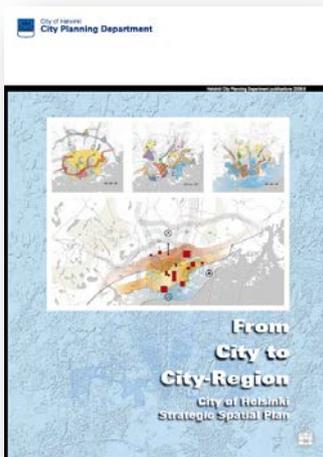


Metropolitan Helsinki

From the City of Helsinki
Strategic Spatial Plan
2009

<http://www.hel.fi/www/helsinki/en>

The City of Helsinki's strategic spatial plan is a spatial development strategy for the city-region and consists of a set of development policies and spatial planning framework. It is prepared once per Council term, i.e. once every four years. The spatial plan analyses the future of the city-region and its development needs and presents a Vision of the city region's future principles of spatial development over the next three decades.



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Department

From City to City Region

Setting the Vision

"From City to City-region" contains policy statements, which create the basis for Helsinki's new spatial vision. For the first time in Helsinki's history, the guiding principles for future development go beyond the city boundaries and take account of the region as a whole. The plan sets out the economic, social and environmental relationships, and their impact physically upon metropolitan development for the next 30 years. The integrated relationships are set out in a series of policies grouped around key issues of business activities, housing, city landscape and regional structure. These form the strategic spatial framework to guide future development.

The vision consists of key themes, which are developed into a set of spatial strategies. The spatial strategies then form a series of policies under each main heading of the key themes. The policies in turn show the physical demands of city growth and population needs upon the city-region structure. It is population and economic innovation which are the drivers of change. The policies translate into a programme of development proposals, which are visualised by means of maps that represent the relationships between the key themes. Together, the maps indicate how the proposals are to be implemented over time to achieve Helsinki's spatial vision

There are four key maps representing the key themes. Three of the maps are grouped around an integrated set of relationships, but for simplicity, are shown functionally, namely:

- Successful Business,
- City Living,
- Dynamic Cityscape.

The fourth map – 'Towards a metropolitan city-region', represents an integration of the most important regional elements from each of the three functional maps into a single metropolitan city-region spatial development strategy plan. This map forms the basis of the principles to be applied in the development of the Helsinki Metropolitan Area, while the previous three maps pertain to the principles for the development of Helsinki and the areas directly connected to it.

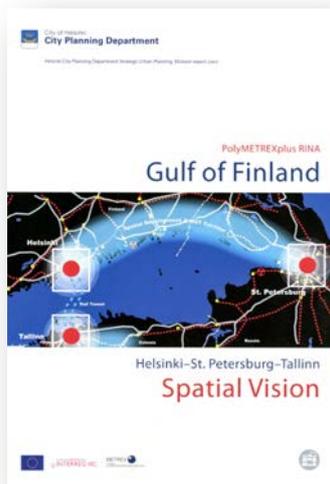
Key Policies

European integration and Globalisation

The Helsinki city-region will be developed as a European city in relation to other large metropolises worldwide.

Public transport projects will be developed hand-in-hand with the development of the urban structure of the city-region and will be of national significance.

The development possibilities for the Helsinki city-region are closely connected to the development of the Helsinki – St.Petersburg – Tallinn triangle. The requirements of a much stronger Saint Petersburg- Helsinki– Tallinn axis will be taken into account in spatial planning.



From City to City-region

S1 East-West corridor of the metropolitan city-region

The main development corridor of the metropolitan city-region will connect the rest of the city-region together through the centre of Helsinki.

S2 Development corridor of National and regional significance

The areas located near the current and planned rail and metro lines offer excellent opportunities for the construction of new mixed housing and business developments. There are also nationally significant connections to the cities of inner Finland. The established structure of the city-region will be strengthened and the connections to the central areas of the region will be improved.

S3 International East-West development corridor of the city-region

The development of the public transport network will enable better connectivity between the development proposals on the city-region periphery to the central areas of the Capital region. The connection from the west coast of Finland to Saint Petersburg will emphasise the international role of the new development corridor. This will require the development of the city-region towards the coast, which will provide better spatial balance to the city-region's structure.

S4 Cross-town connectivity at the city-regional level

The current cross-town connections will be improved to benefit the city-regional structure and to meet the requirements of future business and living activities.

S5 Maritime urban city-environment

New development areas will be mainly located around the bays of Helsinki, creating the opportunity to make new urban shorelines that will provide a new type of city-landscape.

S6 New inner city

The inner-city is to be expanded from the city-centre to Ring- Road 1. This will make Helsinki more compact and represents a more efficient use of land. The urban land-uses are the most versatile of the city-region and, by making them more compact and dense, will increase the versatility of the city and its region. Special attention will be given to improving the public transport connections to the high-quality urban parks and recreation areas. The characteristics that create the identity of local neighbourhoods will be preserved.

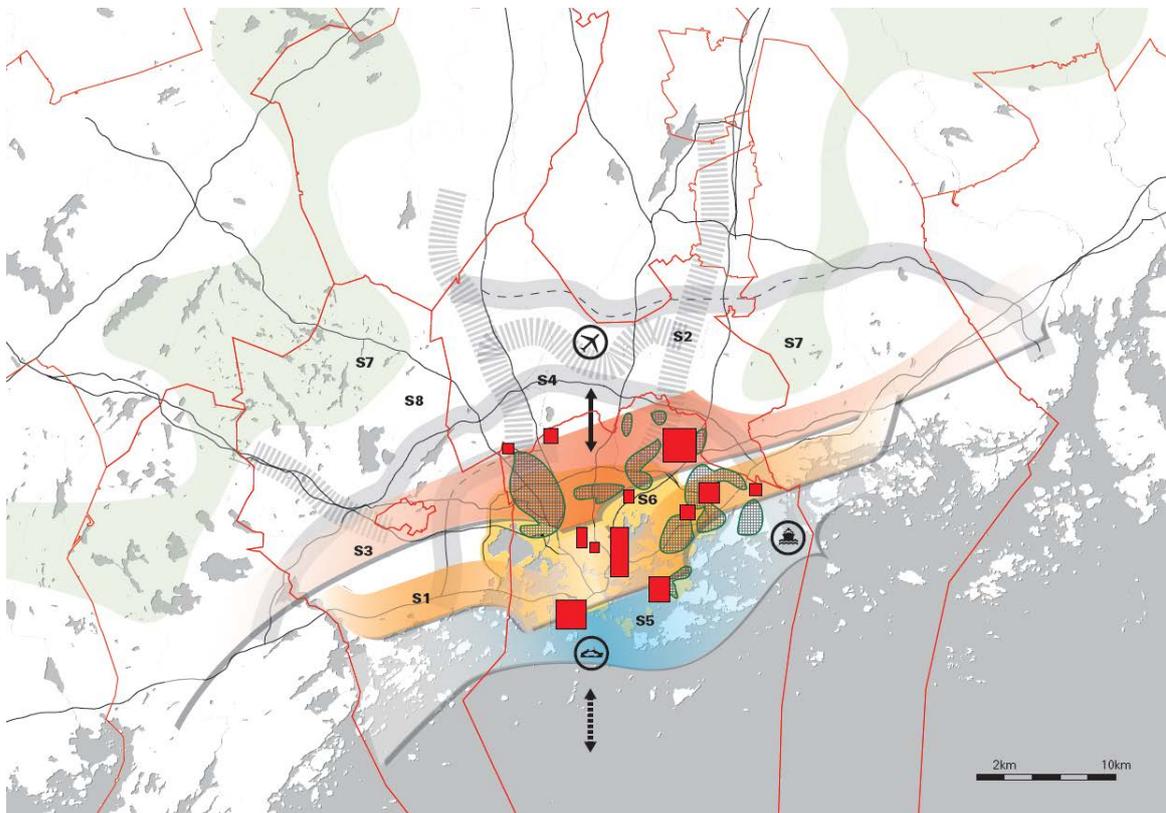
* International airport of the metropolitan city-region

The spatial significance of the international City-Airport will be given top priority in respect of future development of the cityregion.

* Connectivity to the city-centre

The Strategic Plan recognises the need to improve the public transport connection between the Capital's main centre and the international airport. The new connection will be implemented taking into account the needs of business and tourism, the movement needs within the city-region and the increasing importance of the City-Airport as a hub for the amount of traffic to and from the Far East.

Policy context map



*** Passenger harbour for the metropolitan city-region**

The Strategic Plan aims to improve the connections of the city's harbours to the Baltic Sea and the rest of Europe. The location of the harbours in the city centre is considered fundamental to the economic success of the city-region.

*** High-tech commercial harbour of the metropolitan city region**

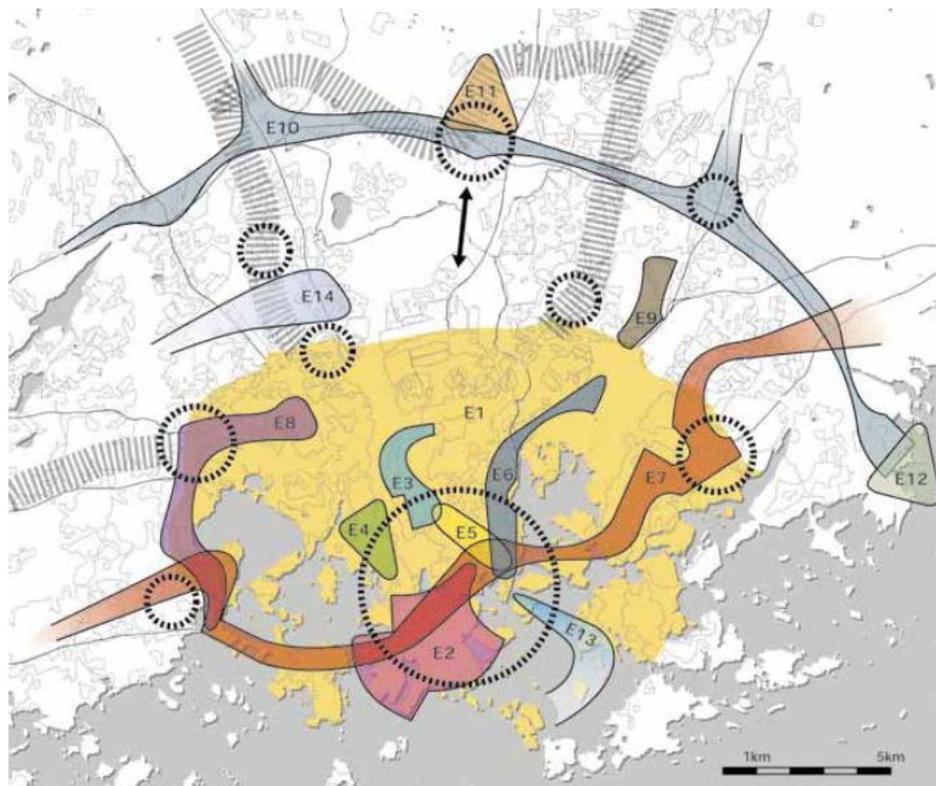
The connection of the new high-tech harbour to the harbours of the Baltic Sea and the rest of Europe will have significant economic benefit on the development of the business life and logistics of the city-region as a whole.

S7 Core area of the natural forest environment

The metropolitan city-region will become more compact thereby furthering the need

Enlarging the Inner City and service clusters

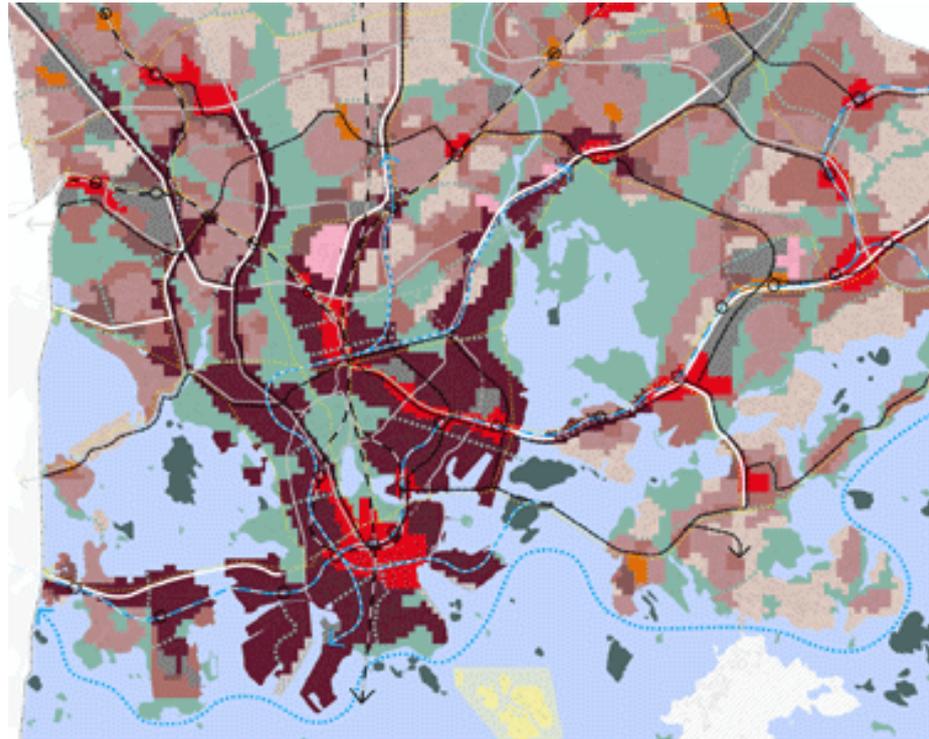
- E1 New Inner City
- E2 Main City Centre
- E3 City Centre expansion areas
- Digital media
- E4 Medicine
- E5 Financial capital
- E6 Science and Arts
- E7 East West corridor
- E8 Technology Zone
- E9 Small scale Industrial Park
- E10 Ring III Zone
- E11 Business area around the Airport
- E12 Commercial Harbour
- E13 Tourism
- E14 Ring II Area
- Railway Zone
- Consumer goods centre



Proposal for the Helsinki City Plan

Submitted to decision-making process October 2015

The City Plan has now been approved by the City Planning Committee (November 2015) and is now 'on deposit'.



City Plan proposal

The city plan proposal is based on the draft that was completed one year ago. The basic solutions in the plan remain the same: The plan proposes that Helsinki grows into a dense city with several centres connected by rail traffic. The central city would expand alongside motorway-like areas transformed into city boulevards. Helsinki would still be a green city, the strengths of which include city forests and cultural environments.

Of the new construction activities, roughly one third is located in the central city expanding alongside the city boulevards, one third is implemented as supplementary construction, especially in rail traffic nodes, and one third in new construction areas, such as the Malmi airport.

The boundaries of the construction areas have been revised in places based on feedback obtained and additional surveys carried out. The proposal now includes the surroundings of the Rastila camping site as a new construction area. A camping site location has been appointed in Uutela.

The Tuomarinkylä Manor and Tali golf course areas have been reviewed in cooperation with the operators in the areas.

City Plan

The city plan is a long-term land-use plan used to guide the development of the city's community structure. It affects what Helsinki will be like over the decades to come.

One of the reasons a new city plan is necessary is that Helsinki needs to be able to provide reasonably priced residences for its growing population. The starting point for the city plan is goal based on which Helsinki will have around 860,000 inhabitants in 2050.

The city plan creates the basis for the city's financial success.

After the completion of the proposal, additional surveys have been made concerning the financial effects of the city plan, the regional effects of the city boulevards and the Hämeenlinnanväylä city boulevard as well as the regional effects on the Natura regions.

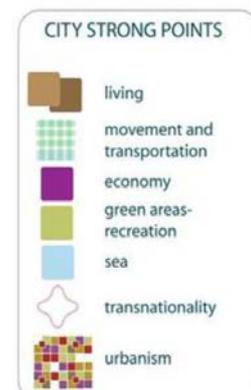
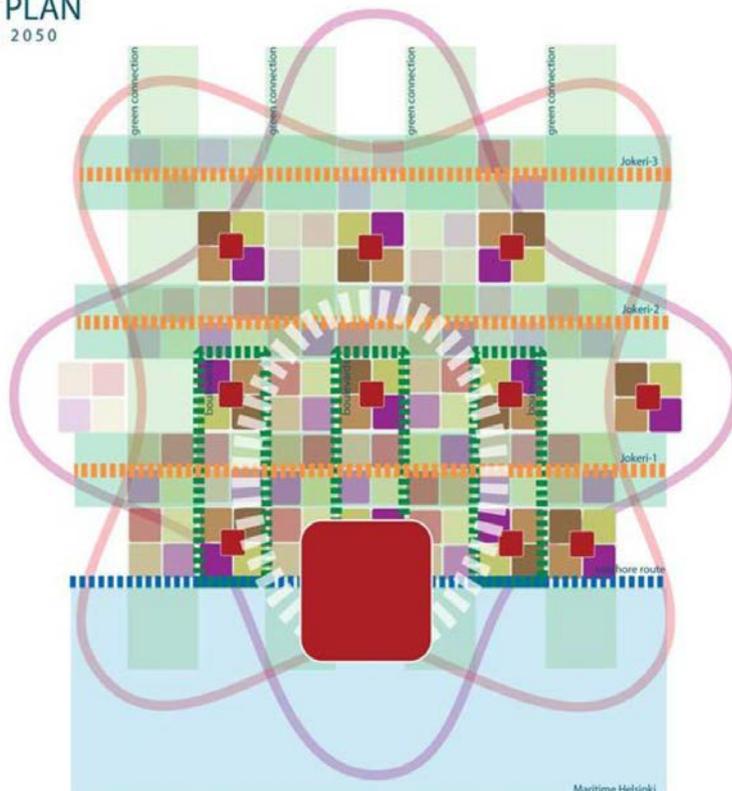
It has been estimated that the city plan will make it possible to carry out private construction investments worth EUR 45 billion by 2050. The corresponding required infrastructure and traffic investment would amount to EUR 10–12 billion. This shows that the city plan may have major financial effects, says Rikhard Manninen, Director, strategic urban planning division.

Consultation

After the City Planning Committee has approved the proposal, statements concerning the proposal will be requested and the proposal will be published for the submission of opinions. The opinions and statements will be discussed in the committee in autumn 2016. The proposal will then be subjected to decision-making in the City Board and the City Council at the end of 2016. Also an implementation programme will be prepared for the city plan, detailing the sequence and schedule for planning implementing the city plan.

City Plan Vision

CITY PLAN VISION 2050



Urban form

In order to cope with more people the city has to have a more urban, denser city structure. Densification of the urban structure supports the development of an ecologically efficient urban structure. City plan key themes:

1 Densifying city centre

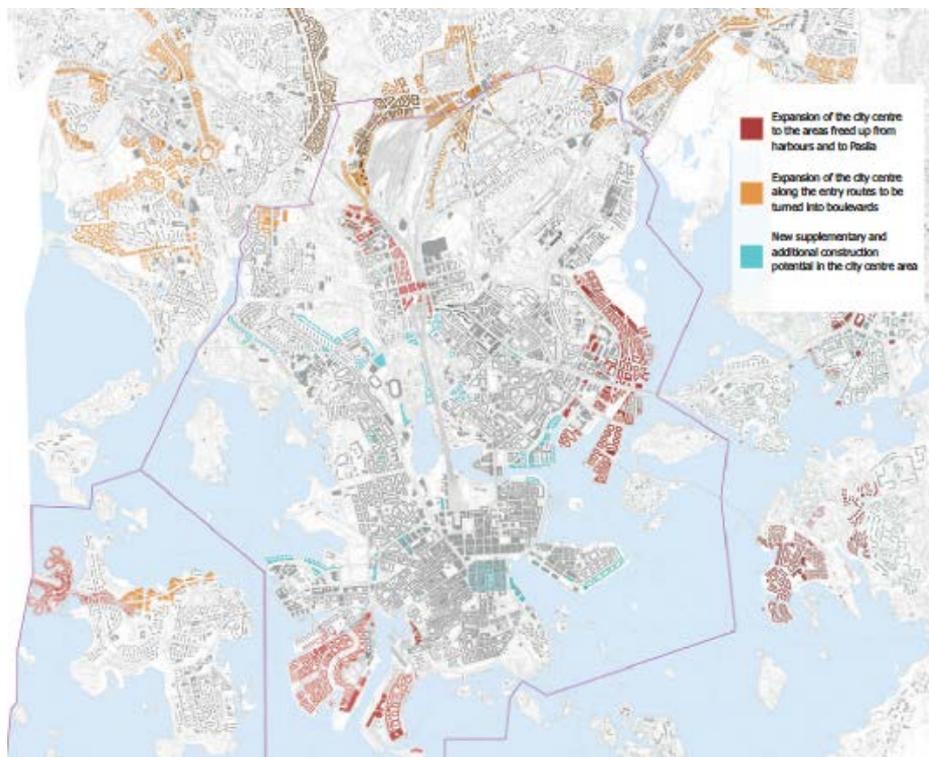
The city plan will allow a denser urban structure as well as new investments in the city centre. New business premises can be implemented below the street level in courtyards.

2 The Inner City extends northwards and will create more jobs

The city centre will be extended towards Central Pasila, some 3 kilometres to the north of the downtown. A new economic axis along the Pasila–Vallila–Kalasatama areas will become a significant business centre.

3 New housing development in central Helsinki

According to the city plan draft, there is a building potential for about 45,000 new inhabitants in central Helsinki. Hakaniemenranta is one example of the densifying seaside neighbourhoods.



Housing development proposals

4 New transverse rail connections

Helsinki has a good radial public transport system of trams, metro, commuter trains and busses. The City Plan aims to invest in more rail transport. The traffic network in the city plan draft is based on a light rail network. Transverse lines connect the radial lines into a traffic Network.

5 City boulevards

The city plan draft proposes that existing motorway-like traffic routes be turned into urban city boulevards with new mixed neighborhoods of housing and workplaces built around these city boulevards.

6 Network of green areas

Recreational and green areas form an interconnected network. Transverse green corridors link the main green areas, the 'green fingers'.

7 Suburban centres

The aim is to create lively suburban centres. Important suburban centres include Malmi, Itäkeskus, Herttoniemi and Kannelmäki.

8 A City by the sea

The city plan aims to emphasise the seaside image of Helsinki. The City by the sea offers top-flight recreational areas that are easier to reach than currently. The city's extensive seaside trail ties all the seaside recreational areas together. New islands opened up for recreational use offer inhabitants and visitors the chance to get to know the Helsinki archipelago.

9 Malmi airport area to be developed

One of the most important future housing development areas is the Malmi airport area. It may one day be a neighbourhood of up to 25,000 people.

10 Areas reserved for industrial and office use

Commercial activities will always be welcome in Helsinki. Even though a mixed urban structure is ideal, areas reserved for industrial and office use are still needed. Examples of important commercial estates include Herttoniemi and Pitäjänmäki.

How to read the City Plan

The city plan draft does not define clear borders between areas. The city plan is a plan for planning, enabling certain things. It provides the basis for more detailed planning of the urban area. From the point of view of land use, the city plan draft only deals with the most important issues.

City Plan

The city plan map consists of squares with each square equalling an area of one hectare, i.e. 100 x 100 metres. Each square is marked according to its primary use. Areas that are primarily residential are coloured brown. In addition to housing, these areas contain parks, businesses, services, recreational areas and streets.

The land use of adjacent squares may also be planned by taking into consideration the primary uses of both adjoining squares. Any demarcation issues will be resolved in detailed planning. Areas marked 'city centre' (Kantakaupunki) include important recreational areas, such as Lapinlahti Hospital campus, Kesäranta and Mäntyniemi. These areas are to remain unaffected.

The green and recreational areas include conservation areas, such as nature reserves and Natura areas. Their detailed borders are not displayed in the city plan draft but they, along with other protected areas, must be carefully observed in detailed urban planning.

