

City of Helsinki

Helsinki City Plan

Helsinki is
growing
sustainably

How to read the City Plan

The City Plan provides the basis for urban planning in Helsinki.

The City Plan does not clearly delineate the boundaries for land use allocation. The City Plan map consists of squares of one hectare, or 100 x 100 metres, each. Each square is marked according to its primary use.

The land use of adjacent squares may also be planned by taking into consideration the primary uses of both squares. Any demarcation issues will be resolved in detailed planning. Areas that are primarily residential are shown in different shades of brown. In addition to housing, these areas contain parks, businesses, services, recreational areas and streets.

The density of primarily residential areas

In the City Plan, areas that are primarily residential are shown in four different shades of brown. The darker the brown, the denser the areas will become and the greater the potential amount of construction in the area. The volume of construction is expressed as block density, which is the relationship between the floor area of buildings in the block and the block's overall area.



Primarily residential area

A1. Block density over 1.8. Current districts with comparable density include Kallio, Ruoholahti and Töölö.



Primarily residential area

A2. Block density 1.0–2.0. Current districts with comparable density include Arabianranta, Katajanokka and Herttoniemenranta.



Primarily residential area

A3. Block density 0.4–1.2. Can be compared to many areas built in the 1950s–1970s that feature blocks of flats, such as Lauttasaari, Ruskeasuo and Haaga.



Primarily residential area

A4. Block density under 0.4. Current districts with comparable density include Pakila, Oulunkylä and Tuomarinkylä areas dominated by detached houses.

Contents

The cover shows proportional land use according to primary purpose as specified in the city plan. The areas are predominantly residential areas shown in brown. These cover nearly half of the land area. Recreational and green areas form over a quarter of the overall area. The city plan map included explanations for the colours.

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A mural on Hämeentie in Arabianranta.



Helsinki is growing sustainably

The new Helsinki City Plan sets the direction for the city's growth over the next 30 or so years. The Plan makes it possible to have approximately 860,000 inhabitants and 560,000 jobs in Helsinki in 2050. Helsinki will become a denser city than it is today, with several district centres connected by public transport. The city centre will expand northwards, alongside motorway-like areas transformed into city boulevards.

Of the new construction activities, roughly one third is located in the central city expanding alongside the city boulevards, one third is implemented as infill development in the new regeneration areas of older estates and one third in new construction areas, such as the decommissioned Malmi airfield and in rail traffic hubs.

Sustainable modes of transport are part of the Helsinki of the future. The aim is to ensure that every part of the city can be easily reached by public transport. Walking and cycling will be given top priority among the different modes of transport. The urban structure must be such that everyday services can be obtained nearby. A dense urban structure

and sustainable transport play a key role in Helsinki's pursuit of significant reductions in carbon dioxide emissions. Helsinki's goal is to be a carbon neutral city by 2050.

Good urban life requires adequate recreational areas and the opportunity to enjoy nature. The Helsinki of the future will continue to be a green city whose strengths include extensive unfragmented green areas, city forests and valuable cultural environments. The city's residents need parks, squares and marketplaces that serve as meeting places and event locations. The sea is a strong element of Helsinki's cityscape, and the city has a long coastline. This is something we can all continue to enjoy in the future.

There is high demand for urban housing. The City Plan provides the opportunity to increase the urban housing supply by expanding the city centre to benefit those who value urban living. At the same time, the Plan ensures that the Helsinki of the future will also include green and natural living environments for those who value living close to nature.

Mikko Aho
Executive Director,
Urban Environment,
City of Helsinki



The City Plan in a nutshell

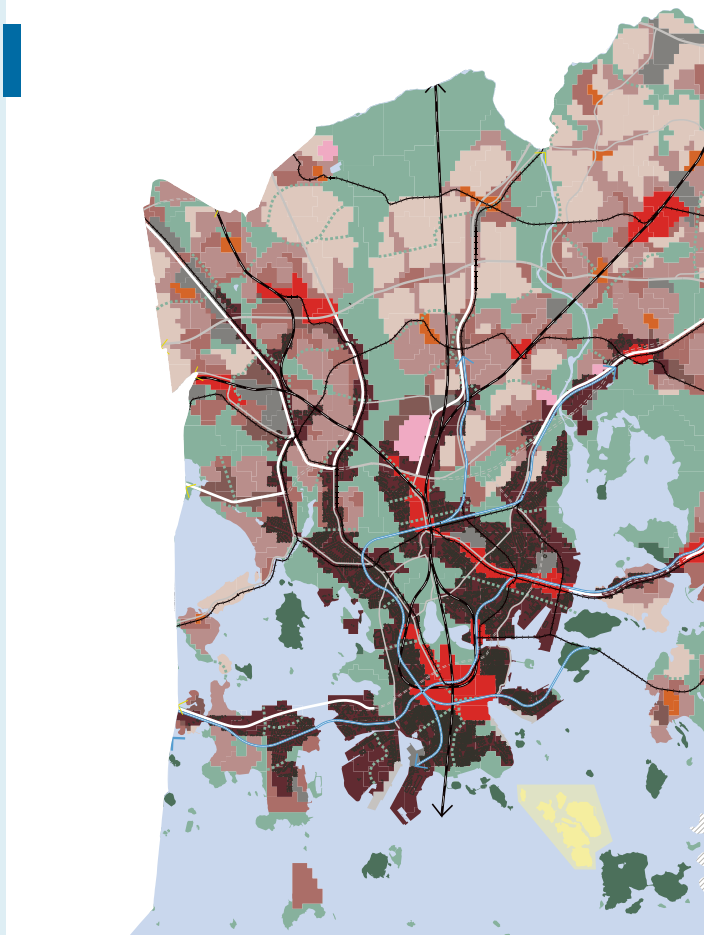
The City Plan is a long-term strategic land-use plan used to guide the development of Helsinki's city structure. The City Plan sets out Helsinki's path for growing into a city of some 860,000 inhabitants by 2050.

The key themes of the City Plan are:

Densifying the urban structure. One third of the residential development outlined in the City Plan consists of infill development in existing districts, mainly the older housing areas. This means that existing infrastructure can be utilised, which represents sustainable and economically sensible urban development.

Expanding the city centre. Central Helsinki will continue to be an attractive hub of business, retail, services, travel and culture in Finland and the metropolitan area. The aim is to intensify the density of the areas on the fringes of the downtown northwards. In addition to the traditional city centre, another strong business centre is evolving in eastern central Helsinki.

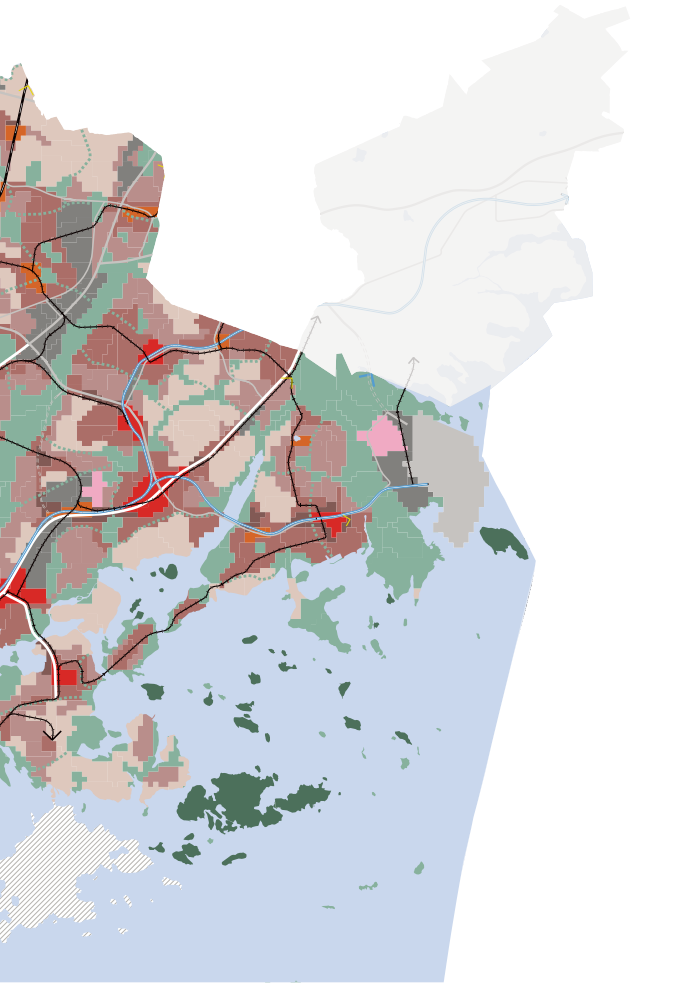
Rail network. The traffic network in the City Plan is based on a light rail network. Two new transverse lines east to west will connect the radial lines to make Helsinki into a 'network city'.



City boulevards. The City Plan proposes that existing motorway-like traffic routes on the outskirts of the city be turned into urban city boulevards with urban areas of living and working built around these new boulevards.

A Network of Green areas. Recreational and green areas form an interconnected network. Transverse green corridors link the main green areas, creating a 'green fingers' structure for the city.

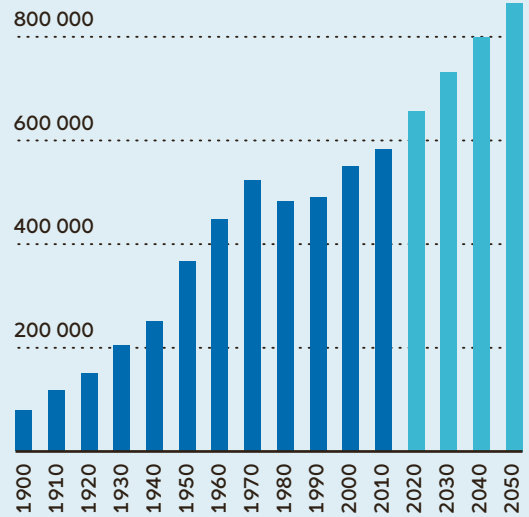
Local, District and Regional centres. The aim is to create lively local centres. Important centres include the district centre of Malmi and the regional centre in Itäkeskus. Herttoniemi and Kannelmäki represent key local centres.



The urban plan divides Helsinki into one-hectare squares, with the primary intended purpose of land use presented for each.

Helsinki's population growth 1900-2010 and forecast* until 2050

* Rapid growth scenario



A City-by-the-sea. The City Plan presents new opportunities for strengthening Helsinki's maritime character. A seaside trail follows Helsinki's coastline. In the archipelago, new opportunities are created by the Vallisaari, Kuninkaansaari, Kuivasaari and Isosaari islands opening up for the public, having previously been in military use.

New districts. The Malmi airfield area is the largest entirely new development site for residential construction. It will become a neighbourhood for as many as 25,000 residents.

Office parks and light industrial estate. Examples of important commercial zones include Herttoniemi and Pitäjänmäki. Mixed-use areas in the city centre also hold significant potential for business activity.

Platform of Urban Development

The City Plan points strongly towards the densification of the urban structure and the development of transverse rail lines. It also ensures that Helsinki will continue to have extensive unfragmented green areas in the future.

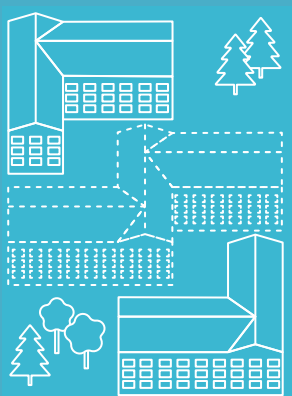
The City Plan is a plan that a wide variety of parties can use as a starting point for planning and discussion. In addition to the City of Helsinki itself, its potential users include other public sector agencies, city planning experts, commercial operators and local residents.

Summer activities at Aurinkolahti beach in Vuosaari.





Densifying the urban Helsinki



The Helsinki of tomorrow will be a denser city than it is today. Transverse rail lines will be developed to complement the existing radial lines leading into the city centre. Stations will become important traffic hubs and the urban structure around them will become denser. The City

Plan presents the opportunity to transform motorway-like entry routes into city boulevards and build the urban environment along them. The largest entirely new area for new construction is the former Malmi airfield, which can be developed to provide housing for 25,000 residents.



Expanding the city centre

The City Plan presents the opportunity to develop a strong new business district in eastern central Helsinki.

The Pasila–Vallila–Kalasatama axis, which follows Teollisuuskatu, will become a significant business district comparable to the current city centre. Teollisuuskatu will become the main street of eastern central Helsinki, connecting the new centres of Pasila and Kalasatama. Along the axis there lie the business districts of Vallila and Tukkutori, Sörnäinen Metro station, the Konepaja area and Suvilahti cultural centre, surrounded by densely-built residential neighbourhoods. From Pasila, the

densely built city centre expands to the north and further in the direction of Käpylä.

The City Plan also supports supplementary construction in many of central seaside areas, such as Hakaniemenranta and the south-eastern shore of Katajanokka. In Katajanokka, it is possible to obtain new residential space for slightly more than 2,000 inhabitants by-the-sea by rearranging the existing thoroughfares and parking lots in the harbour. Hakaniemi will become an important public transport node once the Laajasalo tram line is completed, possibly to be complemented later by the Pisara-rata rail line. Development in the area will be boosted by the overhaul of Hakaniemi bridge. This will facilitate supplementary construction and enable the development of shoreline areas. In the city centre, densification of the urban structure will also include supplementary construction inside city blocks.

New districts along boulevards

One of the major land use solutions in the City Plan is the opportunity to transform motorway-like thoroughfares into city boulevards inside Ring I.

The development of city boulevards is primarily about the extension of central Helsinki. Valuable green areas can be preserved by using the protective zones of motorway-like areas for construction. The city boulevards will constitute new urban districts that will feature a mixed urban structure consisting of housing, jobs and services.

The transformation of motorway-like thoroughfares into boulevards requires investments in public transport and solutions for increasing the popularity of walking and cycling. They must be presented as genuine alternatives for getting around the city. There will also be space left for those who need to drive their own cars. The aim is to develop a functional and safe traffic system that emphasises sustainable modes of transport rather than forcing private cars out of Helsinki.

The character of the existing motorway-like thoroughfares will be changed by their transformation into boulevards for living and working. They will evolve from routes conveying fast automobile traffic into streets that serve multiple modes of transport. City boulevards will serve public transport, pedestrians and cyclists, as well as motorists. Helsinki also has main streets resembling city boulevards, such as Mannerheimintie and Mäkeläkatu.

Speed limits on the city boulevards will be lower than on the existing entry routes. Some multi-level junctions will be replaced by level

intersections. To ensure smooth traffic flow, it is important, however, to be able to utilise multi-level junctions at certain points where the traffic is particularly heavy. Likewise, smooth crossings must be implemented at points where light rail lines and bicycle paths intersect with city boulevards.

All entry routes to Helsinki inside Ring I can be transformed into city boulevards in the future. The Vihdintie and Itäväylä city boulevards will extend to the city border, as they are already quite street-like. In addition to the entry routes, Laajasalontie is designated a city boulevard in the City Plan.

Dense block along future urban boulevard.

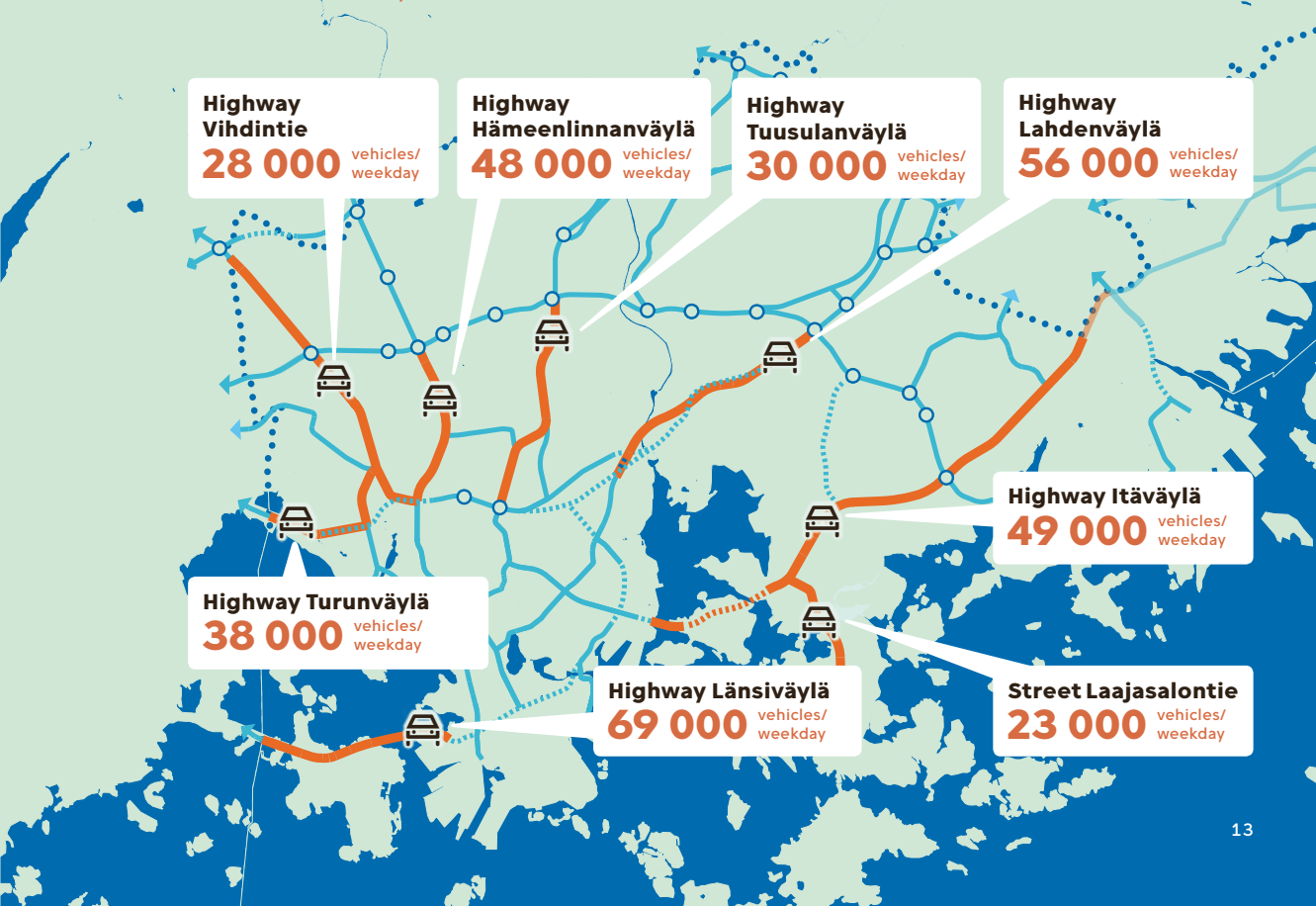


An image of the northern part of Pikku Huopalahti. A view along Mannerheimintie.



Motorway-like entry routes in Helsinki

Amount of vehicles year 2014



Developing Local, District and Regional centres in Helsinki

The **Oulunkylä** station area and the area along Käsälyhaltijantie will be densified. Raide-Jokeri transversal light-rail line will make Oulunkylä station a rail transport junction.

The **Kannelmäki** station area will be condensed further and its functional link with the Kaari shopping centre will be improved.

The **Pitäjänmäki** station area will be condensed and new residential construction will be introduced at the public transport junction.

The centre of **Herttoniemi** around the Metro station will develop into a diverse hub of housing, services and jobs. The Herttoniemi business district will remain primarily in commercial use.

The centre of **Malmi** will be developed into the centre of north-eastern Helsinki. The objectives for the development include creating more lively urban space as well as better streets, and attracting residents, services and jobs into the centres, close to the stations.



A new commercial centre will be built next to the current one. Later, **Laajasalontie** will be transformed into a city boulevard, with a significant amount of supplementary construction along it.



Local, District and Regional centres

Construction is planned for the centre of **Viikki**, along the Rail-Jokeri light rail line. The aim is to better connect the surrounding districts with each other.

The centre of **Kontula** will be developed as a hub of commercial services, offices and housing.

The development of **Myllypuro**, which is already well underway, will continue. The campus of the Metropolia University of Applied Sciences will be completed next to the Metro station. The future introduction of the Science Tram will link Myllypuro to the network of higher education institutes.

The centre of **Vuosaari** will grow denser and become more multifunctional. The centre of Vuosaari and Vuosaari Harbour will be connected by rail.

The potential for supplementary construction in **Itäkeskus** amounts to as much as one million square metres of floor space.



The City Plan offers Helsinki the opportunity to develop active and vibrant centres in suburban areas as well.

Local and district centres can only develop if they have a sufficiently large population base. An adequate number of residents in a sufficiently dense environment creates the conditions for the availability of diverse services. The local, district and regional centres will have a mixed urban structure with streetside businesses. Itäkeskus is an important regional centre, whereas Malmi is a major district centre. Local centres such as Herttoniemi and Kannelmäki play a key role for its residents.

Itäkeskus has been growing continuously and is already now a very lively hub. The City Plan allocates significant new construction potential to Itäkeskus. According to a sketch proposal prepared for the area, the supplementary construction potential for both residential and business premises in Itäkeskus amounts to one million square metres of floor area.

Malmi is a district centre in the north-east of Helsinki and is an important junction in the urban rail network. Malmi has great growth potential and may become a major business and administration centre as rail connections gain importance and the area becomes more accessible with the arrival of the new transversal light-rail line Jokeri 2. The development of the Malmi airfield area will expand the population base of the area.

Kannelmäki is an important local centre in western Helsinki. The City Plan strengthens the position of the neighbourhood around the Kannelmäki station, giving it the status of a large business and service centre. In this way, the consumer goods retail services away from the area around the station can be better tied to the station centre.

Plans have already been prepared for the centre of Herttoniemi, where the business and residential building base will expand significantly. Herttoniemi is a local centre for the south-eastern suburbs. Some 100,000 people live in its impact area. The centre of Herttoniemi can be extended towards the city centre by covering portions of Itäväylä and Metro.

The main objectives for the development of these centres include creating more lively urban space as well as better streets, attracting new inhabitants and jobs to the immediate vicinity of the stations.

A Network city

In order to function, a densely built city requires an efficient public transport system.

As the population grows, so does the number of journeys made. Helsinki wants to promote sustainable modes of transport, such as walking, cycling and public transport, as genuinely competitive alternatives to the extensive use of private cars. The traffic network in the City Plan is based on a light rail network. Preparations are also made for the expansion of the Metro and railway system.

The light rail lines will extend radially from the city centre to at least Ring I, primarily along boulevard corridors. Some of the lines will go on as far as the city border. Transverse lines connect the radial lines into a traffic network. The current cross-town bus lines Jokeri 1 and 2 will be transferred onto light-rails, significantly improving

transverse connections. A new archipelago tram route via Laajasalo to Vartiosaari and thence via Ramsinniemi towards Meri-Rastila in the district of Vuosaari, some 14 kilometres to the east, would render the seaside areas of the city better accessibility by public transport.

A new street connection linking Mäkelänkatu and Hämeentie streets is to be opened solely for public transport in Vallilanlaakso, just north of the city centre. The new public transport street enables more efficient use of the existing public transport lines and the setting up of new connections. The new connection will be utilised by the so-called science tram line which links Meilahti and Otaniemi (in Espoo) with Kumpula and possibly Myllypuro in the east of the city.



The metro and Raide-Jokeri are essential elements of future railway traffic in Helsinki.





Malmi airfield to be developed into a new city district

The Malmi airfield is the largest new construction area in the City Plan.

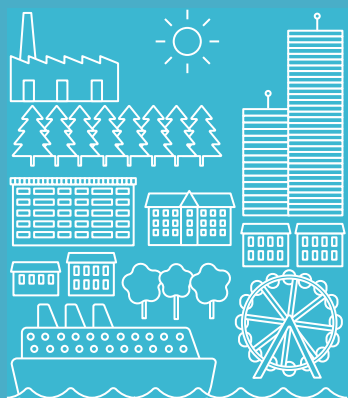
With potential to build homes for 25,000 Helsinki residents, the total floor area target is 1.2 million square metres, of which 100,000 square metres would be allocated to business premises and services. Once this area is developed, it will have a significant impact on the district centre of Malmi and the entire north-eastern Helsinki. The aim is to create a new district with a strong local centre of its own.

There are tram lines planned to serve the Malmi airfield area. In future, the area will be a junction for the transverse Raide-Jokeri 2 light-rail line and a line that goes from the city

centre north via Viikki and through the airfield area. On the main Lahdenväylä motorway in the north-east of the city and across Lahdenväylä in Kivikko, the planned new Tattarisilta junction will also provide the area with a better connection to the street network of eastern Helsinki.

The planned area will be a high-quality district with a diverse population structure and wide range of housing options. The plans include preparations for locating some 2,000 jobs in the area. The planning of the Malmi area takes into consideration the local strengths, such as echoes of the airfield's old runways, open spaces and far away views. The green network in the area is intended to be connected to the Kivikko recreational park by a bridge built over Lahdenväylä. A continuous circular outdoor recreation trail is also part of the plans for the area.

Life in a growing Helsinki



The City Plan is necessary for Helsinki to respond to housing demand in the coming years. Housing prices have risen rapidly due to supply not being able to keep up with

demand. At the same time, the growth of the amount of living space per person has stalled. People in Helsinki live in closer quarters than the rest of Finland and pay more for housing. The City Plan also aims to ensure that as it grows and becomes denser, Helsinki will remain a pleasant maritime city that is close to nature, a city that provides good conditions for business activity and has a thriving urban culture.

The City Plan increases the housing supply



Helsinki's growth and the high demand for housing have led to a significant increase in housing costs.

The City Plan presents the opportunity to increase the housing supply. This is intended to influence the development of prices. The construction programme set out by the City Plan will substantially diversify the housing supply in different districts.

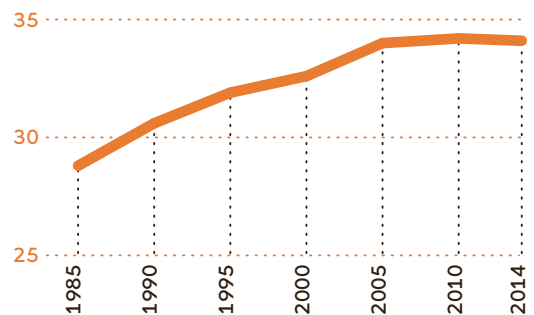
Housing prices have increased quite sharply in the city centre. This indicates that the housing supply in the urban environment has not been adequate. The City Plan aims to change this. Going forward, Helsinki will be better equipped to build housing in a dense urban environment.

The amount of living space per person in Helsinki grew rapidly from the 1960s to the late 1980s as income levels increased and housing production was relatively high. Since then, and particularly since the latter half of the 1990s, this trend slowed down significantly. In recent years, the amount of living space per person in Helsinki has even turned to a slight decline.

The supplementary construction proposed in the City Plan is also aimed at minimising the

Living space in Helsinki 1985–2014

m²/person



segregation of residential areas. Districts can evolve with their own independent characteristics within the city. Investments can ensure the vitality of districts and improve their image.

The City has a long history of housing policy in which social sustainability is a key principle. This means that different kinds of local residents and groups have the opportunity to find housing that suits their needs and financial standing. Helsinki will be developed in such a way that new areas will become districts with their own unique character and a diverse population structure.

A City by-the-sea

The sea has a strong presence in Helsinki. The city's marine character is one of its major strengths.

Helsinki offers the opportunity for seaside living as well as taking advantage of the sea in both economic activities and in recreation. The sea plays a significant role in the City Plan. One of the theme maps of the City Plan shows the beaches and islands allocated for recreational use, for instance. It also shows the seaside trail which significantly improves the accessibility of the shoreline to pedestrians and cyclists. You can get to the shore almost anywhere in Helsinki, and the majority of the shoreline is accessible to the public.

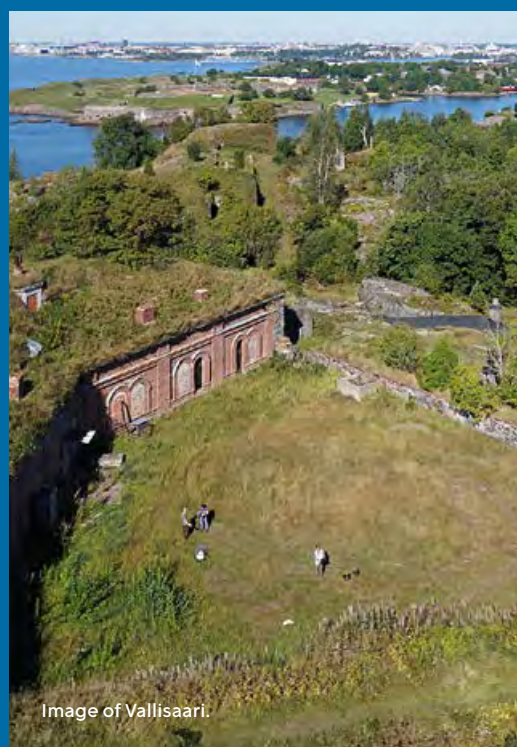
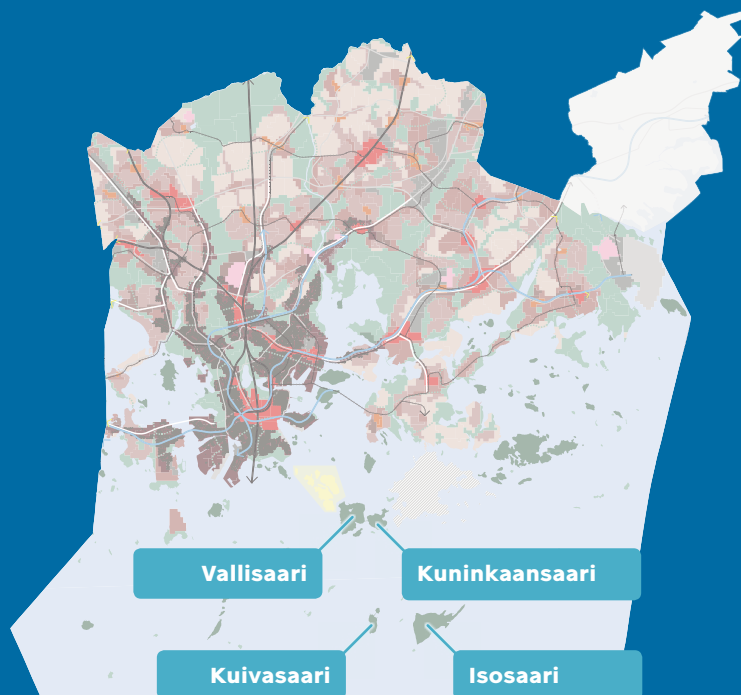
The islands off Helsinki also present new opportunities. Islands previously used by the defence administration have already been released for civilian use, with more to follow in the future.

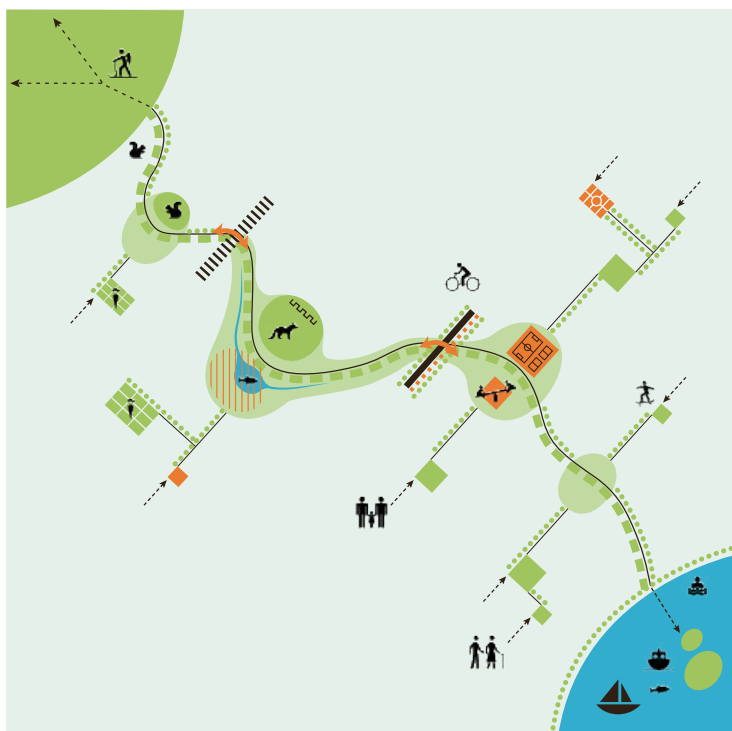
Such islands include Vallisaari, Kuninkaansaari, Kuivasaari and Isosaari. The aim is to open up the islands for recreational use. Vallisaari and Kuninkaansaari islands are located only a few kilometres from the city centre of Helsinki and from the new Jätkäsaari, Kalasatama and Kruunuvuorenranta areas under construction.

The development of Vallisaari, Kuninkaansaari, Kuivasaari and Isosaari will be carried out in a manner that will respect the islands' cultural and military history as well as their wild nature. In Isosaari, the existing infrastructure – roads, harbours, power lines, sanitation and a wastewater treatment plant – makes possible the implementation of other facilities, such as an oil spill response centre, on the island.

The city's location by the sea opens many development opportunities for Helsinki: from general tourism, wilderness safaris and recreational fishing to improving the maritime infrastructure and accessibility of the archipelago.

Islands for recreational use off the coast of Helsinki





Network of Green areas

Recreational and green areas form an interconnected network in the City Plan. Its trunk comprises the 'green fingers' extending into the larger metropolitan region, other park areas and transverse green corridors.

In the City Plan, transverse green corridors connect the broader radial green areas and recreational areas, known as 'green fingers'. The interconnecting corridors may vary from man-made structures to natural wooded areas. Where necessary, green overpasses or underpasses will be built.

The green and recreational network as well as the urban nature network along with the related objectives are presented in the theme maps. The 'recreational network' theme map presents the objectives for developing a recreational entity comprised of large continuous recreational areas, transverse green corridors between neighbourhood parks, river banks, city centre green areas, the seaside trail and landlocked bays.

The 'urban nature' theme map presents nature conservation areas, Natura network areas, the areas currently included in Helsinki's nature conservation programme, the woodland network, the meadowland network and the core areas of urban nature.

A City of diverse business premises

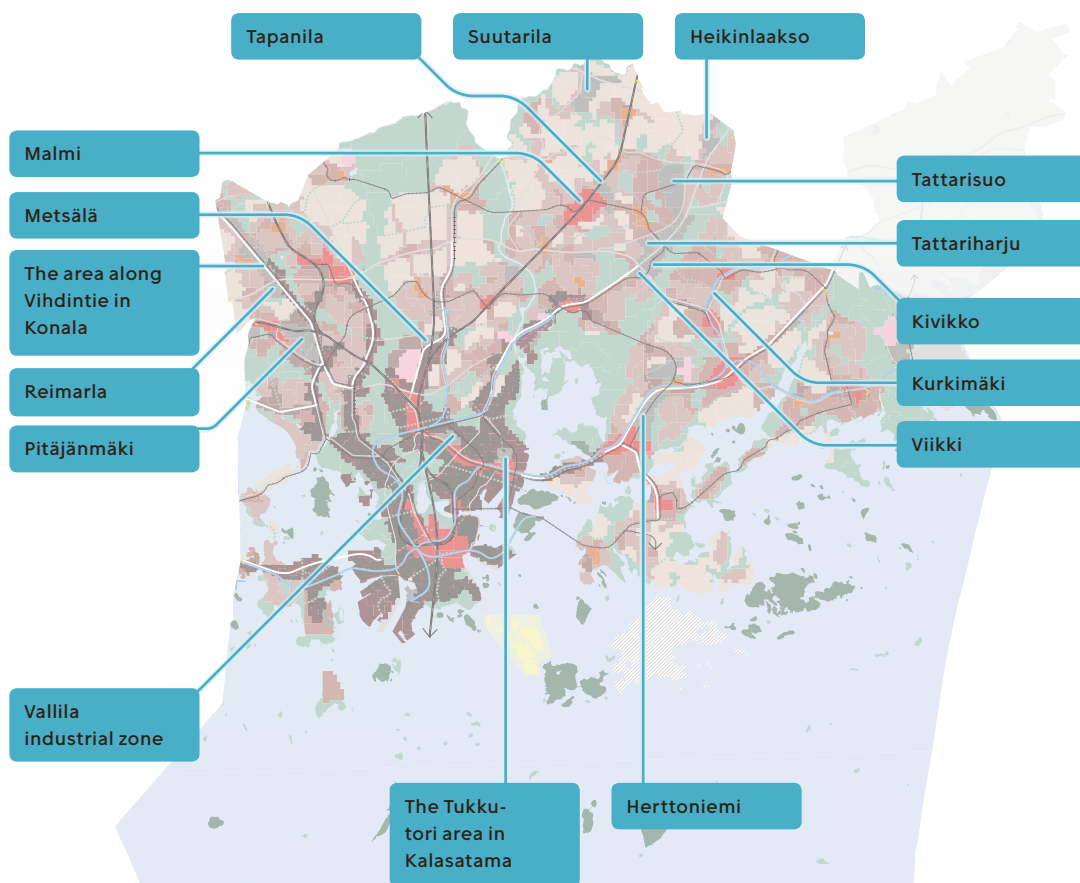
A mixed urban structure is often a good operating environment for businesses, but commercial zones have their advantages.

The economic activities in such areas will include businesses that cannot be situated in a mixed urban structure because of

accessibility requirements, because their production processes cause great inconvenience to people or because businesses benefit from proximity to each other.

Commercial zones need to be large enough and allow for growth of the companies. In Helsinki, there are two large-scale commercial zones outside the city core which are easily accessible by public transport. These are Pitäjänmäki and Herttoniemi-Roihupelto.

Business areas in Helsinki





An urban city of culture

The Helsinki of 2050 is a boldly urban city. The successful cities of the future are cities that residents enjoy and people elsewhere want to move to.

Helsinki is already a fascinating stage of urban culture. A wide variety of events take place in Helsinki's districts. Well-known events such as the Restaurant Day and Cleaning Day started this way, along with various small and large events and phenomena that arise from the community spirit among local residents.

A more urban Helsinki means more street-level shops in blocks of flats, bicycle



A work of art entitled Unelma ("Dream") at Sitra square in Kannelmäki.

lanes, the clatter of trams, coffee at the market place, international flavour, urban productivity, seaside saunas and district festivals. The higher population and workplace density enable easy access to local services. Intertwining housing, jobs and services more closely with each other will enable the development of vibrant urban environments, even outside the city centre.





Urban development themes in Helsinki



The Helsinki of the future is a city that is successful in the international competition between cities. It is a city that offers good connections to the world and is an attractive location for businesses. A

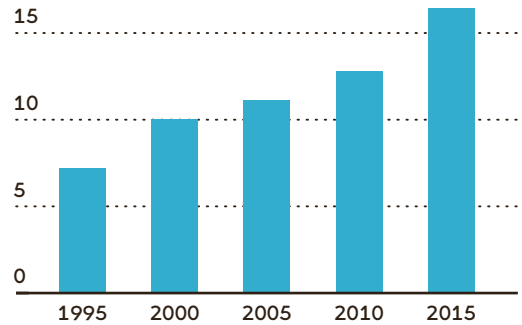
denser city offers economies of agglomeration to businesses along with an effective job market. Helsinki will also ensure that it operates in line with the principles of sustainable development. Helsinki's goal is to be a carbon neutral city by 2050.

Direct scheduled flight destinations from Helsinki-Vantaa Airport in 2015



Number of passengers at Helsinki-Vantaa Airport 1995–2015

millions of passengers



Global Helsinki

The Helsinki city region is the engine that powers development throughout Finland. International connections are essential for the region's vitality.

Without effective connections, Helsinki cannot serve businesses that operate in the global markets, attract international labour and students, or be an appealing tourist destination.

The City Plan helps ensure that Helsinki has the necessary conditions in place for international connections and their development. In maritime transport, traffic between Tallinn and Helsinki will grow rapidly in the coming decades in terms of passenger traffic as well as cargo and cars. The City Plan ensures that the Port of Helsinki continues to have the necessary conditions for effective operation of its harbours in the city centre and in Vuosaari.

Finland's location in the northernmost part of Europe makes air traffic particularly signi-



ficant. Helsinki has developed into a strong hub for air traffic between Europe and Asia. No other city in Northern Europe offers the range of direct flights to Asian metropolises that Helsinki does. The City Plan supports the development of connections between Helsinki's city centre and the international airport, as well as the supply of business premises. Helsinki-Vantaa Airport is currently implementing a significant investment programme that enables the growth of passenger volume.

Helsinki's city centre is the international display window of the metropolitan area. Tourists are an important target group and Helsinki wants to build itself a profile as an attractive travel destination. Cruise ships bring significant tourist flows right into the heart of the city.

Economies of agglomeration in a denser city

Helsinki city centre is the most important commercial centre in Finland. It is comprised of multiple historical layers and is highly accessible. The City Plan aims to ensure that the city centre will maintain its strong position in the future.

Measured by productivity, the city centre is one of the top areas in the country. Keeping the city centre vibrant is important for the entire Finnish economy. The economies of agglomeration is an important concept for urban productivity.

As firms in related fields of business cluster together, they will have greater specialisation and division of labour, resulting in a significant increase in productivity. The conditions for an effective labour market are better when there is a higher availability of labour, a sufficient pool of skilled and competent people and opportunities for specialisation. This development also presents opportunities to the members of the labour force. The growing number of businesses creates more diverse opportunities to find a job that suits one's needs, education and experience. The growing number of businesses also leads to greater division of work between them, while competition leads to costs remaining under control, higher quality and increased productivity.

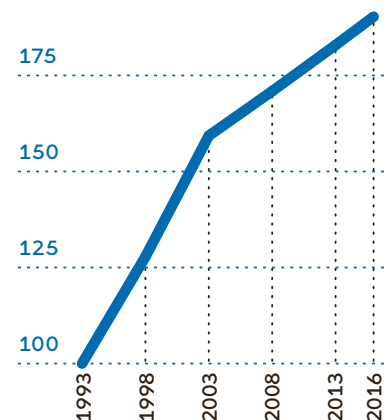
The City Plan ensures that the land use-related conditions for the economies of agglomeration are in place. The city planners of Helsinki have been aiming to strengthen the city's densely built centre for a long time. For years, the city centre has been growing inwards. New business premises have been built in courtyards and below street level. This has enabled the expansion of the existing central business district. Opportunities for such developments, along with investments in the city centre, will continue to be available in the future.

In the City Plan, the city centre is developed as a functionally mixed area of metropolitan uses, housing, commercial and public services, offices, administration, parks, recreational and outdoor services and urban culture. Ground floor premises and premises that open into the street should be preferably designated as retail or office space. Sustainable modes of transport, particularly pedestrian and bicycle traffic, will be favoured.

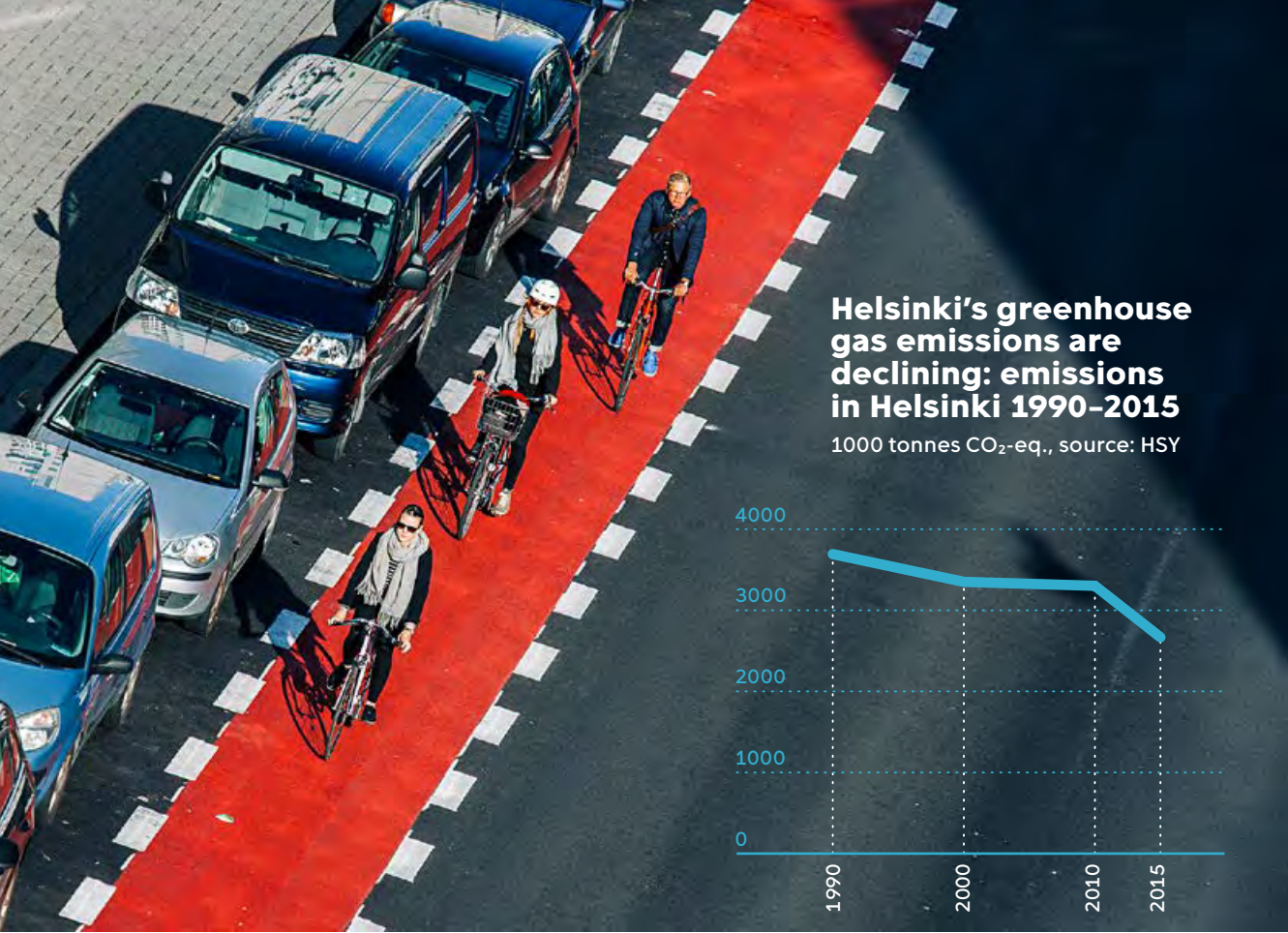


The development of rents for office premises in Helsinki's city centre

rent index, 1993 = 100



Source: Helsinki Region Trends/KTI
Property Information



Towards a carbon neutral Helsinki

Helsinki is committed to significantly reducing climate emissions.

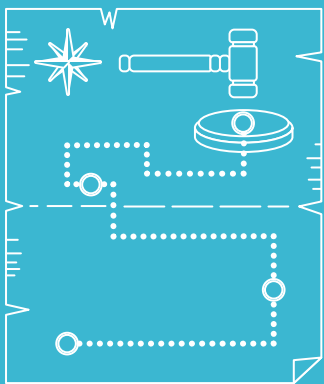
Helsinki aims to achieve a 30% reduction in climate emissions by 2020 and carbon neutrality by 2050. The City Plan is one of the key instruments for achieving this goal.

Land use planning is directly linked to traffic emissions. The more fragmented the community structure, the higher the emissions. The City Plan sets out a path towards a denser urban structure, with population growth allocated to areas that are effectively served by public transport. This substantially reduces traffic-related climate emissions compared to alternative

growth scenarios. The alternative would be for the region's population growth to be dispersed over an increasingly large geographical area of urban sprawl, which would increase the need for more journeys between the outer regional areas and the city, and, in particular, private car traffic, which in turn, would increase emissions.

Besides traffic, Helsinki's other significant sources of greenhouse gas emissions include the production and consumption of energy. With respect to emissions reduction methods related to the energy system, the City Plan plays a role in facilitating various low-emission solutions and development paths. Achieving emissions reduction targets will require a multidisciplinary strategic planning effort, to which the City Plan will introduce the land use planning perspective.

Planning process and decision- making



The making of the City Plan has been an open and interactive process that has taken more than four years. A large amount of experience-based information has been collected from citizens.

This is important, as the

City Plan will have a very long-term impact on the city's development. The process has been made more challenging by the fact that the City Plan represents a new kind of strategic Plan. On the one hand, the wider city centre area now becomes an inclusive area defined as 'metropolitan mixed-uses', and on the other hand, the outer suburbs are more loosely described as land-uses. The City Plan divides Helsinki into one-hectare squares, with the primary intended purpose of land use presented for each.

Interactive planning process

The City Plan has been made in an open and interactive manner. The process has included a large number of various events, the process and the City Plan materials have been extensively published on the web, an online survey was conducted on Helsinki residents, blogs have served as a platform for discussion, young people have had their own events tailored to their

interests, city planners have actively participated in events organised by various associations, and the City Plan has been the subject of active discussion and debate on various social media platforms. A very broad range of various interactive methods have been employed during the planning process to ensure that citizens can be closely involved in many ways.



Vision seminars. The vision for the City Plan was drafted in 2013. The City Plan's themes and background phenomena, including some that are quite complex, were communicated to local residents by arranging a series of theme seminars. A total of 10 events were held in Laituri, Helsinki's City Planning department's own exhibition and workshop space, with some 1,000 citizens participating. The themes of the seminars included the growth of the city, housing, traffic, recreation and urban culture, business and competitiveness, climate change and services.

Map survey. The city planners wanted to hear the views of as many citizens as possible to serve as the foundation for drafting the City Plan. To this end, the Helsinki 2050 map survey was implemented in late 2013 in the form of an online inter-active opportunity for residents to get involved. Visitors to the website could mark the online map with references to good construction locations, areas where not to build, important green areas or new traffic solutions, for example. A total of approximately 4,700 people participated in the survey and made more than 33,000 entries in the map. The survey materials have been carefully analysed and all of the material has also been published as open data. The material represents a comprehensive and internationally unique database of citizens' views on their city's future development.





Spend a moment as a city planner. A series of workshops titled Spend a moment as a city planner were arranged in spring 2014. The purpose of the workshops was to work together with local residents to think about what Helsinki should be like in 2050. The aim was to obtain good ideas from Helsinki residents to support the planning process. The workshops were attended by 250 participants who prepared 27 plans, which were then made available to the public via the City Plan website and in Laituri exhibition space. The workshop outcomes were also published on the City Plan website blog, where they have been read by nearly 2,000 local residents.

City Planning Safaris. The City Planning Safaris in January–April 2014 were aimed at determining the opinions of young people regarding Helsinki’s future and the city planners’ vision. A total of 167 students from seven upper secondary schools participated. Four weekend workshops were held to think about the Helsinki of the future and identify solutions to urban planning challenges. The workshops particularly focused on generating ideas related to the future of Siilitie, Pakila, Malmi and Mäkeläntä. A total of 33 young people participated in the weekend workshops.



Spend a moment as a critic. Four Spend a moment as a critic events were organised in Laituri in January 2015. The events introduced the key contents of the City Plan to those in attendance. The participants had the opportunity to talk to the city planners next to maps related to their particular areas of interest. Each event had approximately 10 map stations with city planners in attendance. The four events attracted a total of some 350 local residents. The matters discussed at the events were largely related to the regional land use changes facilitated by the City Plan.



City Plan decision made by the City Council of Helsinki

The City Council approved Helsinki's new City Plan at its meeting on 29 October 2016 after extended debate and several votes on key issues. Proposals to redraft the City Plan were voted down by a clear margin. A proposal to exclude minor changes to a fringe area of Central Park from the new City Plan was voted down 55–30 and other counter-proposals were voted down by even larger margins. Nearly 150 statements by politicians were made during the debate, which lasted over six hours. The aspects that aroused the most discussion were the fate of Central Park changes and the Malmi airfield, as well as the transformation of motorway-like entry routes into boulevards.

More information about the planning of Helsinki

Follow Helsinki's planning in social media

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 /ksvhelsinki

 /helsinkisuunnittelee

Websites related to the City Plan

www.yleiskaava.fi

official city plan website

yleiskaava.maptionnaire.com/fi/

the results of the city plan map survey

Publication information

This publication provides condensed information on Helsinki's new City Plan 2050. The City Plan was approved by the City Council of Helsinki on 26 October 2016.

Brochure text

Helsinki City Planning Department

Visual design of the publication series

Kokoro & Moi

Graphical implementation of the publication

Lagom

Helsinki Plans 2017:1

ISSN 0787-9075

Printing

Fram, Vaasa

Photos

S. 2 KSV; s. 4 Pertti Nisonen; s. 5 KSV; s. 8–9 Simo Karisalo; s. 11 3D Render; s. 10, 18, 26, 30 Jari Miranda; s. 12–13 Serum Arkkitehdit; s. 14 Simo Karisalo, Kimmo Brandt; s. 16 WSP Finland, Jyrki Heinonen; s. 17 KSV; s. 19 Roni Rekomaa; s. 20 Roni Rekomaa, Tuomo Häyrinen; s. 23 Roni Rekomaa, Simo Karisalo; s. 24–25 Roni Rekomaa; s. 27 Kimmo Brandt; s. 28 Roni Rekomaa; s. 29 Jussi Hellsten; s. 31 KSV; s. 32 KSV, Anu Hämäläinen; s. 33 Pertti Nisonen.

Appendix

City Plan Map



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Helsinki City Plan

In the entire planning area

The areas comprised of squares reflect the primary land use. The areas are not strictly delineated by boundaries. The land use of adjacent areas subject to different plan regulations will be matched with each other to create a functional and effective urban structure. The continuity of green fingers as well as other regional green areas and the local green area network must be ensured.

In the planning of all areas covered by the city plan, functionality, economy, ecological sustainability, health, safety, housing needs and business needs will be taken into consideration, along with the accessibility of services, making use of the existing community structure.

The conditions for pedestrians and cyclists will be improved throughout the city, as will accessibility by public transport.

Landscapes of national value and built cultural environments of national significance must be taken into account, with legal effect, based on the Cultural Environments theme map. Planning must also take into account regionally and locally significant landscape areas and cultural environments and their particular characteristics, as well as sites protected under the Finnish Antiquities Act. Planning must reconcile the land uses indicated in the plan with landscape and cultural environment values.

Natura 2000 network areas, nature conservation areas and areas designated for protection in the City of Helsinki Nature Protection Programme 2015–2024 must be taken into account, with legal effect, based on the Urban Nature theme map. Recreational and ecosystem services will be developed. Planning must take into account areas that hold significant value for nature conservation and biodiversity, and such value must be preserved.

Large-scale consumer goods retail units must not be built outside centres.

Premises and equipment that serve technical maintenance in the community can be located in any type of area. The city centre can include large energy production facilities. The area reservations for areas to be built and areas that have already been built include regional energy and water supply networks and related facilities along with their protective zones.

The shoreline is indicative. The shorelines will be planned as public areas in the new construction areas.

Precautions for flooding must be taken into account in plans for areas that are close to the sea or other waterways. Planning must take stormwater management into account. A stormwater management system must be drafted in conjunction with land use changes that involve significant impacts.

This City Plan does not replace the existing local plans for Jätkäsaari, Central Pasila, Sörnäistenranta and Hermanninranta, Kuninkaantammi, the eastern part of northern Haaga and Kruunuvuorenranta, nor does it replace the local plans for Vartiosaari, the western shore of Meri-Rastila, Koivusaari and Hernasaari, provided that the local plans in question become valid before this City Plan.

The underground City Plan, with legal effect, is valid for the areas covered by the City Plan except the Katajaharju tunnel, Heli track, Merikannon-tie-Mechelininkatu tunnel, Kalasatama tunnel, Maratontie tunnel, Pitäjänmäenkaari tunnel and Paceliuksenkatu-Nordenskiöldinkatu tunnel.

The interpretation of the City Plan is presented in the Written Statement for the Plan*.

*Theme maps are published at the City Plan website www.yleiskaava.fi

Primarily residential area A1
The area is developed for housing, commercial and public services, business premises, parks, recreational services and outdoor services. The block density will primarily exceed 1.8. Along key streets in the area, the street-level floors of buildings must feature retail space and other business premises. At least 60% of the total area is arranged into blocks.

Primarily residential area A2
The area will be developed primarily for housing, parks, recreational and outdoor services, and local services. The block density is primarily 1.0–2.0. Block density may be even higher where justified. The development of retail space and other business premises must be enabled along key streets in the area. An average of 60% or more of the total area is arranged into blocks.

Primarily residential area A3
The area will be developed primarily for housing, parks, recreational and outdoor services, and local services. The block density is primarily 1.0–2.0. Block density may be even higher where justified. An average of 60% or more of the total area is arranged into blocks.

Primarily residential area A4
The area will be developed primarily for housing, parks, recreational and outdoor services, and local services. The block density is primarily under 0.4. An average of 70% or more of the total area is arranged into blocks.

Suomenlinna
This UNESCO World Heritage Site shall be managed and developed for housing, commercial and public services, business premises, parks, recreational services and outdoor services, tourism and the defence forces in such a way as to ensure that the site's world heritage value is not compromised.

Areas reserved for business and office use
The area will be primarily developed for business premises, industrial production, warehousing, harbour operations, public services, education and recreation. In Roihupelto-Herttoniemi, Konaala and Suutarila, the detailed plans for the areas designated for this purpose can include regionally significant large-scale retail units that, taking the nature of their retail operations into account, could also justifiably be located outside the central area. Large-scale consumer goods retail units are not allowed. The conditions for business activity will be ensured by allocating a sufficient number of plots for business premises in the detailed plans for areas reserved for commercial and office use.

Technical maintenance area
The area will be developed for technical maintenance, data communications and traffic. The premises and equipment necessary for traffic management and technical maintenance may be built in the area.

Port
The area will be developed for harbour operations, jobs and services. The premises and equipment necessary for harbour operations and technical maintenance may be built in the area.

Defence forces area
Used by the defence forces, the area will be developed for housing, commercial and public services, business premises, parks, recreational services and outdoor services if the defence forces' activities in the area are relocated. The restrictions concerning the area affected by the noise from shooting activities in Santahamina must be taken into account in accordance with the Uusimaa regional plan.

Recreational and green area
The area will be developed as a significant area for recreation, outdoor activity, sports, nature and culture, connected to the regional green network and seaside recreational zones. The forest network presented in the City Plan theme map will be taken into account in developing the recreational

and green areas. The aim is to preserve the forest-like character of the network.

Seaside recreation and tourism area
The area will be developed as a significant area for recreation, outdoor activity, sports, nature and culture, connected to recreational and green zones on the mainland. Includes areas designated for holiday homes and tourism.

For both recreation and green areas and seaside recreation and tourism areas:
Plans must ensure the preservation of cultural, historical and landscape values, as well as take into account areas that are significant with respect to biodiversity, ecosystem service development, nature conservation, the ecological network and the forest network.

Green corridor
A corridor, green axis or series of parks between large recreational areas whose location is indicative and which serve as recreational and/or ecological connections. In planning areas, green corridors must be interconnected in a natural way. The preservation of cultural, landscape and natural values must be taken into account, along with the coherence, continuity and ecological connectedness of the green corridors. The interconnecting corridors may vary from man-made structures to natural wooded areas. Where necessary, green overpasses or underpasses will be built.

Seaside trail
A seaside trail that covers the entire city along the shoreline and continues out to the other parts of the region.

Water area

Railway and stations
The locations shown for the rail tunnel to Tallinn and the direct airport rail line are indicative.

Metro and stations
Trunk rail traffic connection
Implemented as Metro or light railway. The location is indicative.

Light rail
Fast public transport trunk connection that can be implemented as a bus service. The location is indicative.

Rail traffic connection requirement
The connection can be implemented as a light rail line, Metro or a railway. A more detailed specification requires an assessment of land use and traffic.

Nationally/regionally important road or street with multi-level junctions

City boulevard
A traffic route developed as a part of a high-quality urban environment in the increasingly dense urban structure. The city boulevard serves drivers, public transport, pedestrians and cyclists. The length and junction solutions will be determined as part of more detailed planning.

Main street

An underground or covered section of a nationally or regionally important road, street, city boulevard or main street
The location and length are indicative.

Baana network
A high-speed trunk network for bicycle traffic. The location is indicative.

Line is drawn 30 metres outside the area that the decision concerns. The City Plan covers the City's administrative area excluding Östersundom.

Scale 1 : 60 000
Scale of original urban plan map is 1:30 000

0 1 2 3 km

offices, administration, parks, recreational and outdoor services and urban culture. Ground floor premises and premises that open into the street should be preferably designated as retail or office space. Changes to the uses of buildings or their parts must ensure that they preserve the functionally diverse and mixed structure that is characteristic of the city centre, as well as the sufficient availability of retail and office space. Changes to intended uses must include an area assessment. Sustainable modes of transport, particularly pedestrian and bicycle traffic, will be favoured. In the areas bordering on city boulevards, the block density should primarily exceed 1.8 and, along key streets, ground floor premises and premises that open into the street should be primarily designated as retail or office space.

Local centre C3
A centre developed as a functionally mixed area of commercial and public services, offices, administration, housing, parks, recreational and outdoor services and urban culture. Centrally located ground floor premises and premises that open into the street should be primarily designated as retail or office space. The area is pedestrian-dominated. The area stands out from its environment as more dense and diverse. Regionally significant retail stores must not be located in local centres. This does not, however, refer to complexes comprised of shops on the street-level floors of buildings.

In all types of centres
The centres will be densified and developed as urban city structure. In planning centres, special attention must be paid to the pedestrian scale as well as the effectiveness of the arrangements made for pedestrians, cyclists, parking, maintenance traffic and public transport. Parking spaces must be primarily located in parking facilities and along streets. In more detailed planning, adequate areas must be allocated to ensure appropriate public transport transfer locations and park and ride facilities.

Large retail units must be integrated with housing, services or other such functions, and the street-level floors of buildings must open up to the street. Large units must be supported by public transport trunk connections. The scaling of large consumer goods retail units must be based on local demand. The number of parking spaces will be limited.

Business and service centre C1
A business, retail and service centre developed as a functionally mixed area of commercial and public services, offices, administration, housing, parks, recreational and outdoor services and urban culture. Ground floor premises and premises that open into the street should be primarily designated as retail space. The area is pedestrian-dominated. The area stands out from its environment as more dense and functionally diverse. The total amount of retail and office space should not, as a rule, be reduced. Changes to the uses of buildings or their parts must ensure that they preserve the functionally diverse and mixed structure that is characteristic of the centre. Changes to intended uses must include an area assessment.

City centre C2
Developed as a functionally mixed area of housing, commercial and public services,