8 METROPOLITAN GOVERNANCE AND STRATEGIC PLANNING – ALLIANCES AND AGREEMENTS

An important task of the continuation work of the Greater Helsinki Vision 2050 ideas competition is to envision processes and institutional structures of metropolitan governance. Not only in Finland the ‘metropolitan region’ is a new and experimental unit beyond cities or regions.

Collecting best practices from other countries is important to feed discussions between Helsinki region’s cities and other actors. Any strategic initiative or plan for the region needs wide and long-term commitment. A key question is how to produce this common vision!

8. METROPOLITAN GOVERNANCE AND STRATEGIC PLANNING – ALLIANCES AND AGREEMENTS

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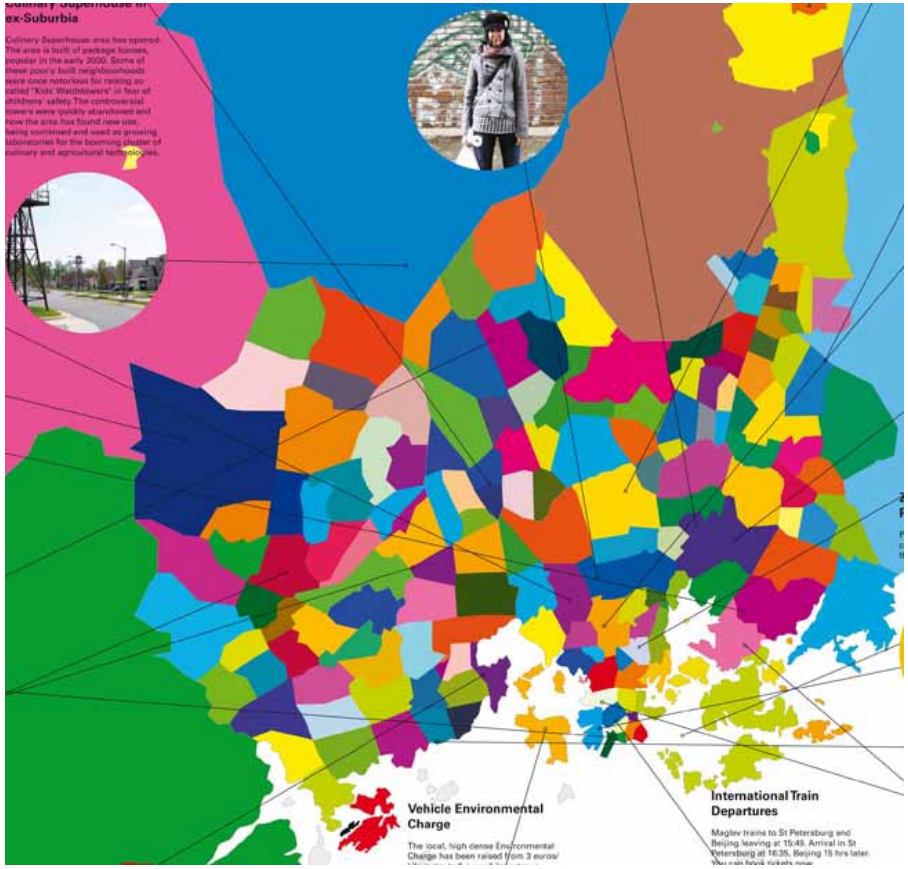
8.1
City-Cells

Metropolitan governance can be established through different institutional structures and processes. As the term governance often implies, the new structures and processes combine state and private initiatives as well as public and private sources. ‘City 2.0’ adds one dimension to the new governance setting by introducing basic democratic features. These are combined with strong positive leadership (open mayor) features but also with regional citizen assemblies.

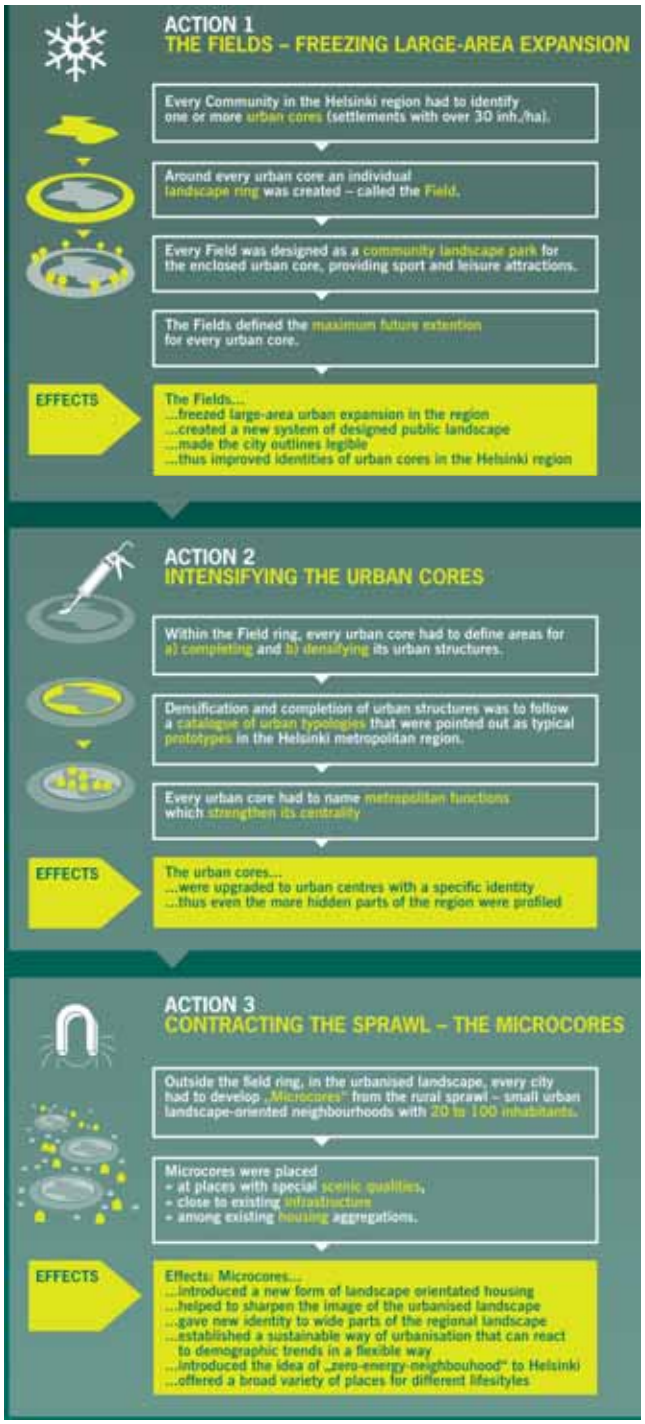
The idea, as proposed by the entry *Towards City 2.0*: The social innovation system of the Helsinki Metropolitan Region implies a new kind local government. At the core are the citizens and their communities. Local administration supports their ideas and motivation to create new tools for improving their well-being. This support is channeled through the "city-cells", i.e. arrondissements or neighbourhoods that consist of 10.000 to 25.000 inhabitants. The support can be money, expert services or space. At the top is the mayor of the metropolitan area.



8.2
Metroscape Toolkit

Spatial planning and land use allocation are a sensitive issue in the metropolis. Fair and appropriate procedures need to be invented to achieve positive competition and better cooperation. New instruments or routines are needed to support this.

In the entry *Metroscape Helsinki,* Greater Helsinki uses the ‘metroscape toolkit’ for regional growth management. It includes three spatial strategies (1) to freeze large area urban expansion, (2) to intensify urban cores, and (3) to contract sprawl in general. These are combined with a flexible set of implementation rules: The allocation of population growth is not master planned; it follows the logic of supply and demand. — Every community makes demographic monitoring to perceive trends and to define its future demand. — Every community defines ‘Cores’, ‘Fields’ and ‘Microcores’ (see e.g. idea cards 2.4, 3.2 and 3.3). — Every community supplies the demand for new urbanisation both within the Cores and outside the Cores via Microcores. — Communities decide flexibly whether to provide more Core housing or more Microcore housing. — All Microcores have to be self-supplying in terms of energy in order to match the sustainability objectives.



8.3
Design based, infrastructure based and policy based planning

According to the entry *(R)evolver*, the key issue in planning in HMR is to decide how to *guide* the change. The authors propose three different types of planning activity:

• *Design based planning*, that has dominated the Finnish planning, is most suitable for locating large quantities in areas where the land ownership is not shredded. Typical implementation areas are extensions of continuous built structure in virgin landscape (e.g. by transportation lines).

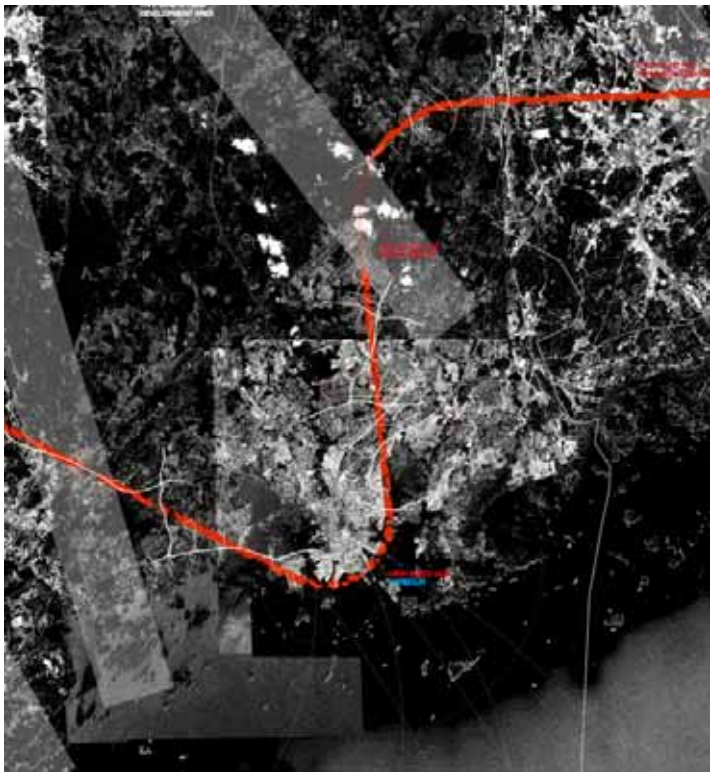
• *Infrastructure based planning* is most effective in suburban fringe, where totalistic design based strategies can lead to opportunistic land speculation. The strategy is more evolutionary based. It *guides the development by targeting voluntary investments according to infrastructure* and encourages voluntary activity.

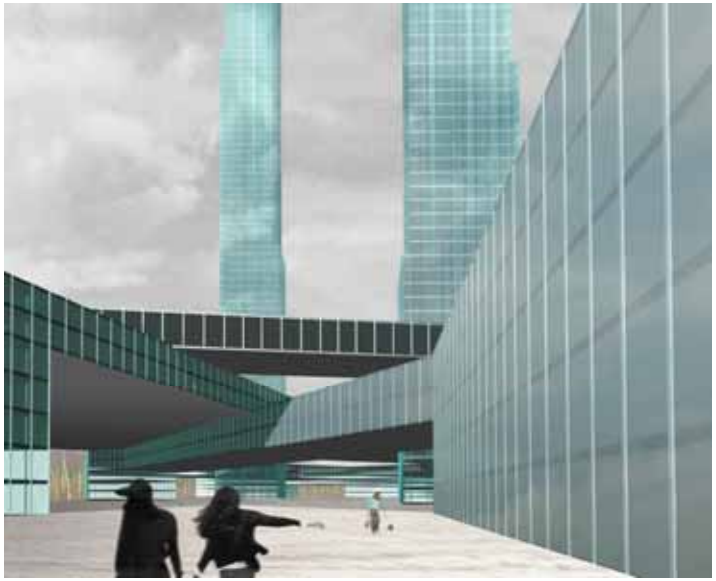
• *Policy based planning* sets the framework for development in outer fringe areas where allocation of large investments or detailed regulation and is not motivated. Policy based planning aims at binding up the true land use potential with spatial typology.

8.4
Private-public infrastructure development

Mobilizing resources is one essential feature of governance actions. These resources are varied, range from know-how and innovation to the classic resource of ‘finance’. Providing in particular private finance for large scale infrastructures seems to be an essential issue for the metropolis.

The idea of “LINE_TM” is based on the idea of Public-Private-Partnership. The design will provide benefit for owners of existing land. However this benefit will only happen, if the infrastructure, mainly the high-speed transportation system, will effectively be built. This increase in value is the main source for financial back-up of this inter-regional and international project and will be devided between existing land owners, the governments and the chosen investors. The development must begin in the existing city centers and the high-speed inter-city connection, while the local stop system can be built up over a long period of time. The current dynamics of the existing city centers will provide the initial thrust to lunch and accelerate the project. (See also e.g. idea cards 1.4 & 7.5.)

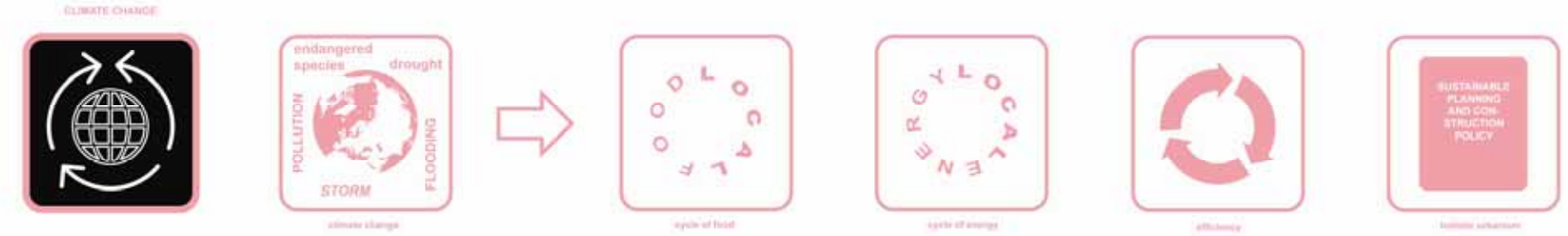




8.5
Addition to legislation.
Part one: Buildings.

Contributions attempt to achieve sustainable planning practices and a sustainable urban fabric. Approaches distinguish between spatial levels and functions. The entry *Holistic Uniqueness* proposes that an addition, a **sustainability policy** as a mission statement, is developed to building law. Concerning buildings, the addition would posit following aims:

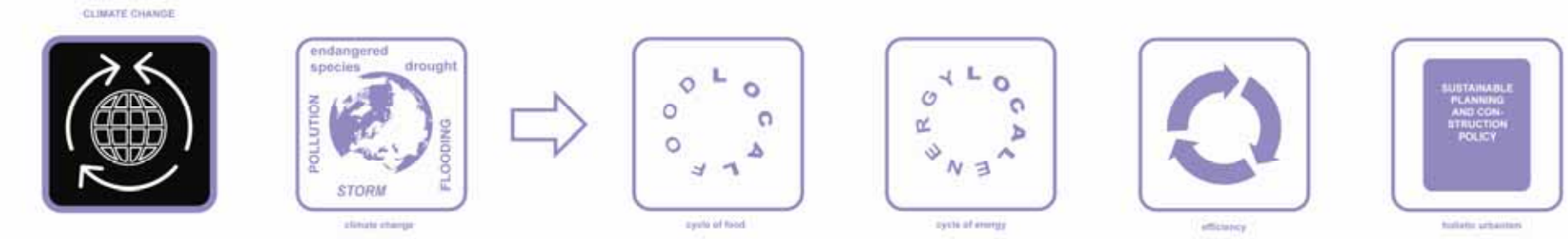
• Build flexible buildings that incorporate the opportunity to enlarge, reuse, build on top, hang from, connect to. One prerequisite is high ceilings
• Provide permeable surfaces for slow infiltration of water
• Optimize views to increase life quality
• Use Winter Gardens as heat buffers and as recreational facility in cold season
• Optimize sun orientation to increase solar gain
• Apply intelligent and renewable materials
• Use green roofs to keep surface water in the area, to advance micro-climate and reduce pollution
• Construct buildings with good surface-area-to-volume-ratio to use as little energy as possible.



8.6
Addition to legislation.
Part two: Neighbourhoods

Contributions attempt to achieve sustainable planning practices and a sustainable urban fabric. Approaches distinguish between spatial levels and functions. The entry *Holistic Uniqueness* proposes that an addition, a **sustainability policy** as a mission statement, is developed to building law. Concerning neighbourhoods and municipalities, the addition would posit following aims:

• Transform and reuse, rather than demolish, existing buildings
• Optimize wind orientation to ensure protection from the wind and good ventilation
• Arrange new buildings as noise barriers
• Preserve and enhance biodiversity through rich and diverse landscaping
• Create SUDS (Sustainable Urban Drainage System)
• Build showrooms for sustainable technology to communicate and get people involved (edutainment)
• Create dense settlements to efficiently utilize infrastructure and to seal as little ground as possible.



8.7
Zero Emission Towns

The entry *Towards City 2.0* suggests a rich variety of strategies to achieve more sustainable solutions: bottom-up, top-down, commons and social entrepreneurship.

As 80 % emission cuts are not easily achieved through incremental change, the entry suggests a top-down strategy: total tax freedom for zero emission towns (ZET). Such politically decided incentive should lead to very positive economic circle. With no income tax, the residents of a ZET are “rolling in money”. Ideally, a zero emission zone thus becomes an attractive model.

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In Britain, Urban Enterprise Zones (UEZs) encourage development in blighted neighbourhoods by offering entrepreneurs and investors tax and regulatory relief if they start businesses in the area. The experience shows that area-based easing of regulations or monetary incentives do also have negative externalities, which should be taken in account in Zero Emission Zones.

8.8
Landscape strategy

The entry *Thirdlife* is structured around four regional frameworks: landscape, network, sea and social equity. The implementation of each thematic vision is guided by regional agreements between stakeholders.

In this context, the entry suggests a landscape strategy where “the rivers are appointed as framework for sustainable development of the region”. River valleys are developed as spatial and ecological network, which connects the other three elements of the “landscape metropolis”: forests, fields and recreation. Topography and river system become a device to organise land use, connectivity and third places. (See also idea card 2.10 or 4.3.)

Related ideas include the division of landscape in four categories in the entry *Holistic Uniqueness*: (1) existing ‘natural’ landscape; (2) non-accessible areas where untouched habitats can evolve; (3) programmed landscape and (4) ‘Powerscape’, i.e. socio-technical landscape for eco-energy. (See idea card 3.7.)