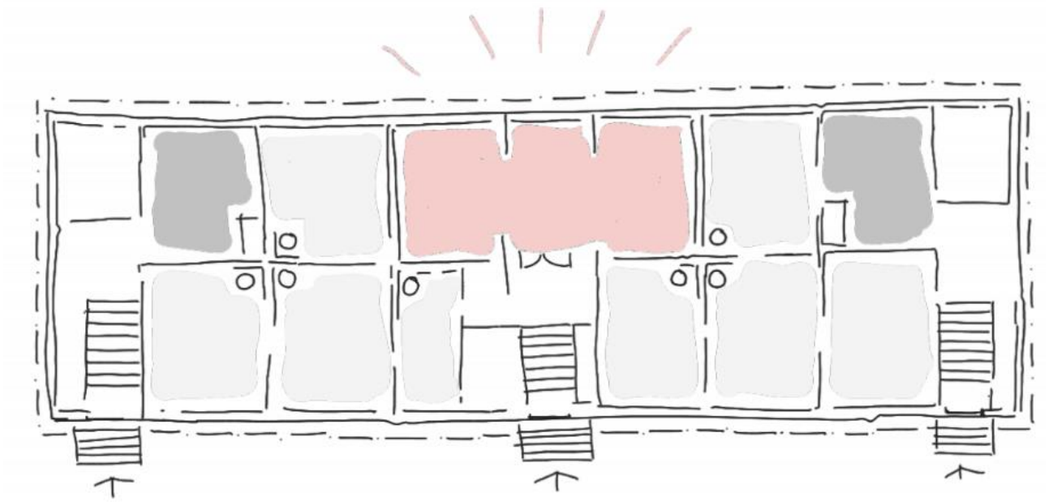


Main Idea

The overall idea is to preserve the natural purpose and layout of the building for accommodation but imposing enough changes to activate it and make it compatible for contemporary use. The rooms are designed for temporary stay and a larger multiuse space is opened in the center as the active heart of the building.

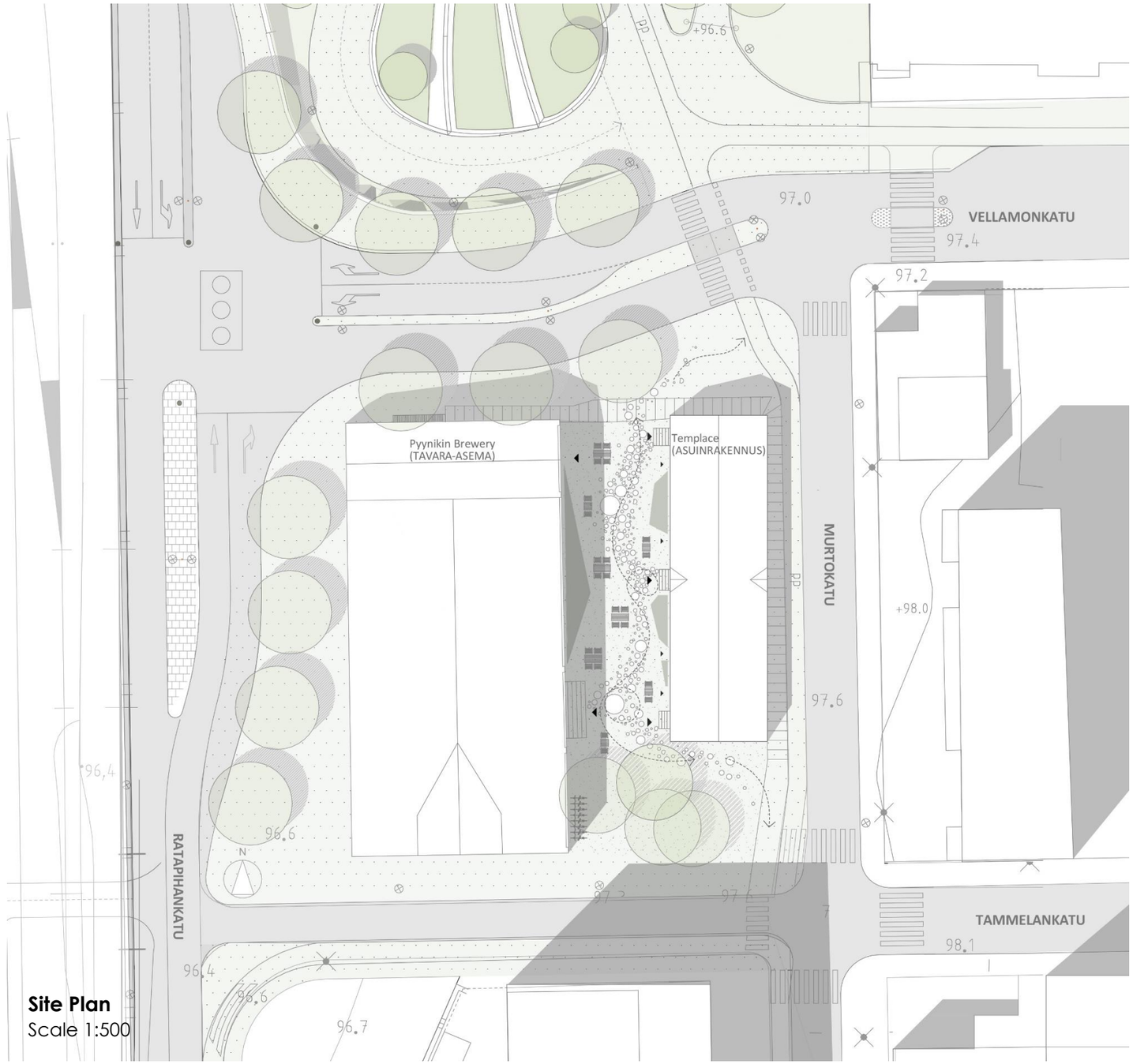
The changes may partially seem more than what is common in conventional preservation methods, but I believe they add more to the new life of the building than what they take away.





Settings

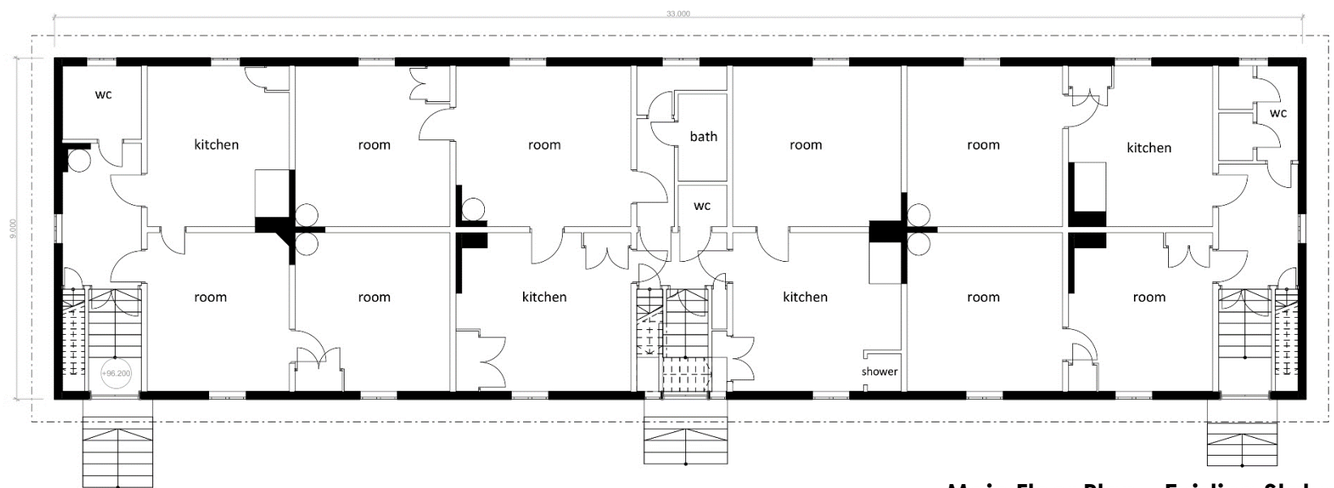
The two railyard buildings in their new settings share a quiet and comfortable yard. As the traffic is guided around the block, the in-between space can be used by both buildings users as a gathering space or a summer garden. This enclosed space can be inviting to the passersby as well.



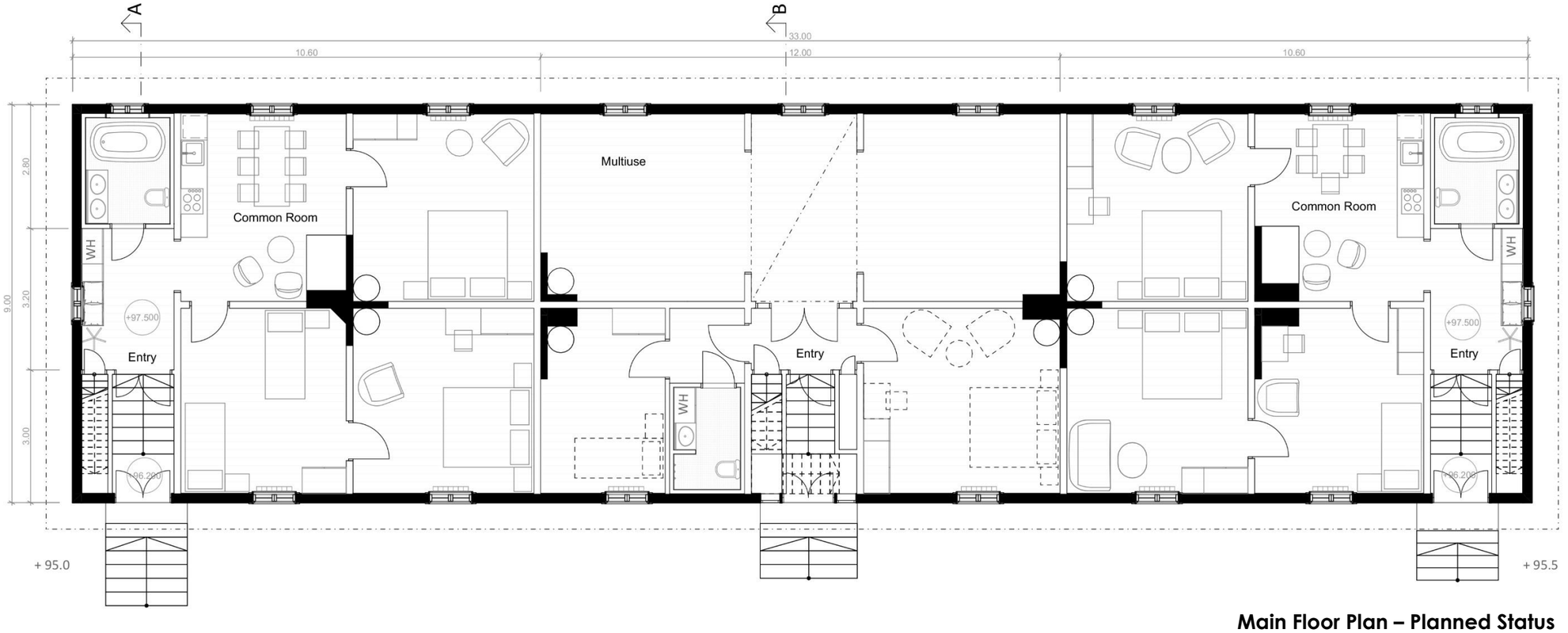
Site Plan
Scale 1:500

Interior Spaces

Rooms are located on both ends of the floor plan, and the kitchens will be transformed to common rooms. Large bathrooms will serve these rooms on each side. The major changes are focused on the central part where previous renovations have already deformed. Two kitchens on either side of the central entrance are changed to rooms and a bathroom serving them. These rooms can also be integrated to the multiuse space if needed. The current old bathroom and the additional closets will be removed to make space for a central open space and a better entrance experience.



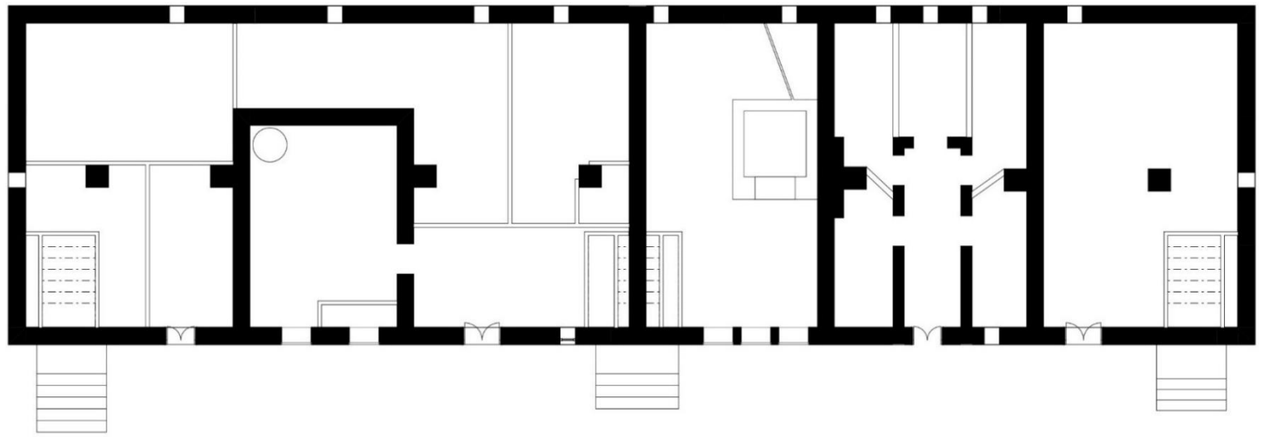
Main Floor Plan – Existing Status
Scale 1:150



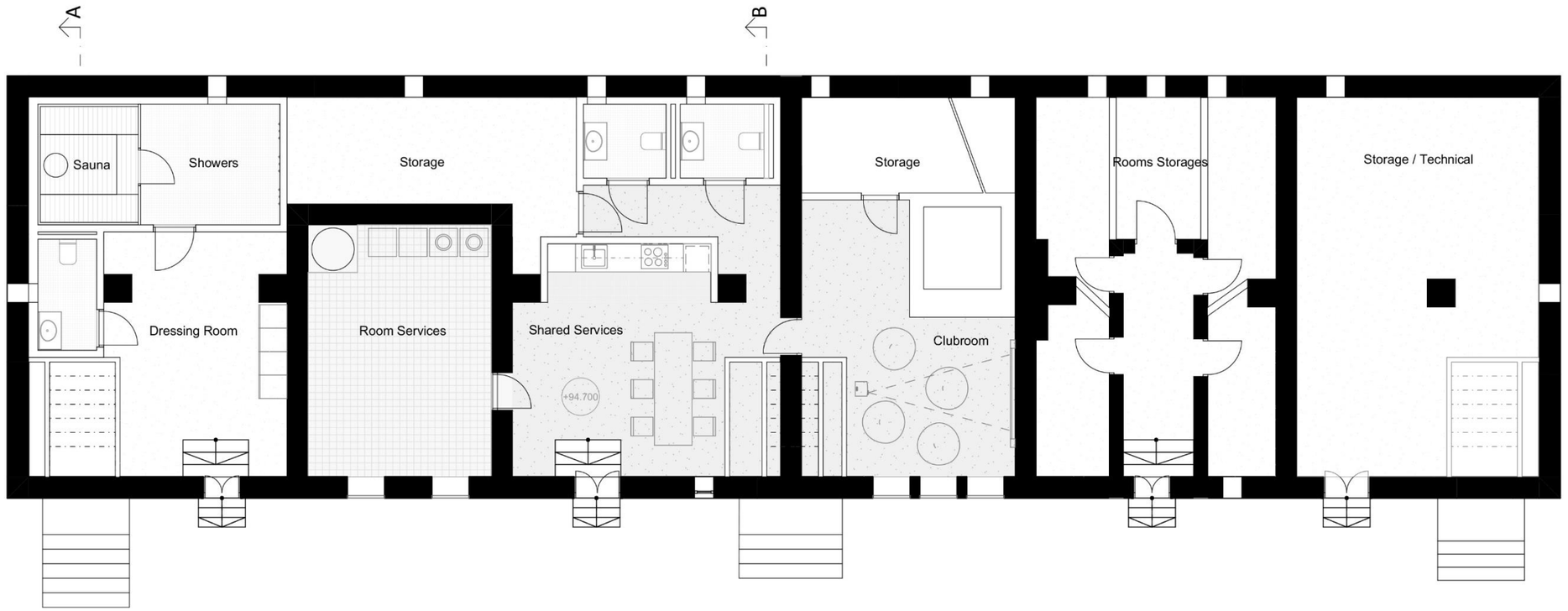
Main Floor Plan – Planned Status
Scale 1:100

The sauna and services are located in the basement. The wet spaces are located so that every space can be thoroughly insulated and ventilated from the hatches on the eastern and northern walls. A clubroom is also provided as the basement has been used for. Generally, the central spaces provide the needed amenities for the multiuse space on the first floor, and the sauna and room service areas provide services for the rooms.

At the time, the basement floor is not accessible for closer study. Therefore, the drawings are made based on the original floor plans and deductions.

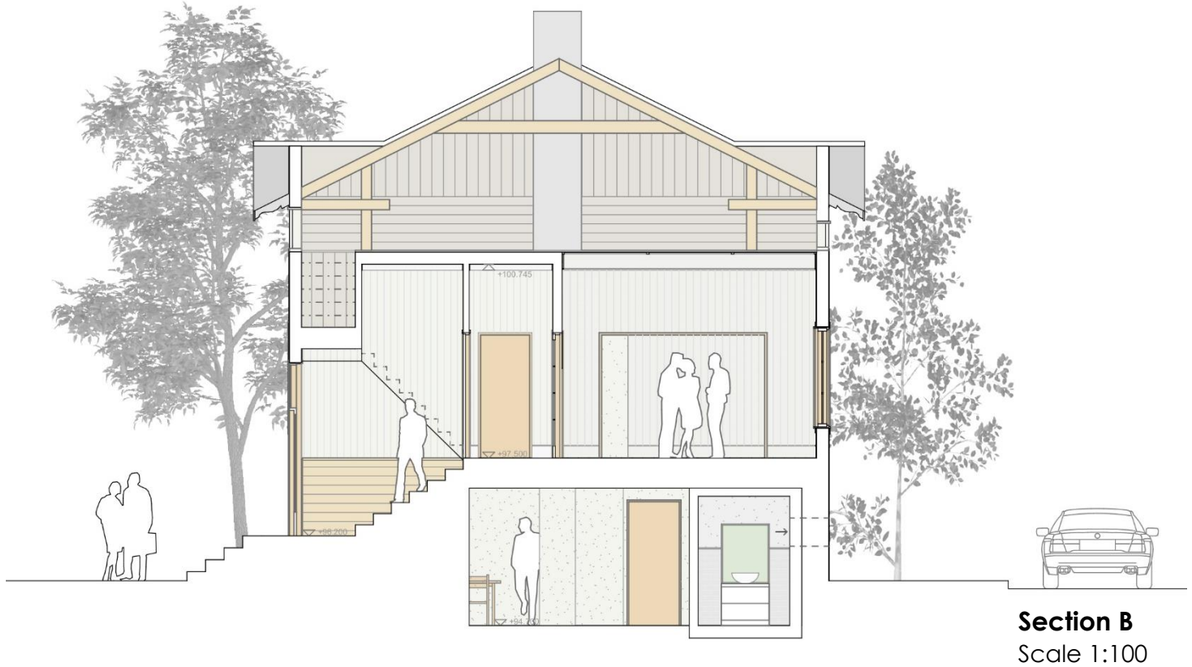


Basement Floor Plan – Existing Status
Scale 1:150

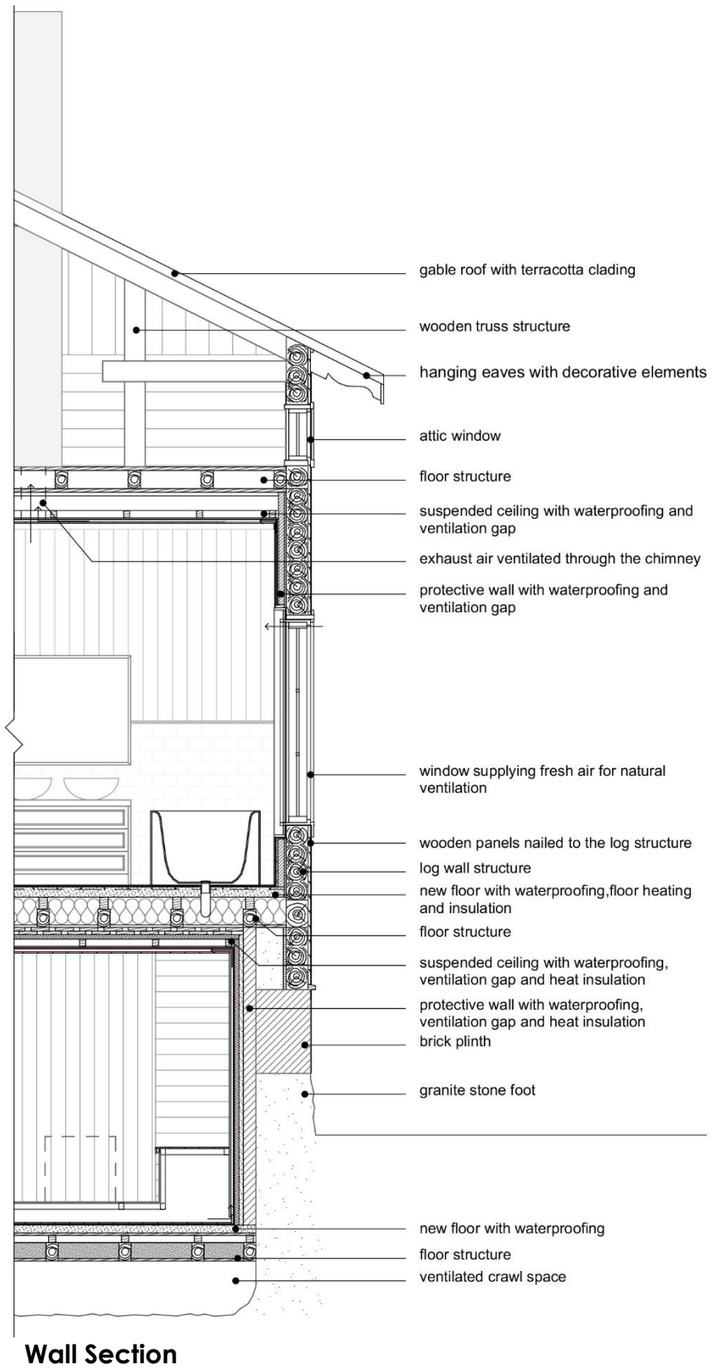


Basement Floor Plan – Planned Status
Scale 1:100

Section A
Scale 1:100



Section B
Scale 1:100



Wall Section
Scale 1:50

Temporary Housing

Rooms should be renovated with respect to the original style. Wooden flooring, and plaster and wood for walls. Wallpaper is also a suitable decoration as they were very common in housing and railway buildings in late 1800's and early 1900's. Mostly with plant patternsand blue, green or brown colors. (National Board of Antiquities repair card: Station Managers' House) Interior spaces are still heated with the old furnaces and additional radiators from previous renovations. Finally, furniture and lighting adds the modern touch in the traditional Finnish inspiered spaces

Amenities

Bathrooms are desigend as spacious rooms, well-insulated and well-ventilated. Windows and the gap under the doors provide fresh air flow for the natural ventilation through the chimneys. As the optimal places for bathrooms are so that they occupy the windows, they can be considered as spacious well-furnished rooms.

The two kichens are shared between the rooms. They are like living rooms for the residents. The new kitchen furniture are located so to preserve the old masnery stove of the house. A larger kitchen is placed in the basment to be used for service and also by the multiuse space users.

The Multiuse Space

Heart of the building is the public space opened up in the middle for temporary use. As the old wooden house continues to function as a residence, it will be visited by a limited number of people. An active public space will invite more visitors and users to the protected building. The opening in the ceiling, if technically possible, displays the beautiful wooden attic and the traditional log structure of the roof.
In the block scale, the public space inside Asuinrakennus interacts with Tavara-asema's new use as a brewery next to it. These buildings can function together. They can interact to re-improve the evening life of the cluster, or they can function to complement it by inviting day-time activities to the cluster. Temporary users are the key-driving agents of this space. The creative users that have the potential to initiate new ideas and activate the space.

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The End