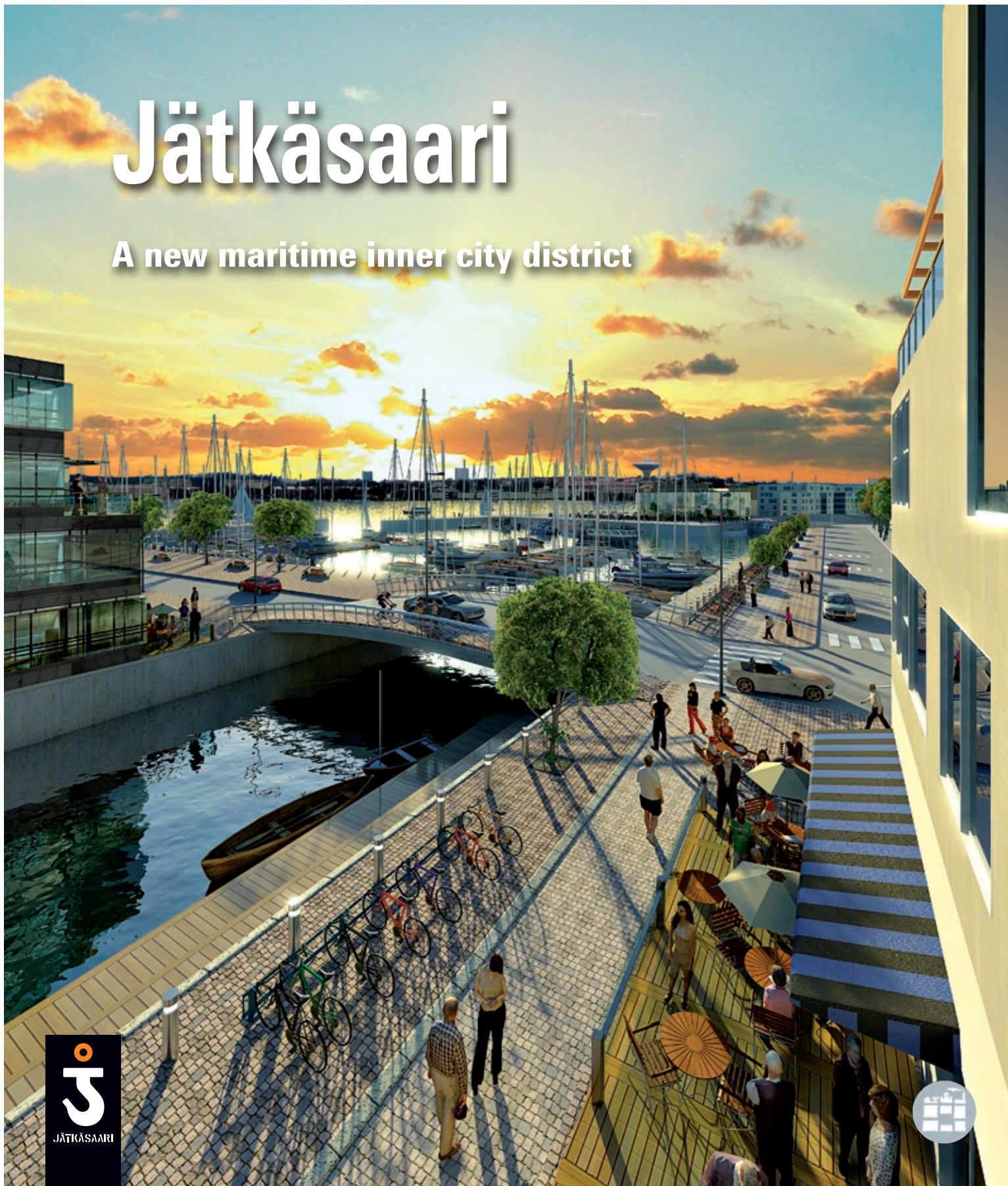




# Jätkäsaari

A new maritime inner city district







## Jätkäsaari – a new maritime inner city district

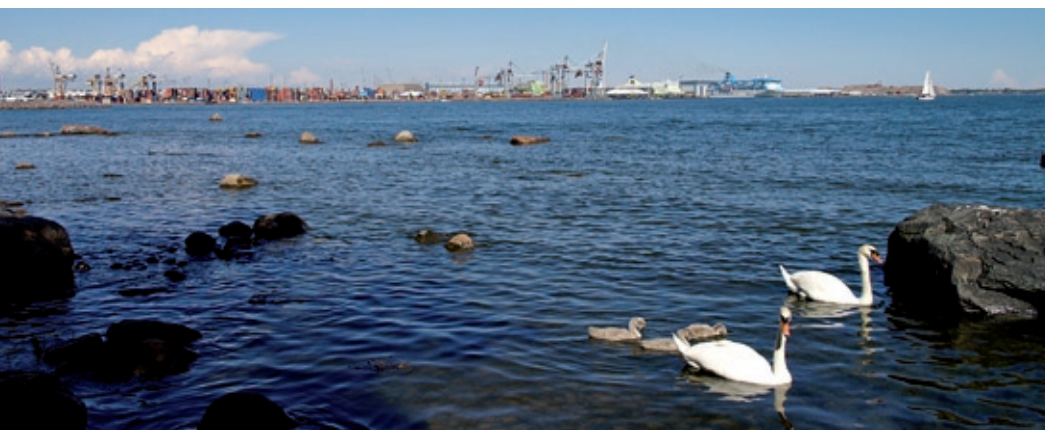
Following the transfer of the cargo harbour operations to Vuosaari, Jätkäsaari is being re-developed as a residential and workplace area during the period 2009–2025. Jätkäsaari will be built as an urban-flavoured and distinctive part of Helsinki's city centre, complete with streetfront shops and sidewalk cafés.

When Jätkäsaari is completed in the mid-2020s, it will be home to approximately 16,000 residents and 6,000 jobs. The existing passenger harbour will remain in Jätkäsaari. Office buildings will be erected in the harbour areas where residential buildings are not approved for environmental reasons. Streets, parks and other public spaces have been designed to be fully accessible to all residents and visitors; the safety of children has been the starting point for traffic solutions. The distance between the isthmus linking the area to the city centre is about 1.5 km.

The proximity and atmosphere of the sea, the spectacular views from park areas and the waterfront, the boat marina and passenger terminal, as well as the neighbourhood's

diversified architecture impart a distinctive seaside flavour to Jätkäsaari. A waterfront city district like Jätkäsaari is particularly susceptible to winds. Windiness and sea conditions will be taken into account in land use planning and building design.

Jätkäsaari is being planned according to the principles of sustainable development. Its position in the inner city already supports these goals; the urban structure is dense and the area has an effective public transport network based around the tram and metro. In the future, energy-effective solutions will be favoured for all buildings. Currently underway in the summer of 2009 is an ideas competition for the innovative design of energy-efficient blocks in Jätkäsaari.











## Jätkäsaarenkallio and Hietasaari

The first area to be built in Jätkäsaari will be the Jätkäsaarenkallio and Hietasaari area bordering on modern-day Ruoholahti and the eastern shore's old warehouses.

The solid blocks will be urban in nature and built directly onto the street line, which will be characteristic for the area. Like the rest of Helsinki's inner city, Jätkäsaari's silhouette is of a uniform height, approximately seven stories. A few lower structures are situated along pedestrian paths and two high-rise hotel towers will rise to form landmarks for the area.

On the main streets, the residential buildings' ground floors will be reserved for commercial premises. The existing buildings being retained at Jätkäsaari are among the first that were built in the area. The 40,000 m<sup>2</sup> harbour warehouse – known as the "Bunker" – will be converted to a business centre and library. Of the other architectural landmarks worth preserving,



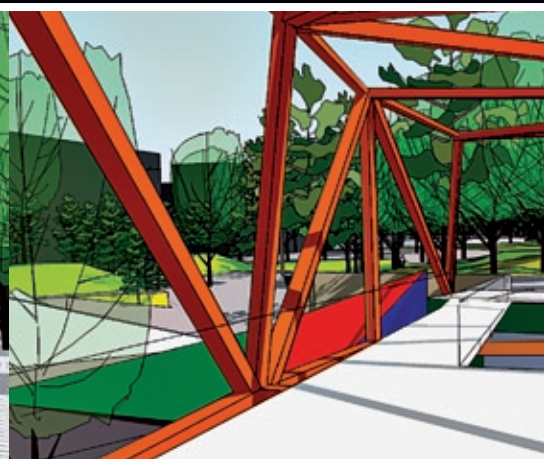
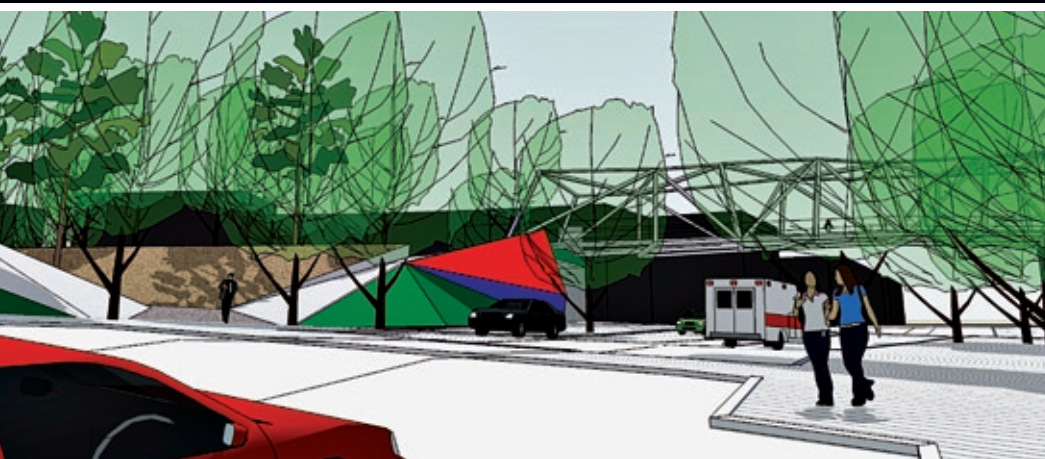
the most important are the warehouses (comma pois) designed by Lars Sonck in the 1920s and 1930s, that will be converted to hotel and office use. The renovation of the "Auction Room" that contained staff facilities for harbour personnel began in the autumn of 2009. The building will house a rescue station, as well as an information centre that presents Jätkäsaari's design and construction.

An urban exhibition is being planned in conjunction with the completion of Jätkäsaari's first blocks. Focusing on the urban structure being implemented, the themes of the comprehensive exhibition will include the development of housing supply and the urban environment's diversity, the city areas' sustainable development, and the improvement of energy efficiency.



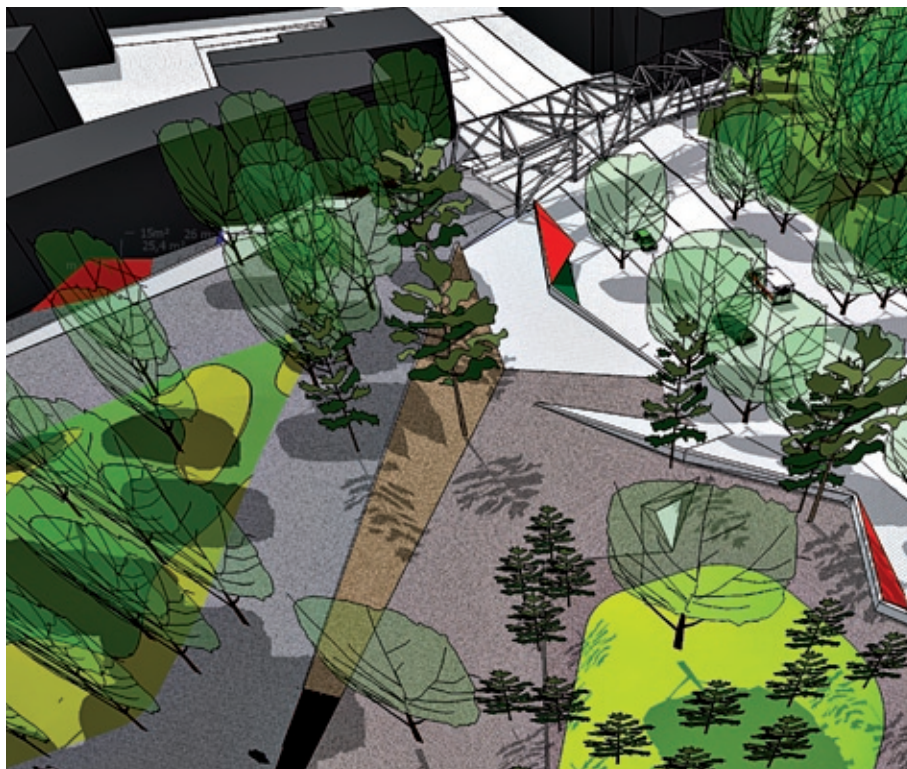






## Hyväntoivonpuisto

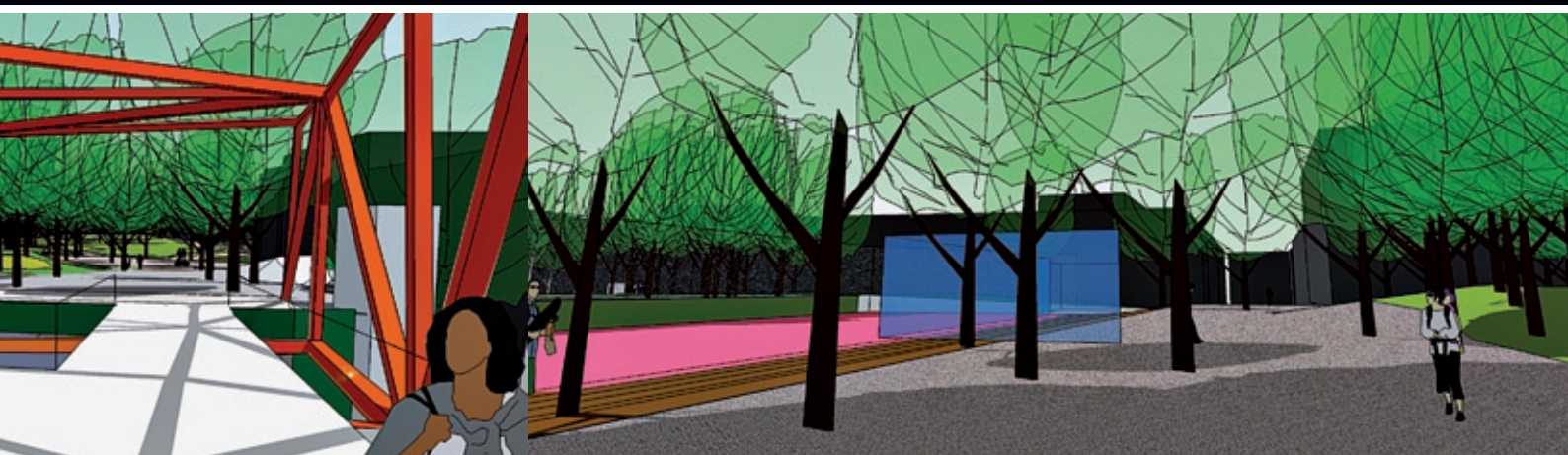
The over 1-km-long Hyväntoivonpuisto park that will meander through Jätkäsaari, will form an extensive unbroken greenbelt linking the residential blocks together. The park will extend from Ruoholahti to Jätkäsaari's southern tip, where a swimming beach is planned. Landscape art techniques will be used to create diverse possibilities for recreation and play. A main pedestrian and cycle route will pass through Hyväntoivonpuisto and lead to other parks and the waterfront. Raising the park area above the elevation of the existing terrain on earthfill will enable light traffic bridges to span the main roads.



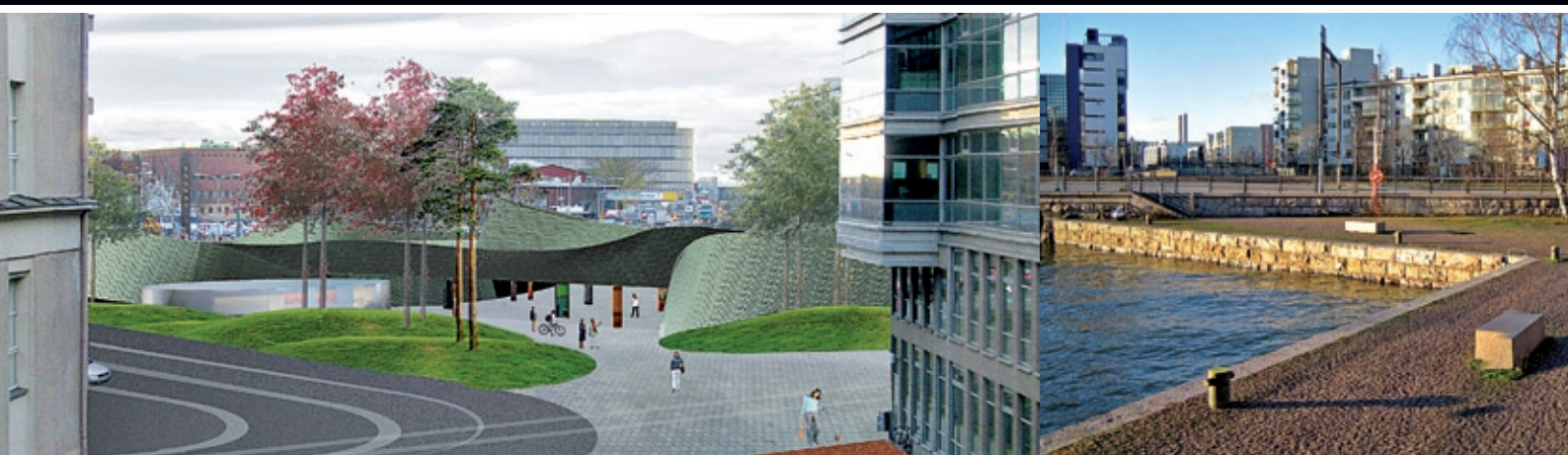
## Jätkäsaari Sports Park

South of the 'Bunker', a 5-hectare sports park will also be built in Jätkäsaari. The 'Bunker's' sportshall, along with the sports park, will create a significant and diverse sports and recreational set of facilities for all of Helsinki, supported in the main by a high quality public transport network. Some two-thirds of the sports park will form part of the larger sports field as well as creating new smaller sport pitches and outdoor activities.









## Traffic

In the planning of Jätkäsaari, particular attention is being given to the development of a comprehensive network of pedestrian and cycle paths, as well as a smoothly flowing public transport system, primarily trams. Tramline 8 will link Jätkäsaari to the nearby Ruoholahti metro station, and a new direct tram connection has been designed from Jätkäsaari to the city centre. On the main streets, trams will have their own lanes in the centre of the road to facilitate

smooth-flowing traffic. Parking for residents and employees will be for the most part situated in underground parking facilities. Metered on-street parking will be provided for short-term parking and visitors.

About four million passengers a year pass through the Jätkäsaari passenger terminal; currently the emphasis is on the Tallinn ferry traffic. The popularity of fast vessels on the Tallinn route has increased in recent years.

The pedestrian and cycle route passing

under the heavily trafficked Mechelininkatu from Jätkäsaari to the city centre is being built as an open-like urban space. The new square will be called Länsilinkki ("west link") and the traffic bridge spanning it will be implemented as an environmental artwork; the area's construction will begin in the autumn of 2009. In conjunction with the planning of Jätkäsaari, mobility management studies have also clarified the ways in which people could be encouraged to use public and light transport instead of cars.







## Public transportation in Jätkäsaari

Public transportation in 2015



Public transportation in 2025







## Jätkäsaari in figures

### Entire Jätkäsaari area

Land area	100 ha
Parks	19,8 ha
Total floor area	900,000 m <sup>2</sup>
Residential buildings	600,000 m <sup>2</sup>
Workplaces and services	300,000 m <sup>2</sup>
Residents	16,000
Workplaces	6,000
Construction period	2009–2025

### Jätkäsaarenkallio and Hietasaari (first town planning area)

Land area	37,6 ha
Parks	4,8 ha
Total floor area	420,000 m <sup>2</sup>
Residential buildings	250,000 m <sup>2</sup>
Workplaces and services	170,000 m <sup>2</sup>
Residents	6,400
Workplaces	750
Town Plan in force	7/2009
Construction period	2009–2014











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##### Images:

Helsingin kaupunkisuunnitteluvirasto

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