Idea seminar workshop supplement 27.8.2008 YTK / WSP / NOW

Greater Helsinki Vision 2050
IDEA INDEX CARDS

1. Land-use planning, public transport and personal mobility
2. Quality in dense cities
3. Relationship of nature and living
4. What does the diversification of lifestyles mean for planning?
5. Towards sustainability – planning, incentives and regulations
6. Environments for business and innovation
7. Added value through intra-regional division of roles
8. Metropolitan governance and strategic planning

1. LAND-USE PLANNING, PUBLIC TRANSPORT AND PERSONAL MOBILITY

1.1 Boundary Strips
1.2 Human-mobility-sized towns
1.3 Emphasis on pedestrian oriented areas
1.4 Line TM
1.5 “Hook”
1.6 Synapsi
1.7 Design based, infrastructure based and policy based planning
1.8 New diagonal connections in public transportation
1.9 New road hierarchy inside Ring Road 3
1.10 Work Oasis
1.11 New logistic solutions & Shop-on-rail
1.12 Integrated travel chains & personal mobility management solutions

2. QUALITY IN DENSE CITIES

2.1 Densifying and adding new qualities to the built environment
2.2 Human-mobility-sized towns
2.3 Synapsi
2.4 Densified “Cores”
2.5 Polycentric structure & mixture of housing, jobs and services
2.6 Mixing hub
2.7 Distributed home
2.8 Edge articulation & Infrastructural buffer intensification
2.9 Connectivity increasing & Relaxation of functional separation
2.10 Third places
2.11 Public promotion as a planning instrument

3. RELATIONSHIP OF NATURE AND LIVING

3.1 Boundary Strips
3.2 “Field”
3.3 ”Microcore”
3.4 (Re)programmed urban green space
3.5 Landscape strategy
3.6 Environmental functions of green areas
3.7 ”Powerscape”

4. WHAT DOES THE DIVERSIFICATION OF LIFESTYLES MEAN FOR PLANNING?

4.1 Densifying and adding new qualities to the built environment
4.2 Mixing hub
4.3 Third places
4.4 Social Needs Mapping System
4.5 Social managing
4.6 Subsidiarity of executive power
4.7 Housing program: urbanity and diverse living
4.8 Public promotion as a planning instrument

5. TOWARDS SUSTAINABILITY – PLANNING, INCENTIVES AND REGULATIONS

5.1 Institutions help making choices in relation to common good
5.2 Zero Emission Towns
5.3 “Microcore”
5.4 Environmental functions of green areas
5.5 Eco-tech farming, “Green Pods”
5.6 “Powerscape”
5.7 Building regulations’ main emphasis on demanding high level of sustainability
5.8 Addition to legislation. Part one:Buildings.
5.9 Addition to legislation. Part two: Neighbourhoods & Municipalities

6. ENVIRONMENTS FOR BUSINESS AND INNOVATION

6.1 Work Oasis
6.2 Mixing hub
6.3 Rapid long distance transport
6.4 CBD , New Helsinki Downtown
6.5 Synapsi
6.6 City Lab
6.7 Social innovations contributing economic success stories
6.8 ”Microcore”
6.9. Office Boulevards & Workplace Nodes & Twin-Sub-centers

7. ADDED VALUE THROUGH INTRA-REGIONAL DIVISION OF ROLES

7.1 Unity of differences
7.2 Well-connected lifestyle regions
7.3 Metropolis and regional frame
7.4 White, Green, Blue
7.5 Linear city
7.6 Subsidiarity of executive power

8. METROPOLITAN GOVERNANCE AND STRATEGIC PLANNING – ALLIANCES AND AGREEMENTS

8.1 City-Cells
8.2 Metroscape Toolkit
8.3 Design based, infrastructure based and policy based planning
8.4 Private-public infrastructure development
8.5 Addition to legislation. Part one: Buildings.
8.6 Addition to legislation. Part two: Neighbourhoods
8.7 Zero Emission Towns
8.8 Landscape strategy

1 LANDUSE PLANNING, PUBLIC TRANSPORT AND PERSONAL MOBILITY

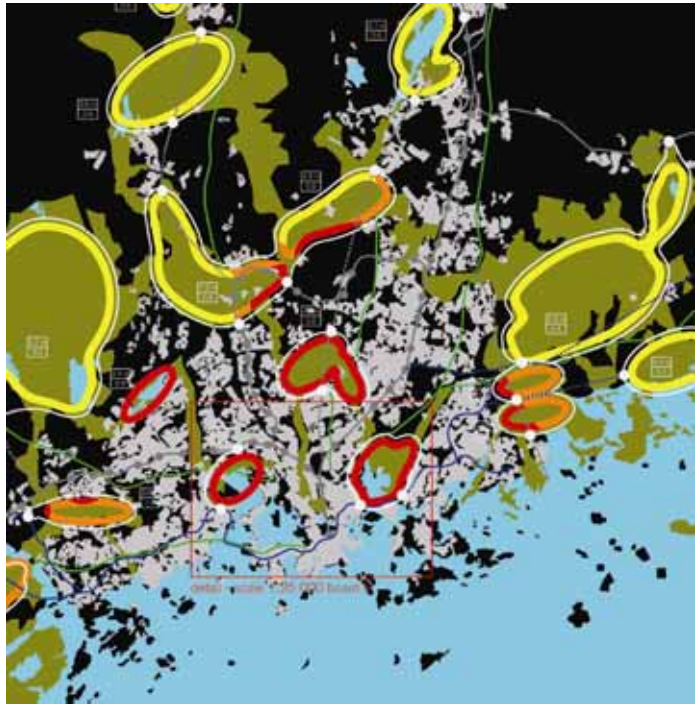
Entries propose fundamentally different regional scenarios. A commonly agreed principle is increasing building density near rail stops. Challenging topics in any scenario include avoiding unnecessary rail investment and the related need to densify existing built-up areas.

Instead of focusing on the transport system itself, the focus should rather be citizens' personal mobility needs and the coordination of different transport modes. A whole range of services and techno-social innovations can reduce the travel demand. It is important to develop a low-carbon urban culture through spatial and temporal integration of uses and by revealing the consequences of everyday mobility choices.

1. LAND-USE PLANNING, PUBLIC TRANSPORT AND PERSONAL MOBILITY

1.1 Boundary Strips
1.2 Human-mobility-sized towns
1.3 Emphasis on pedestrian oriented areas
1.4 Line TM
1.5 “Hook”
1.6 Synapsi
1.7 Design based, infrastructure based and policy based planning
1.8 New diagonal connections in public transportation
1.9 New road hierarchy inside Ring Road 3
1.10 Work Oasis
1.11 New logistic solutions & Shop-on-rail
1.12 Integrated travel chains & personal mobility management solutions

1.1
Boundary Strips

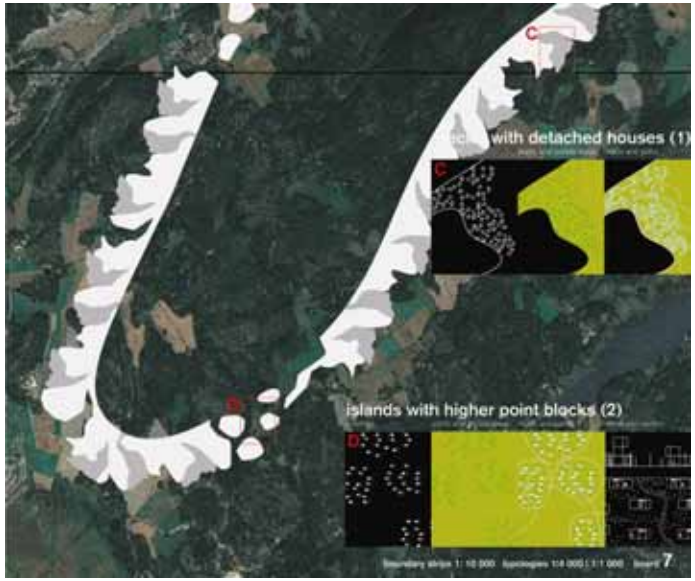


The entry *Boundary Strips* proposes a new type of settlement model for Greater Helsinki. Very big areas of open space – diameter up to 10-15 km – are surrounded **by narrow urban structures, so-called ”boundary strips”**. With the green areas encircled by them, they form a new spatial system of protected open areas.

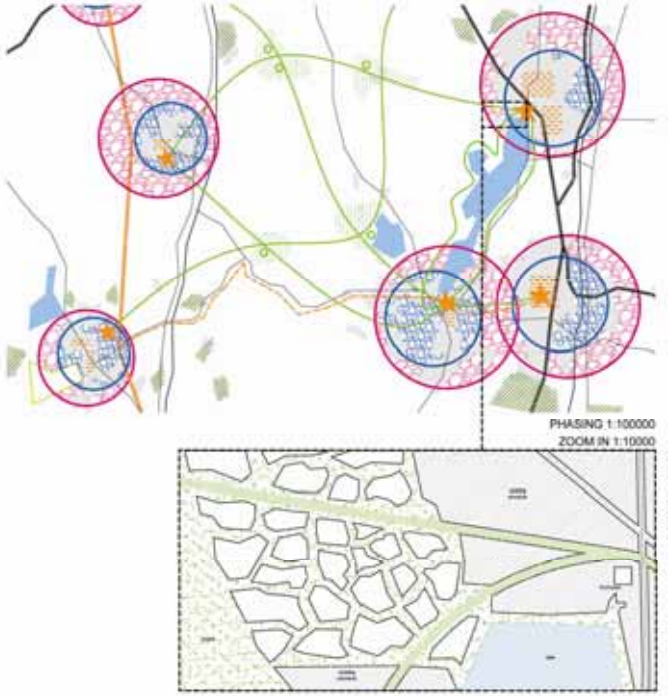
The breadth of the ”boundary strips” is 250─500 m. There are several models according to which the built structure in strips can be organized. In general, the pattern and design aim at **maximizing the edge between the built and the green area**.

The strips are surrounded by **a public transport system which is connected with the regional public transportation network**. A ”knot” (the connection to public transportation system) is always within walking distance of 5 minutes.

Each ”boundary strip” can be realized either in one step or in successive steps. The density and character can vary according to the surrounding areas.



1.2
Human-mobility-sized towns



The entry *Holistic Uniqueness* proposes that the Helsinki metropolitan region will be developed as a configuration of **eight larger urban areas**, each developing a characteristic profile based on programmatic and spatial specialities.

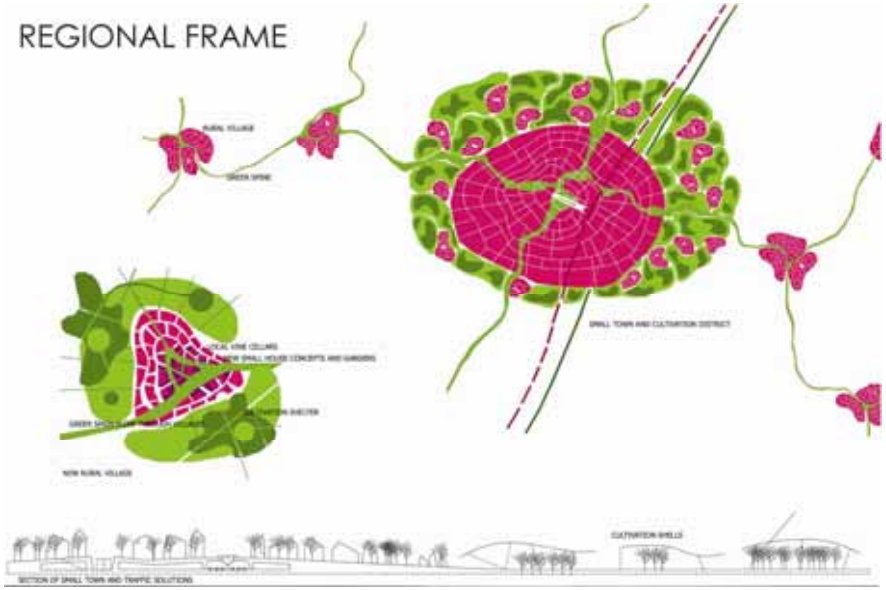
One of these proposed areas, so-called “Finlegacy”, consists of eight medium-sized urban cores. These urban cores will be densified and enlarged, but **only to a maximum size of a diameter of 6 km (= human-mobility-size).** The relatively small size fosters biking and pedestrian movement.

1.3
Emphasis on pedestrian oriented areas

The entry *Emerald* states that diversified mixture of housing, jobs and services everywhere decreases commuting both out and inside the metropolis.

"A guideline is emphasis **on pedestrian oriented areas, new public spaces and high quality public transport stops**. Attractive stations house various facilities and services. Street patterns encourage walking, biking and using local services. A consistent high quality bicycle path network covers evenly the region through public transport nodes and other central places. Bikes can be rented in these nodes by a digital Smart Card system."

"[The small towns have] a clear centre with diverse services in the vicinity of the railway station. **Clear boundaries between the town and surrounding production and natural areas** encourage densification instead of spreading. The limited dimensions and the dense and organic structure of small towns contribute to pedestrian and bicycle traffic."

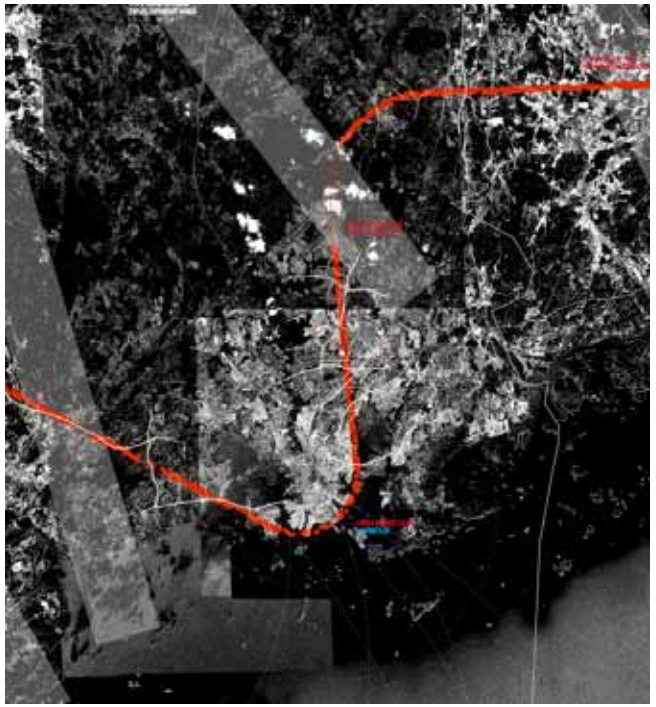


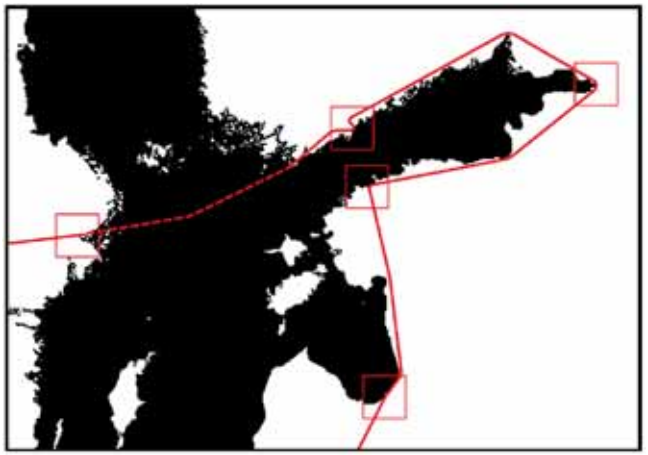
1.4
Line TM

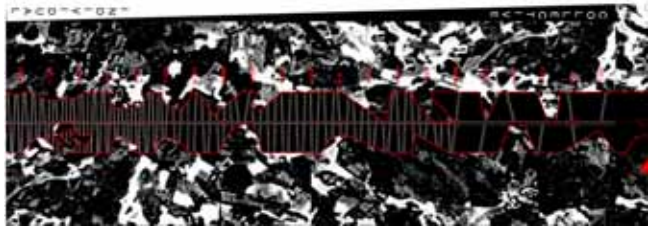
The entry *LINE_TM* provides an idea of **a hyper-fast train connection between Baltic capitals & Oslo**. The narrow area above the train tunnel is, at the same time, seen as a development zone, called “LINE_TM”. It can be developed into ultra-dense urban construct, especially near international stops, airports and city centers. The definition of the LINE_TM in its width is set at 414 m.

The high-speed transport system is built on the idea that **any point along its extension is reached much faster than through private means**. There are international hubs/stations, periurban stops and local stops. The maximum walking distance to the closest local stop is 5 minutes. On-ground circulation in the zone is provided by a fishbone like street system.

LINE_TM is based on the idea of Public-Private-Partnership. **The design will provide benefit for owners of existing land**. The increase in value due to the high-speed transportation system is the main source for financing this inter-regional and international project. The benefits will be divided between existing land owners, the governments and the chosen investors.





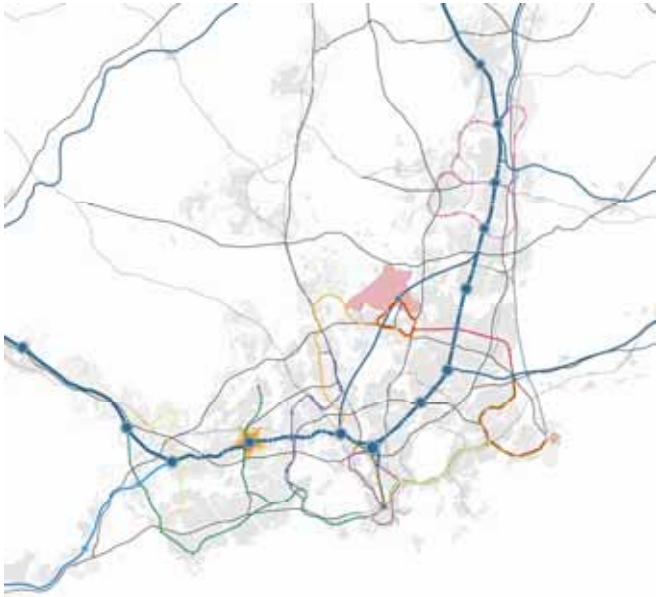


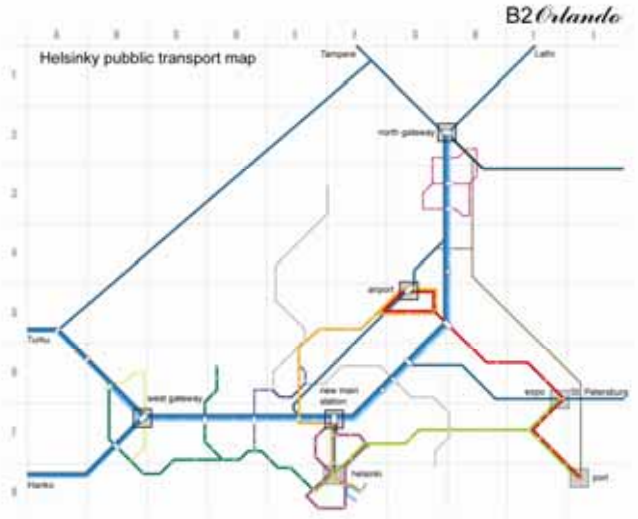
1.5
“Hook”

In the entry *Orlando*, different areas in Helsinki region will be tied together with **a strong regional main railway line called “the Hook”**. It extends from Nummela via Espoo and Pasila to Hyvinkää. The Hook works as an infrastructural spine for the region, serving national, regional and local railway traffic and uniting the different metropolitan realities. (see idea card 7.2, “Well-connected lifestyle regions”.)

Around **the main stations of the Hook are the most important urban densification projects, the “Synapses”** (see idea card 1.6). Between Synapses are numerous smaller stations. The stations are connected with the other public transport systems (trams, metro-lines) which link the different areas together in a transversal direction.

Strategic choices in the land use ensure that **48 % of the total gross floor area to be built up to 2050 will be included in the range of the Hook’s catch-man area**, thus implementing the public transport utilization rate. “Greater Helsinki 2050 will define itself as a system of several compact cities immersed in the amazing Finnish nature, hooked together by an … efficient infrastructural spine.”



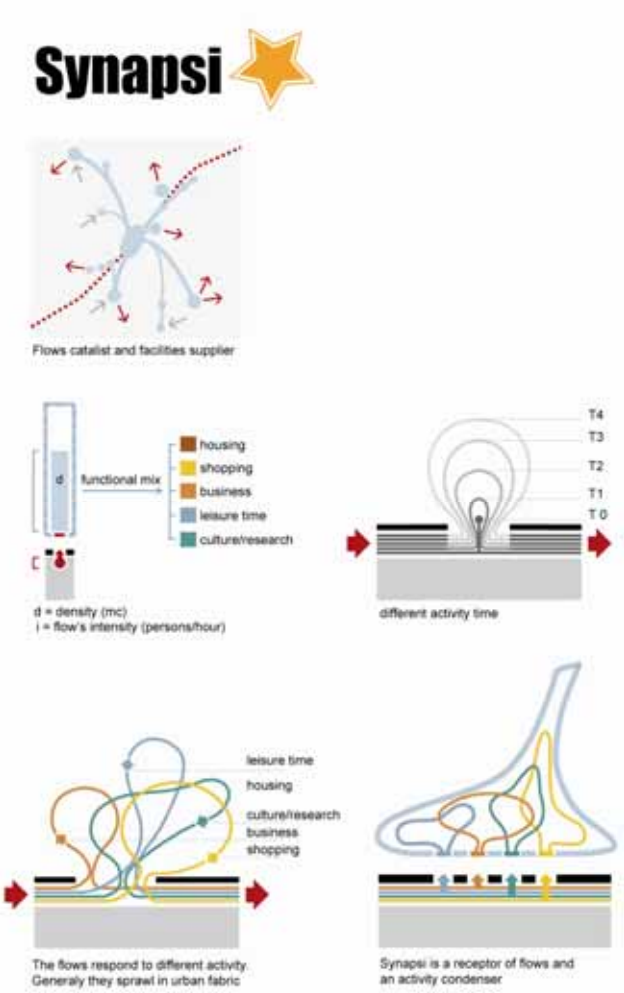


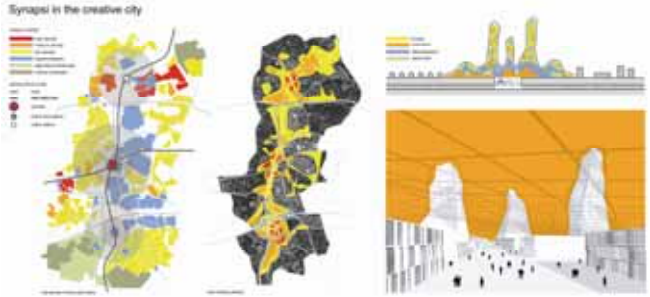
1.6
Synapsi

The entry *Orlando* proposes a fast main railroad “spine” for the region, called “The Hook”, and 7 differently profiled areas along the line. (See idea cards 1.5 and 7.2.)

On main stations of the Hook are located **the most important densification projects, called “Synapses”.** They contain **functional mix** (office, research, commerce, houses and spare time activities) and can be are described as “micro cities”, “receptors of flows” and “activity condensers”.

In Synapses, **functions are near to one another (within 200–500 m) and they are connected to the station.** At least 10 % of the total new floor area of the region is planned to be built in the Synapsis. The series of Synapses can be called the Warm-City; a linear warm indoor city, bridged together with effective public transport lines. The aim is to maximize connectivity, speed and functional mix.





1.7
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:

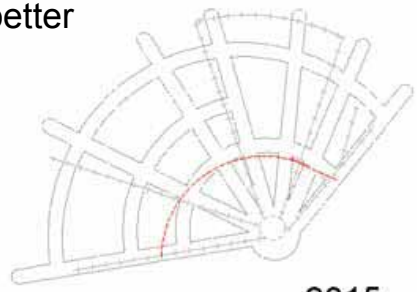
• *Design based planning*, that has dominated the Finnish planning, is most suitable for **decisions concerning large areas where the land ownership is quite concentrated**. Typical implementation areas are extensions of continuous built structure in virgin landscape (e.g. by transportation lines).

• *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.

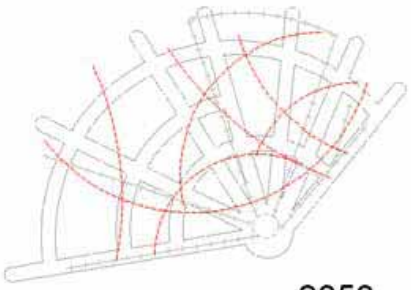
• *Policy based planning* sets the framework for development in outer fringe areas where allocation of large investments or detailed regulation is not motivated. Policy based planning aims at **binding up the true land use potential with spatial typology**.

1.8
New diagonal connections in public transportation

Eight new diagonal connections of public transportation (e.g. light-rail) are gradually built in the area of Helsinki, Espoo & Vantaa in the entry *(R)evolver.* These lines **guideline** the modeled **population dynamics** of the entry. The aimed result is a more connected, more urban and better functioning city fabric.



2015

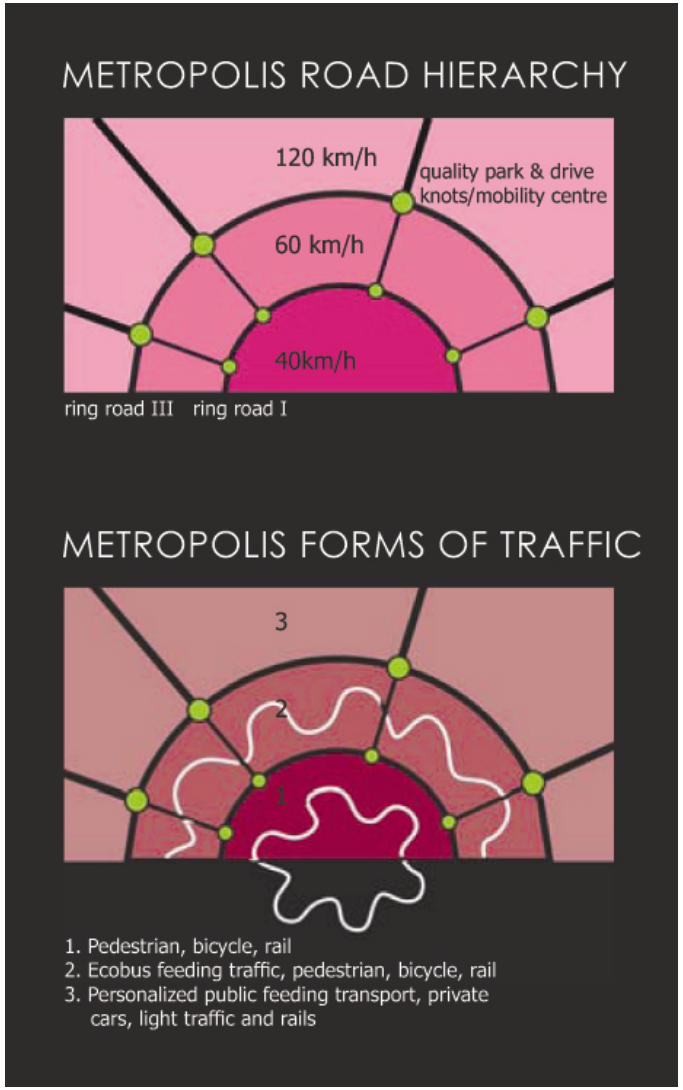


2050

1.9
New road hierarchy inside Ring Road 3

The entry *Emerald* proposes that Helsinki metropolitan region is divide roughly to two different areas: (1) **a ‘dense metropolis’,** and (2) **the ‘regional frame’,** including small towns and and rural areas. Appr. 99 % of new inhabitants (= appr. 620 000) are proposed to be allocated to the ‘dense metropolis’. This means that densifying and intensifying the existing urban structure is an essential part of the proposal.

Connected to this idea, the entry proposes that **inside Ring Road 3 the maximum speed is 60 km/h**. In this way, the streets can more **effectively serve land use** and residents while **noise is minimized**.



1.10
Work Oasis

“In 2050 working hours are adjustable which has – among other things – reduced congestion. The need for traveling of individuals has become less also thanks to local integrated services. Still people do not tend to work at their homes too much. **Instead of travelling all the way to the office they have a chance to place themselves in one of the Working Oases**, a kind of office cafés, which are located in almost all neighborhoods.”
(Entry: *Emerald*)

1.11
New logistic solutions & Shop-on-rail

In the entry Emerald, “[t]he delivery time of raw material from a producer to the end-user has diminished dramatically. **Local production combined with short-distance logistics has replaced a great deal of freight transportation**.” On the local level logistics are managed mainly by automatic goods movers located underground.

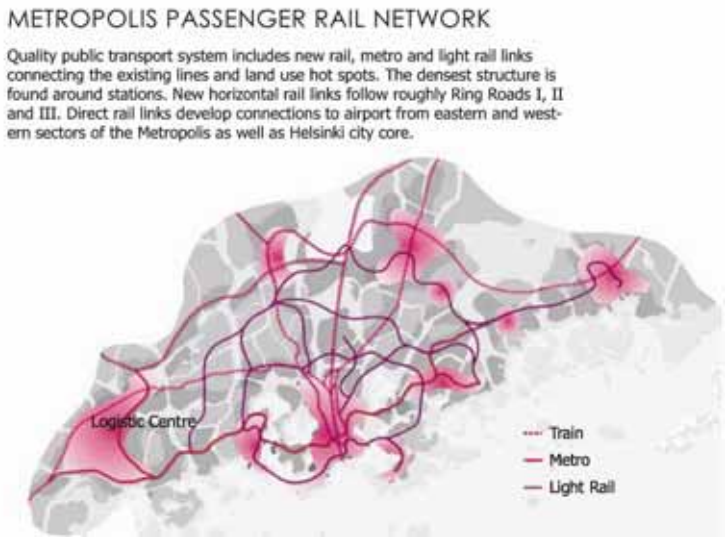
The **main logistic corridor runs around the Greater Helsinki region via Highway 25 and the rail along it**. The fast train rail line going through the airport will be used for transporting goods by night. **New logistic centres are founded on strategic spots** of the region linked to the fast rail line.

An idea also connected to transportation of goods is ”Shop-on-rail-metro”.

1.12
Integrated travel chains & personal mobility management solutions

Integrated travel chains are important to quality public transport, **to achieve minimum amount of transfers, to make them easy, and to provide services in focal points of the trip**. Quality mobility management solutions help people use public transport effectively.

The entry *Emerald* proposes that in future in every urban settlement is **a local mobility centre**, where Mobility Agents can recommend to people which mode of transport to choose. In addition to public transport management, individual vehicles (car, moped, boat, bicycle etc.) can be rented there for a reasonable price.



2 QUALITY IN DENSE CITIES

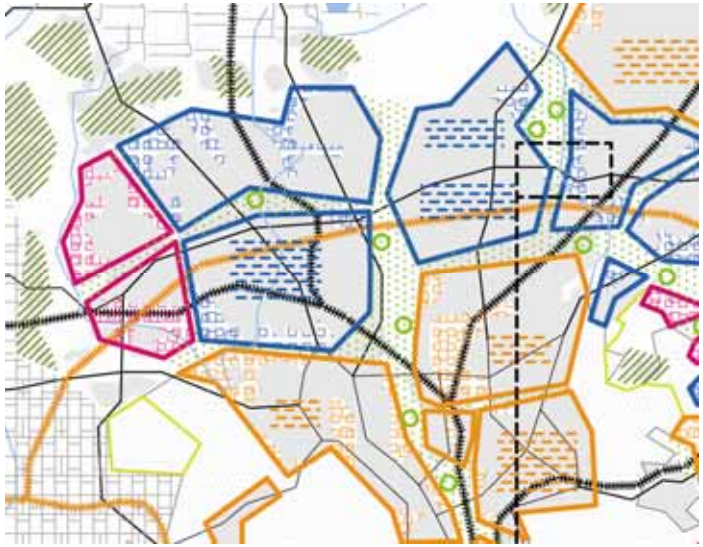
The ambition is to simultaneously achieve urban density and high environmental quality. Functionally, socially and aesthetically mixed structures are a recurring solution. Realisation of this ambition currently meets economic and legal obstacles.

In-fill construction at different scales, combined with a systematic utilisation of specific urban building and built environment types, is a logical approach. Opening completely new greenfield sites hardly is the most sustainable option. In lower density areas, a focussed effort is suggested to create socially central ‘third places’ outside work and home.

2. QUALITY IN DENSE CITIES

2.1 Densifying and adding new qualities to the built environment
2.2 Human-mobility-sized towns
2.3 Synapsi
2.4 Densified “Cores”
2.5 Polycentric structure & mixture of housing, jobs and services
2.6 Mixing hub
2.7 Distributed home
2.8 Edge articulation & Infrastructural buffer intensification
2.9 Connectivity increasing & Relaxation of functional separation
2.10 Third places
2.11 Public promotion as a planning instrument

2.1
Densifying and adding new qualities to the built environment

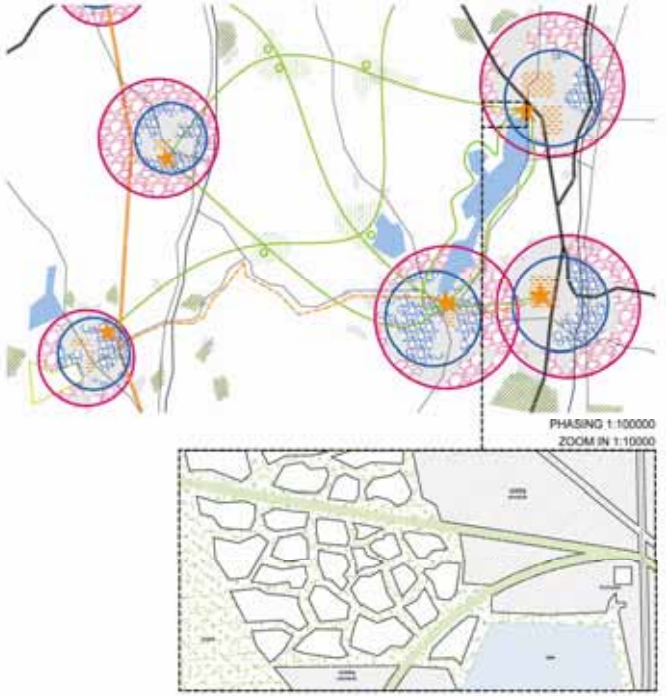


Entry *Holistic Uniqueness* proposes **urban forms and types of landscape to be sharpened and strongly differentiated**. In this way, the areas are made spatially distinguishable. Sprawl and mergence can be avoided and existing areas intensified by spatial and programmatic densification. Urban forms and landscape patterns are seen as catalysts.

Shaping the urban structure means **shaping relationships between places, people and activities**. The densification involves reprogramming and converting outdated building typologies (e.g. industry hall), multiplying the usages of existing buildings and adding functions to monofunctional areas.

The **surface of built-up areas will be minimized**
• to get more open space for natural circle systems (e.g. drainage, cooling) and enhancing biodiversity;
• to get more public realm for social interaction; and
• to get multifunctional areas enabling short-distance-living and enriching everyday life.

2.2
Human-mobility-sized towns



The entry *Holistic Uniqueness* proposes that the Helsinki metropolitan region will be developed as a configuration of **eight larger urban areas,** each developing a characteristic profile based on programmatic and spatial specialties.

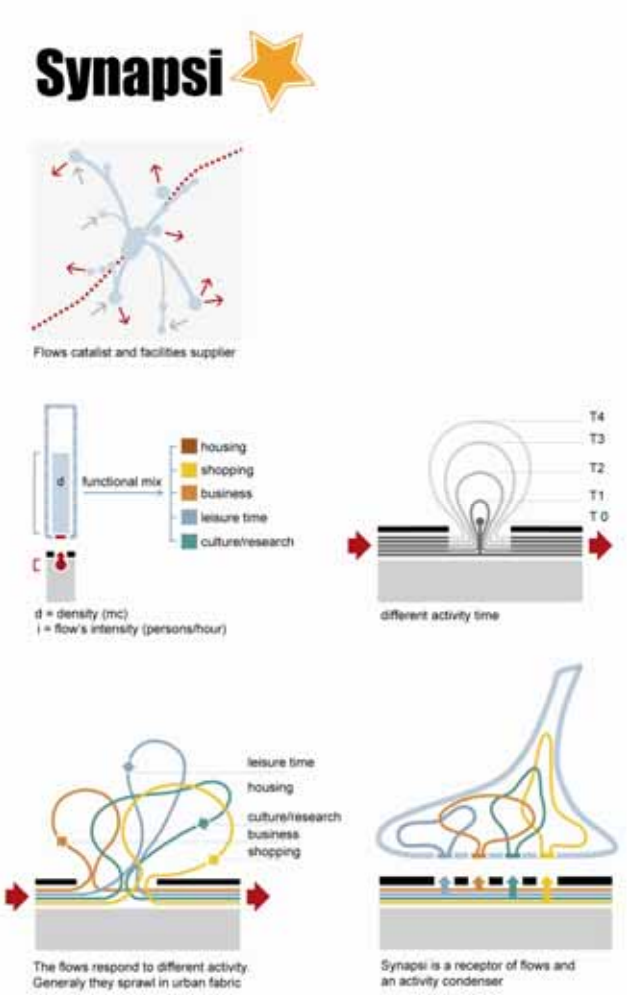
One of these proposed areas, so-called “Finlegacy”, consists of eight medium-sized urban cores. These urban cores will be densified and enlarged, but only to a maximum size of a diameter of 6 km (= human-mobility-size). The relatively small size fosters biking and pedestrian movement.

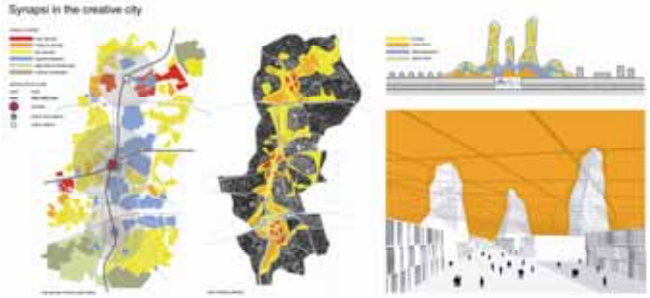
2.3
Synapsi

The entry *Orlando* proposes **a fast main railroad "spine" for the region, called "The Hook",** and 7 differently profiled areas along the line. (See idea cards 1.5 and 7.2.)

On main stations of the Hook are located **the most important densification projects, called "Synapses".** They contain functional mix (office, research, commerce, houses and spare time activities) and can be are described as "micro cities", "receptors of flows" and "activity condensers".

In Synapses, **functions are near to one another (within 200–500 m) and they are connected to the station**. At least 10 % of the total new floor area of the region is planned to be built in the Synapses. The series of Synapses can be called the Warm-City; a linear warm indoor city, bridged together with effective public transport lines. The aim is to maximize connectivity, speed and functional mix.



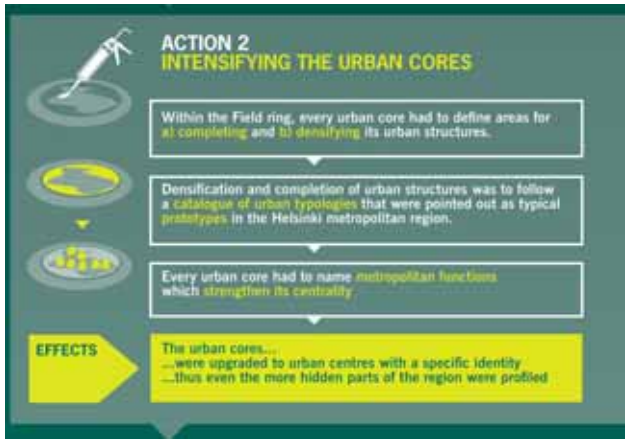


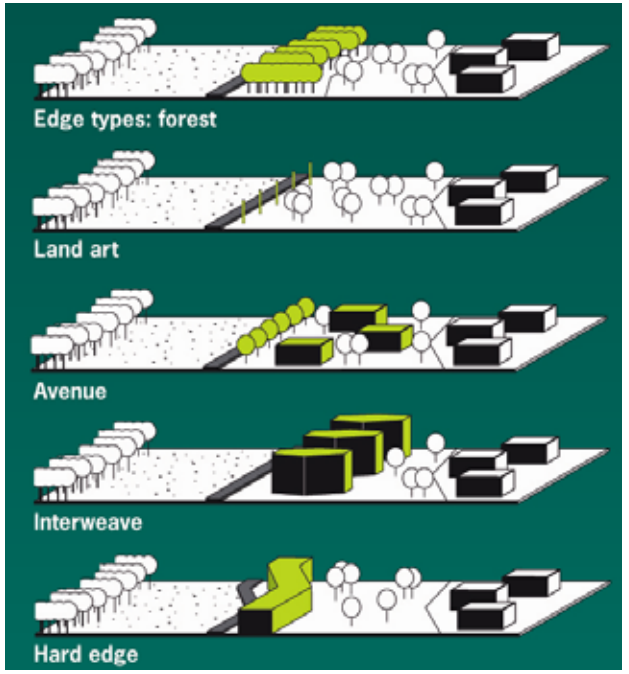
2.4
Densified “Cores”

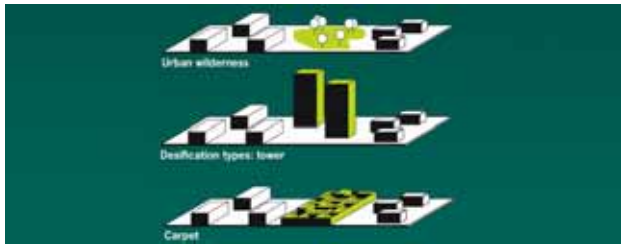
Metroscape model intends to manage growth with two types of settlements: **“Cores” and “Microcores”.** Around every Core there is landscape ring called “Field” (See e.g. idea cards 3.2, 3.3 & 8.2.)

Every community in the region has to identify **one or more urban cores (settlements with over 30 inh./ha). These urban cores are upgraded to urban centres with a specific identity.** The cores will be densified starting from the existing state. This creates greater spatial and functional significance. The cores carry metropolitan functions such as business, political and administrative institutions, education, culture.

The main criteria for the inner additions to the Cores are **mixture and diversity**. The recent Aurinkolahti housing development is a benchmark in terms of density and built quality. Densification and completion of urban structures is to follow a catalogue of urban typologies that are pointed out as typical prototypes in the Helsinki metropolitan region.



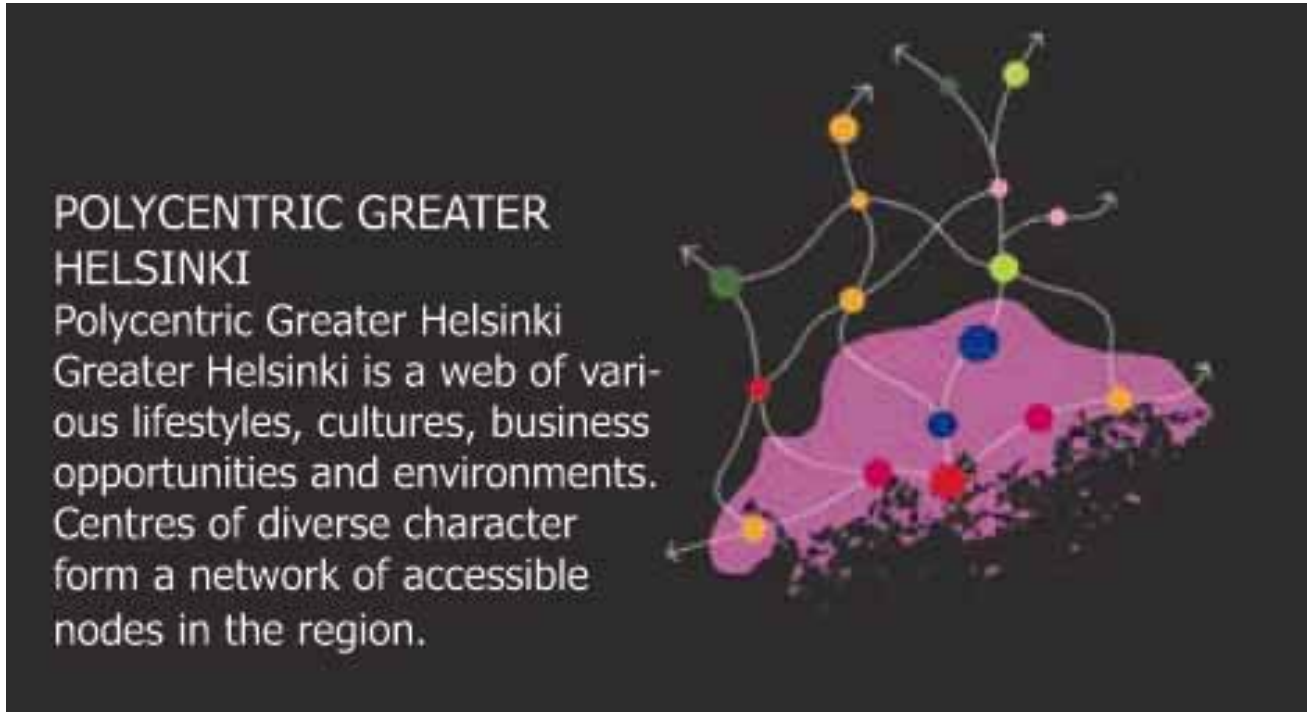




2.5
Polycentric structure & mixture of housing, jobs and services

The entry *Emerald* states that there is a **need to direct Greater Helsinki into a more mixed and polycentric structure**. Diversified mixture of housing, jobs and services everywhere decreases commuting both out and inside the metropolis. **Accessibility is a critical factor** in the success of stronger sub-centres.

The **mixture of housing, jobs and services** balances the metropolitan structure and strengthens local services and urban life. This in turn **decreases commuting and encourages new attractive but affordable housing** inside the metropolis.



2.6
Mixing hub

To create collaboration between different groups of people on a new level, entry *Towards City 2.0* proposes a new type of public space. **“The Mixing hub” is a public-private space for business, social entrepreneurs, children and leisure**. The hubs offer plug and play facilities where individuals and communities can work, share and link to other communities. In densely built areas they remain open for users 24/7.

To build hubs, city council starts an international corporate responsibility and Pro-Am*) -innovation program. Corporations and hubs work in a basic mutual benefit principle. To remain resourceful, **large organisations must attract activities and innovation outside their core business**. The hubs indicate social change and they feed innovative uses of technologies back to companies that support them.

The hubs have rooms for meeting and reading, sound systems, screening rooms, edits, kitchens, dining areas, gyms, saunas etc., as well as peer-guided social production tools like citizen-wiki's, funding advice, personal development and community building -workshops.

*) professional/amateur

2.7
Distributed home

Public sector by itself innovates only a minor part of the steps required for improving the society. Yet **public authorities have significant means to stimulate mass innovation from the public**. Different forms of resources offer citizens tools that can release slumbering potential.

One of the tools, proposed in entry *Towards City 2.0,* is **“distributed home”.** It **extends the private realm into public spaces.** In the entry, examples of Distributed Home Services available within 15 minutes radius are sauna, one cinema and bar, spa, cold storage, and warm storage.

2.8
Edge articulation &
Infrastructural buffer intensification

Instead of a definite model for desired land-use, the entry *(R)evolver* proposes **strategies and tactics,** with which planning can operate in different actual settings in existing built environment. (See also e.g. idea cards 1.7 & 2.9.)

Edge articulation is a tactic to reach beyond administrative boundaries that have created spatial practices of their own. Often **border zones**, whether being ones of regions, municipalities, districts, land tenant or landscape, have the highest level of **potential for multiple usage**.

Infrastructural buffer intensification: The specialized production and maintenance of urban infrastructure has currently a tendency to allocate superfluous spatial buffers to ensure their imaginable future needs. “Infrastructural buffer intensification” is a **recall for diverse actors to negotiate acceptable solution and backup plans**. Typically this happens in traffic arteries, but is in fact more related to single-minded land holding issues and also found in waterworks and ecological corridors.

2.9
Connectivity increasing &
Relaxation of functional separation

The entry *(R)evolver* proposes strategies and tactics, with which planning can operate in different actual settings in existing built environment. (See also e.g. idea cards 1.7 & 2.8.)

Connectivity increasing is a technique to open up a new potential in local neighborhoods to allow evolution of land to fill the economic needs of essential supporting activities that are otherwise seeked from outside. Typical implementations are in areas where a pioneer single function usage dominates land use and creates unbearable externalities to immediate surroundings, for example in terms of overwhelming car usage.

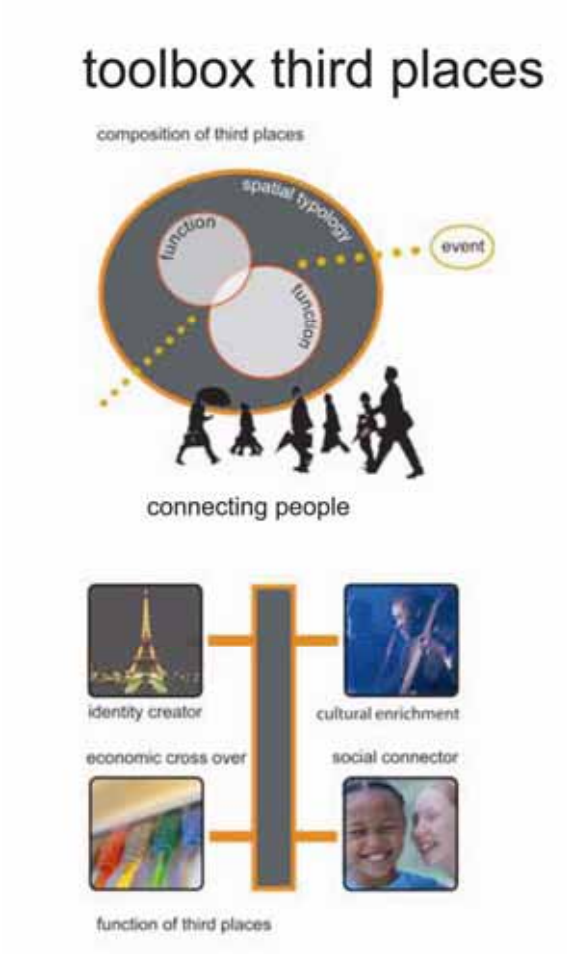
Relaxation of functional separation: The zoning laws have created an illusion of an absolute space where aerial labels and land parcels have one to one correspondence. “Relaxation of functional separation” is a tactic to explore the spatial potential from inwards.

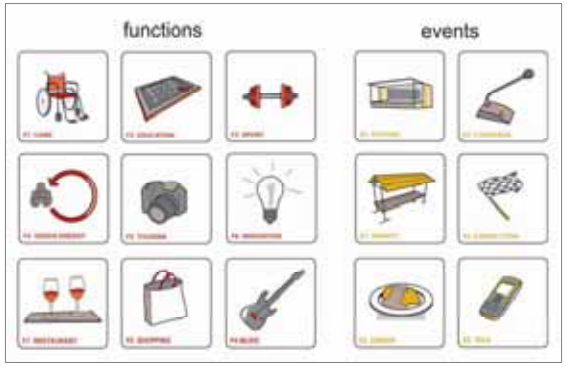
2.10
Third places

Third places are places outside home and work. They attract people and activity. In the entry *Thirdlife*, third places are meaningful places which promote local identity and improve social contact through informal meetings. They also provide economic crossover and cultural enrichment.

Third places exist in nodes of all levels from downtown to country nodes. They can be **sailing clubs, convention centres, squares, hotels, bars, shopping malls or educational centres,** for example.

Third places are one of the main priorities of planning an attractive, competitive, and sustainable metropolitan region. The combination of **indoor and outdoor places, programmes and events** contributes to the identity of municipalities.





2.11
Public promotion as a planning instrument

Due to the longevity of the development process several methods are needed. One is to use **public events as instruments of development**. Public events like **exhibitions, reviews or consultations** can foster public attention and involvement.

To strengthen the identification of people and places, entry *Holistic Uniqueness* proposes promotion of local projects or the **implementation of temporary usages of buildings** to be reprogrammed. On the other hand, through open urban and architectural competitions **international input and critique** can be gained. A virtual documentation of the development process (e.g. www.2050.fi) can keep a mass audience informed and involved.

3 RELATIONSHIP OF NATURE AND LIVING

The vicinity of sea and abundance of natural and cultural landscapes are clear assets of Greater Helsinki. Good utilisation of that asset warrants a regional landscape strategy. This strategy should be a pro-active and positive planning approach, parallel and equal in importance with the regional strategy of networked and mixed urbanity.

Newly conceptualised and programmed urban green space is a frequently occurring theme in the entries and it should be studied more precisely at all scales. The fractal boundary between the built and the non-built is a source of added value and to develop interesting local solutions.

3. RELATIONSHIP OF NATURE AND LIVING

3.1 Boundary Strips
3.2 “Field”
3.3 ”Microcore”
3.4 (Re)programmed urban green space
3.5 Landscape strategy
3.6 Environmental functions of green areas
3.7 ”Powerscape”

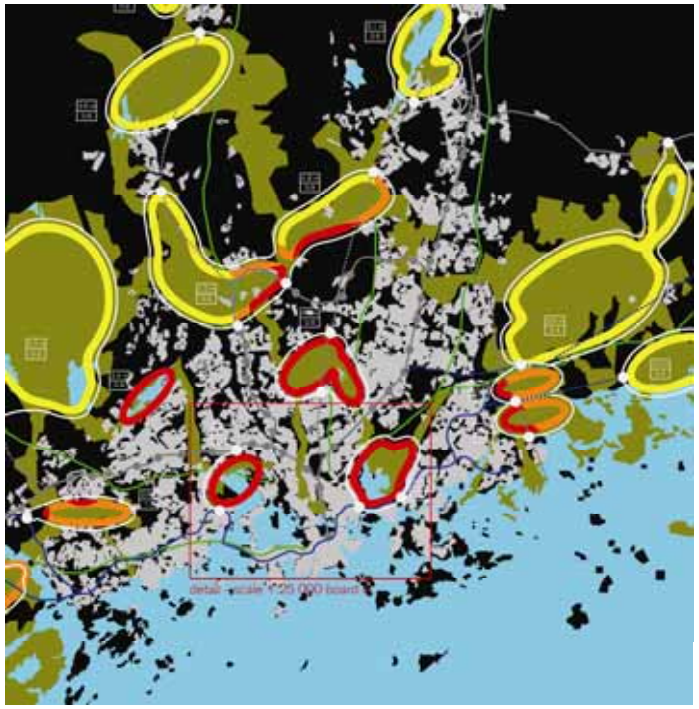
3.1
Boundary Strips

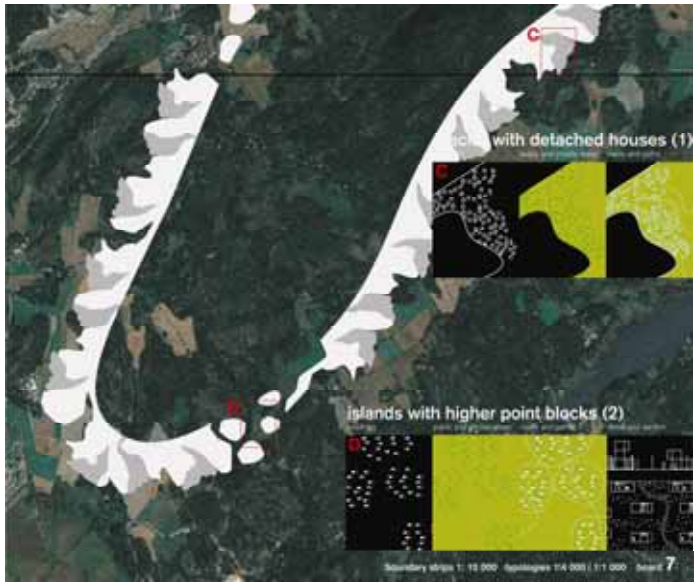
The entry *Boundary Strips* proposes a new type of settlement model for Greater Helsinki. Very big areas of open space – diameter up to 10-15 km – are surrounded by narrow urban structures, so-called ”boundary strips”. With the green areas encircled by them, they form a new spatial system of protected open areas.

The breadth of the ”boundary strips” is 250–500 m. There are several models according to which the built structure in strips can be organized. In general, the pattern and design aim at maximizing the edge between the built and the green area.

The strips are surrounded by a public transport system which is connected with the regional public transportation network. A ”knot” (the connection to public transportation system) is always within walking distance of 5 minutes.

Each ”boundary strip” can be realized either in one step or in successive steps. The density and character can vary according to the surrounding areas.



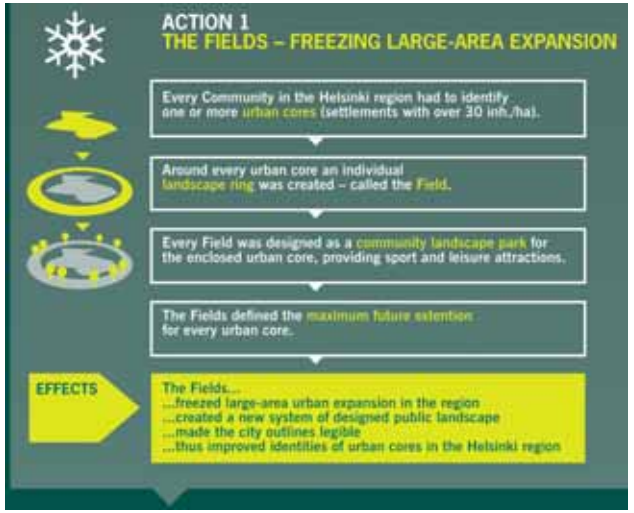


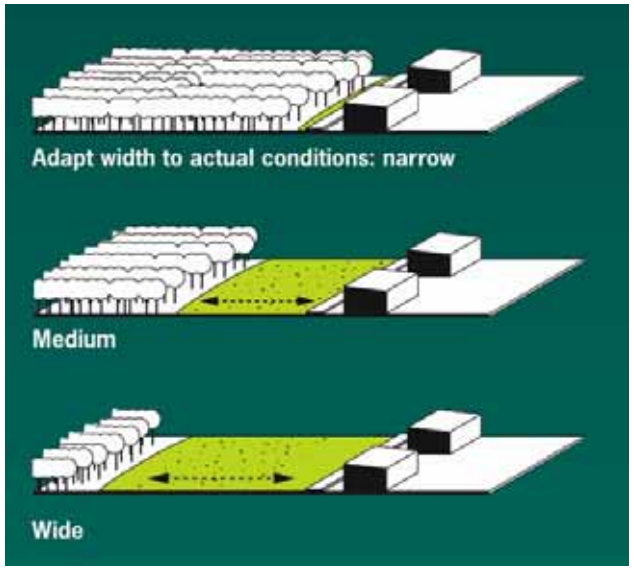
3.2
“Field”

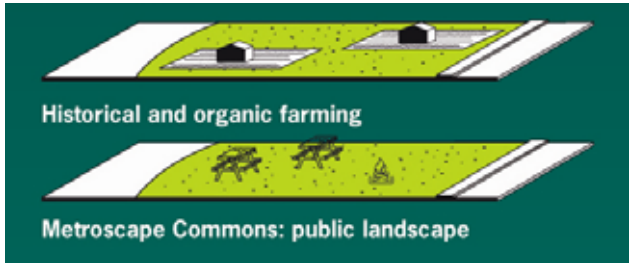
To stop the increase of urban sprawl, the entry *Metroscape Helsinki* proposes a new model: there will only be roughly two types of settlements: ”Cores” (cities, towns) and ”Microcores” (small units). (See e.g. idea cards 2.4, 3.3 & 8.2.)

Around every urban Core is created a landscape ring – called “Field”. It defines the maximum future extension of the Core. Fields form a new system of green spaces. They are designed as community landscape parks for the Cores, providing sport and leisure attractions. Fields are based on the idea of the common land, and, they serve as space for the citizens of the region, as city parks. Fields can be used in varied ways, and every ring can be given a special theme (sports, activities, nature).

To develop the landscape into a public Field, a continuous transformation process is started. The municipalities of the region define, in co-operation with the local community, the width of the Fields around the urban areas. The process of development incorporates the local stakeholders: land-owners, farmers, and municipalities.







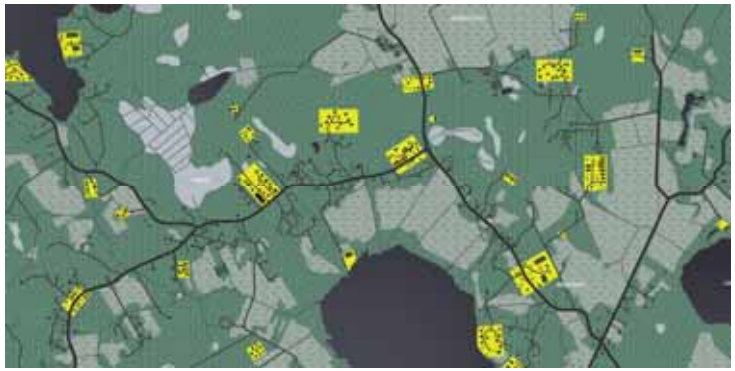
3.3
”Microcore”

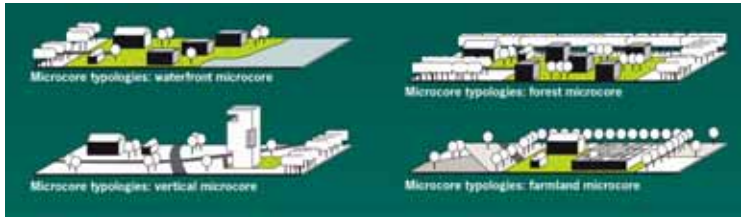
To stop the increase of urban sprawl, the entry *Metroscape Helsinki* proposes a new model for development: there will only be roughly two types of settlements: ”Cores” (cities, towns etc.) and ”Microcores” (smaller units). (See also e.g. idea cards 2.4, 3.2 & 8.2.)

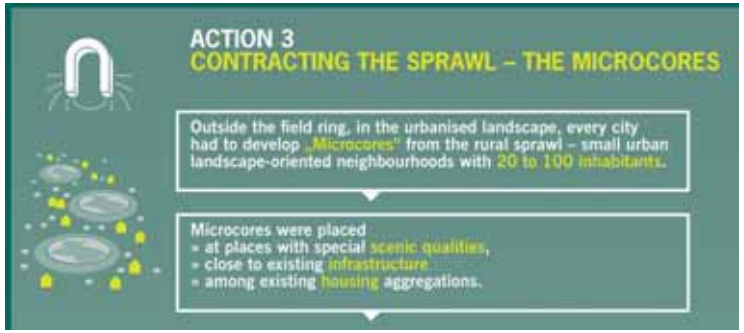
Microcores are landscape-oriented neighborhoods with 20 to 100 inhabitants. All Microcores have to be self-supplying in terms of energy and match the sustainibility objectives. Microcores introduce landscape orientated housing and a model for “zero-energy-neighborhoods”.

Microcores intend to overcome the traditional boundaries of the separation of urban functions: they contain dwellings, handicraft businesses, creative campuses etc.

The implementation of the Microcores is a step-by-step development. Every community may decide whether to provide more new housing in Cores or in Microcores.
Microcores establish a new way of urbanisation that can react to demographic trends in a flexible way and can offer a broad variety of places for different lifestyles.



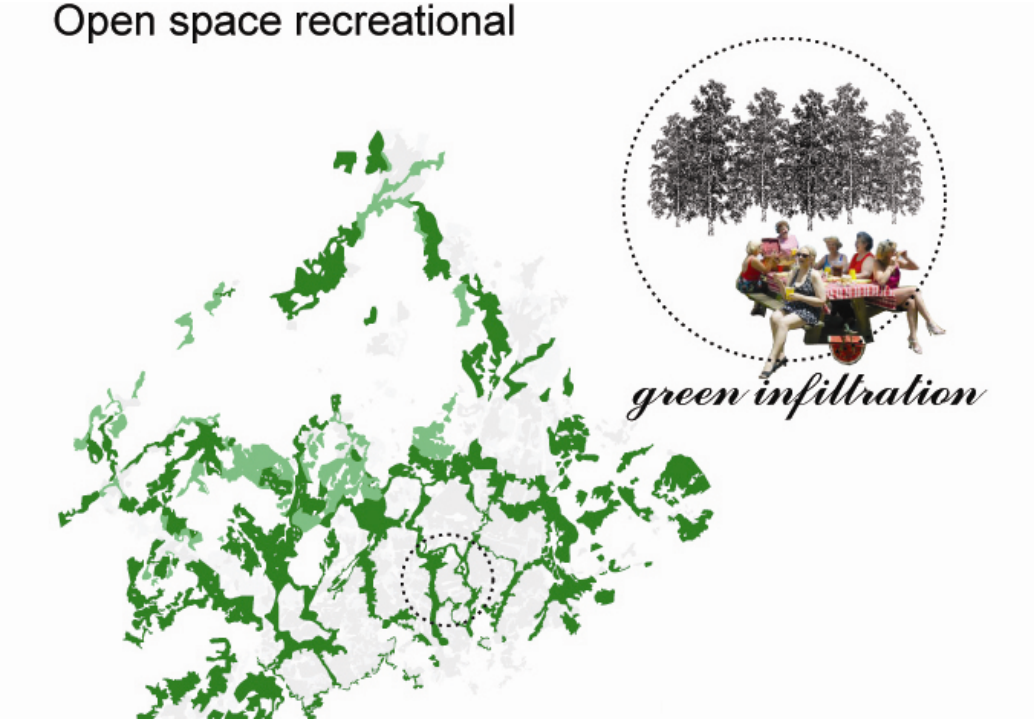




3.4
(Re)programmed urban green space

In many entries, urban green areas are recognized as a very valuable asset that can be redefined and given a more active role, forming the local life and identity.

The entry *Orlando* proposes “green areas with urban features”. “The city breathes through the green infiltration, whose borders can be differently used and lived, expanded and withdrawn during the year’s seasonal changings.”



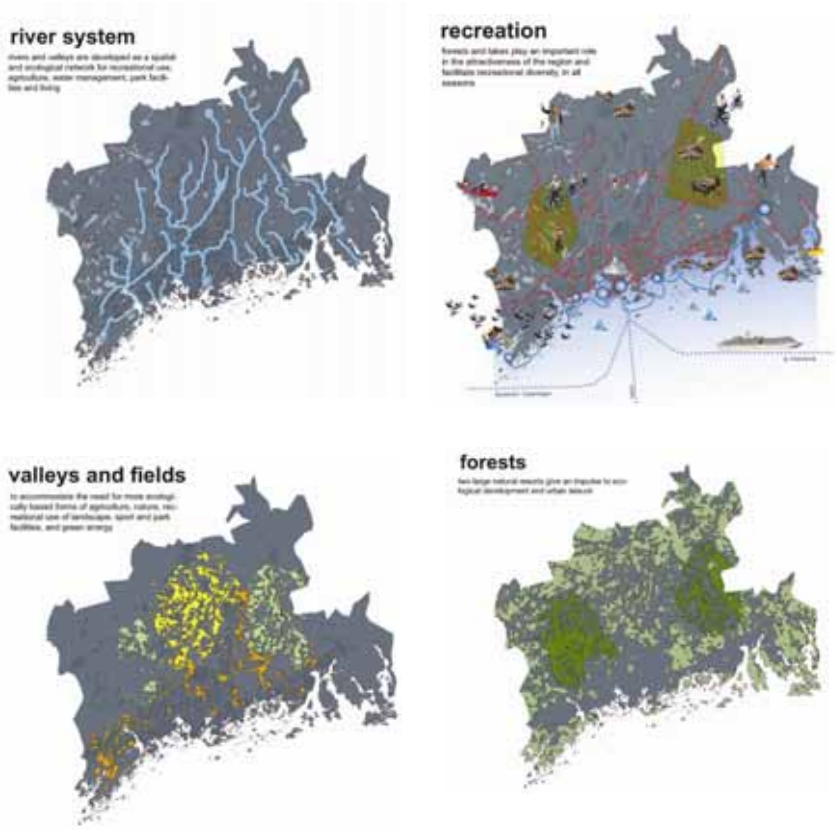
In the entry *Emerald*, the so-called “green bays” embraces various types of outdoor life. They are “frequently used for sports and recreation, small scale cultivation, and communal gatherings and city life in general. Green bay typologies range from pure forests and flood controlling wetlands to urban living rooms with cultural attractions, services and residential islet. [They] create strong identities and brands for different areas by providing common public spaces, possibilities for recreation and easy access to nature.” Green bays network is seen as “the internationally recognized well kept pride of all citizens in the region.”

3.5
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.)

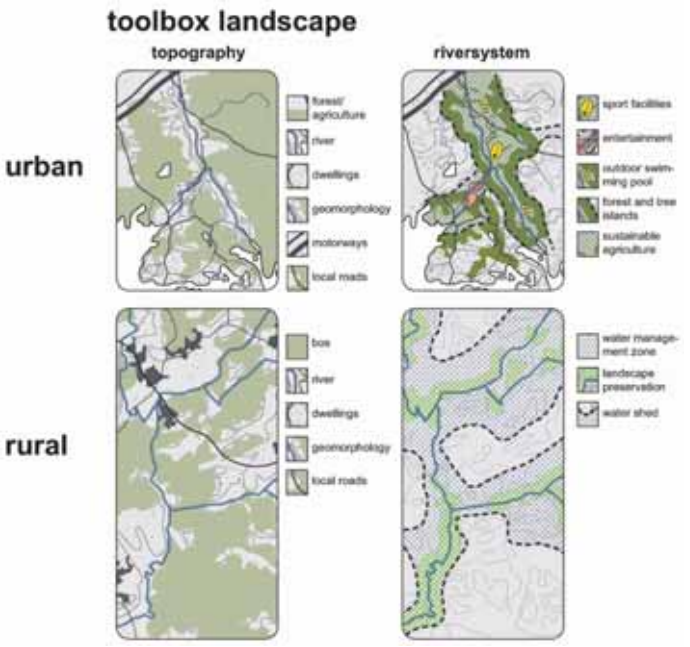
Related ideas include the division of landscape in four categories in the entry *Holistic Uniqueness*: (1) existing ‘natural’ landscape; (2) non-accessible areas where untouched habitats can evolve; (3) programmed landscape and (4) ‘Powerscape’, i.e. socio-technical landscape for eco-energy. (see idea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

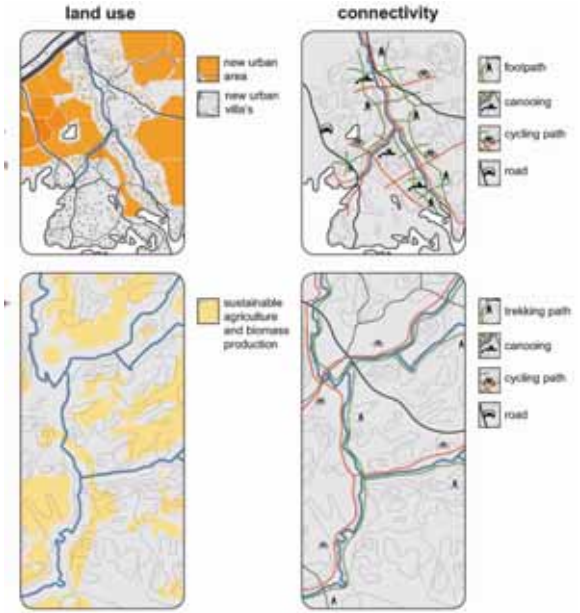


3.6 Environmental functions of green areas

The entry *Thirdlife* emphasises the ecological importance of the network of rivers and valleys. The need for enlarging the river capacity and the creation of water retention are seen as important in order to capture the consequences of heavier rains and droughts due to climate change. The land use of the open landscapes is to take into account the demands for sustainable water management. The watersheds adjacent of the rivers form logical boundaries for the distinctive water management areas.

According to the entry *Emerald,* the urgency of ecological issues and the need to reduce leisure travel logically lead to investing in the quality and integrity of the green network. Some green areas will have environmental functions such as floodwater protection, water treatment, energy production, recycling and composting. Active wetlands are part of flood protection.





3.7
”Powerscape”

In the entry *Holistic Uniqueness*, a large special zone, called “Powerscape”, will be created in the region, for
(1) research, development and production of ecological food (less dependency on imports), (2) research, development and production of sustainable energy (waste, biomass, geothermal energy, wind power),
(3) waste management (circular economy), and
(4) development of cleaner and resource efficient technologies (decreasing material inputs, reducing energy consumption and emissions, recovering valuable by-products).

In “Powerscape” are also located environmental technology institutions, environmentally orientated education (forest-kinder-garden, omni-sensual education, holistic thinking), academy for environmental law & management of environmental protection, and information centre (sustainable energy, agriculture and farming, waste management). In the landscape, “Powerscape” is a composition of large fields and three urban agglomerations. Landscape (agricultural, energetic, pastures, natural) is used for educational purposes, profitable business and leisure activities.

4 WHAT DOES THE DIVERSIFICATION OF LIFESTYLES MEAN FOR PLANNING?

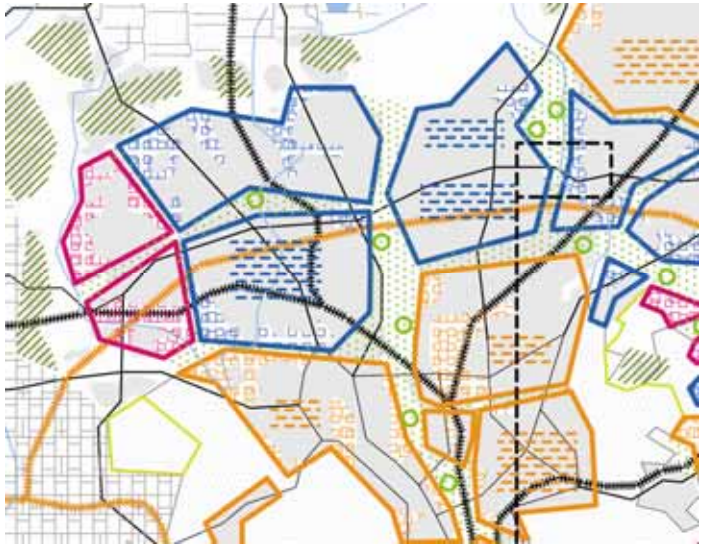
Immigration, new urban subcultures and consumption-led multiplication of lifestyles challenge the expert led planning processes that produces standard solutions.

The slowly changing urban structure positively stabilises the socio-cultural ‘canvas’ of the metropolis. But, there is clearly a need to rethink planning in terms of a place and actor based value creation processes and – simultaneously – as a newly active social tool, fighting segregation.

4. WHAT DOES THE DIVERSIFICATION OF LIFESTYLES MEAN FOR PLANNING?

4.1 Densifying and adding new qualities to the built environment
4.2 Mixing hub
4.3 Third places
4.4 Social Needs Mapping System
4.5 Social managing
4.6 Subsidiarity of executive power
4.7 Housing program: urbanity and diverse living
4.8 Public promotion as a planning instrument

4.1
Densifying and adding new qualities to the built environment



The entry *Holistic Uniqueness* proposes that urban forms and types of landscape will be sharpened and strongly differentiated. In this way, the areas are made spatially distinguishable. Sprawl and mergence can be avoided and existing areas intensified by spatial and programmatic densification. Urban forms and landscape patterns are seen as catalysts.

Shaping the urban structure means shaping relationships between places, people and activities. The densification involves reprogramming and converting outdated building typologies (e.g. industry hall), multiplying the usages of existing buildings and adding functions to monofunctional areas.

The surface of built-up areas will be minimized
• to get more open space for natural circle systems (e.g. drainage, cooling) and enhancing biodiversity;
• to get more public realm for social interaction; and
• to get multifunctional areas enabling short-distance-living and enriching everyday life.

4.2
Mixing hub

To create collaboration between different groups of people on a new level, entry *Towards City 2.0* proposes a new type of public space. “The Mixing hub” is a public-private space for business, social entrepreneurs, children and leisure. The hubs offer plug and play facilities where individuals and communities can work, share and link to other communities. In densely built areas they remain open for users 24/7.

To build hubs, city council starts an international corporate responsibility and Pro-Am -innovation program. Corporations and hubs work in a basic mutual benefit principle. To remain resourceful larger organisations must attract activities and innovation outside their core business. The hubs indicate social change and they feed innovative uses of technologies back to companies that support them.

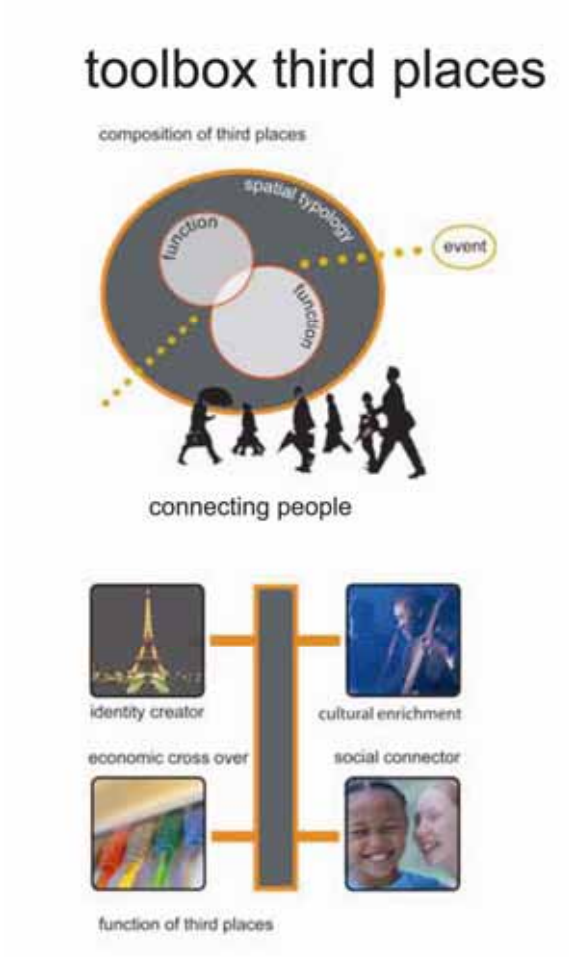
The hubs have rooms for meeting and reading, sound systems, screening rooms, edits, kitchens, dining areas, gyms, saunas etc., as well as peer-guided social production tools like citizen-wiki's, funding advice, personal development and community building -workshops.

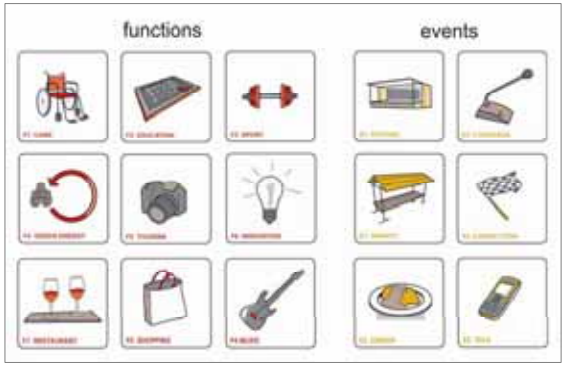
4.3
Third places

Third places are places outside home and work. They attract people and activity. In entry *Thirdlife*, third places are meaningful places which promote local identity and improve social contact through informal meetings. They also provide economic crossover and cultural enrichment.

Third places exist in nodes of all levels from downtown to country nodes. They can be sailing clubs, convention centres, squares, hotels, bars, shopping malls or educational centres, for example.

Third places are one of the main priorities of planning of attractive, competitive, and sustainable metropolitan region. The combination of indoor and outdoor places, programmes and events contributes to the identity of municipalities.





4.4
Social Needs Mapping System

In entry *Towards City 2.0*, the city has a **“**Social Needs Mapping System”, which is a two-way tool between social entrepreneurs and the city council. Social entrepreneurs make social innovations for the benefit of neighbourhoods and the city.

Social Needs Mapping system is formed by using a range of different methods: statistical analyses combining both hard and subjective data, reviews of research reports, interviews/focus groups with members of the public and frontline agencies around the country, an opinion poll etc.

The Map is linked to Tools, Rules and Social Risk Capital funds. The outcome is map of needs, solutions and resources available. The map helps become a social entrepreneur.

4.5
Social managing

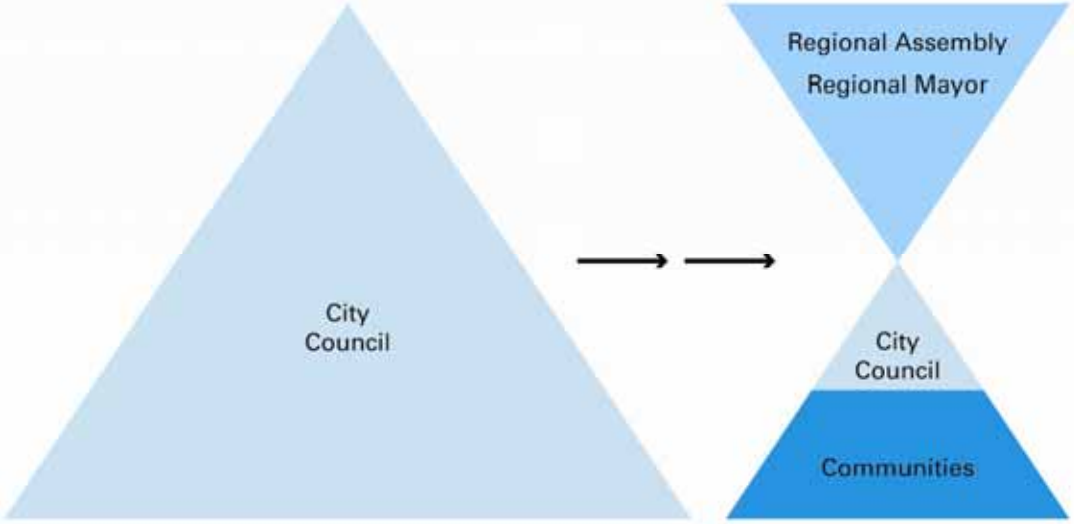
City needs to motivate innovation and empower self-actualisation. According to entry *Towards City 2.0,* people are motivated to do new things if they are allowed to. Closed leadership is outdated in the era of mass creativity and too slow as decisions have to be approved by an often homogenous elite. Further, the traditional managerial leadership practiced in present city planning and government is often at odds with innovation.

Open leadership means that anyone can start a concrete project, that can spread throughout the city. For example, I can start working on a community centre for my neighbourhood. I initiate the programme by posting it on the town board. A peer group and a city-appointed social innovation expert will help plan what it takes to set up this type of thing. An important part of resources are people with specific skills required and willingness to work for the project I initiated.

4.6
Subsidiarity of executive power

One of the central ideas of entry *Towards City 2.0* is that the power of applying and implementing urban strategies should be moved closer to the local neighbourhood level. This way the hidden resource of individual motivation to express themselves through participation and collaboration will lead to social innovations.

Leadership is to be open. Open leadership means that anyone can start a concrete project, that can spread throughout the city. The task of the administration is to resource and support. The 'commons' (i.e. the core values, defined by the regional assembly and the mayor) are made to attract social production, or what is called commons-based production. Recent examples of this type of productive innovations are Linux and Wikipedia.



4.7
Housing program: urbanity and diverse living

There is a lack of diversity in the existing housing stock in the Helsinki city region. Metropolitanisation calls for urbanity and density. New housing in various densities and typologies is needed.

In entry *Thirdlife, a* new and desired typology of compact lowrise townhouses will be offered. Most of new housing will rise in new, small towns along the sea coast. For the scale and attractiveness, Porvoo serves as a reference.

4.8
Public promotion as a planning instrument

Due to the longevity of the development process several methods are needed. One is to use public events as instruments of development. Public events like exhibitions, reviews or consultations can foster public attention and involvement.

To strengthen the identification of people and places, entry *Holistic Uniqueness* proposes promotion of local projects or the implementation of temporary usages of buildings to be reprogrammed. On the other hand, through open urban and architectural competitions international input and critique can be gained. A virtual documentation of the development process (e.g. www.2050.fi) can keep a mass audience informed and involved.

5 TOWARDS SUSTAINABILITY – PLANNING, INCENTIVES AND REGULATIONS

Finland is not among the leaders in applying sustainable construction and energy technologies. This calls for reorientation of policy, including incentives, regulation, education, and planning itself.

In building scale, zero- and plus-energy houses are realistic in short to medium term. The real challenge is to establish a low-carbon or even carbon-neutral Greater Helsinki region. This may be achieved through a concerted, participatory action on buildings, ecosystems and transport.

Crucial issue is how to create social demand for radically green solutions in home, neighbourhood and work. Sustainability should be joyful!

5. TOWARDS SUSTAINABILITY – PLANNING, INCENTIVES AND REGULATIONS

5.1 Institutions help making choices in relation to common good
5.2 Zero Emission Towns
5.3 “Microcore”
5.4 Environmental functions of green areas
5.5 Eco-tech farming, “Green Pods”
5.6 “Powerscape”
5.7 Building regulations’ main emphasis on demanding high level of sustainability
5.8 Addition to legislation. Part one:Buildings.
5.9 Addition to legislation. Part two: Neighbourhoods & Municipalities

5.1
Institutions help making choices in relation to common good

Entry *Towards City 2.0* states*:* “We need institutions to help us see personal choices in relation to the common good, and to ensure that public decisions carried out through official representatives protect the ‘Commons’”. ’Commons’ are, in the entry, the core values and a shared vision of the desired future. They are defined by the elected regional assembly and the HMR mayor.

The idea attempts to safeguard but also develop further the ‘commons’ as a driver for individual innovation and behavioural change. ‘Commons’ can also be seen as a check and balance routine for public decision making. The productive turn is expected from the innovative capacity of the ‘one million magnets’, i.e. the inhabitants and peer groups.

In entry *Emerald*, saving energy is encouraged by an Eco Bonus Card system.

5.2
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.

***

In Britain, Urban Enterprise Zones (UEZs) encourage development in blighted neighborhoods 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.

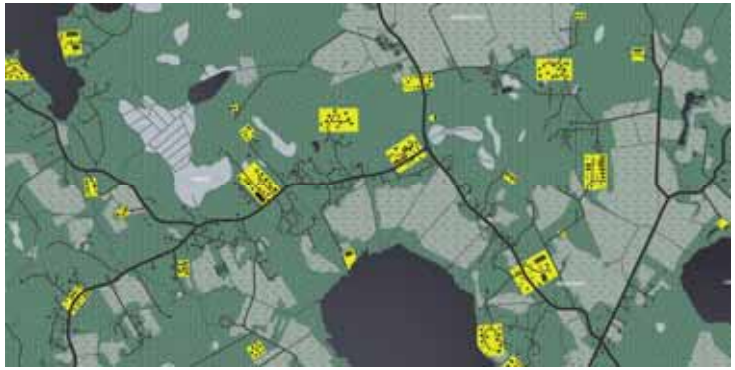
5.3
“Microcore”

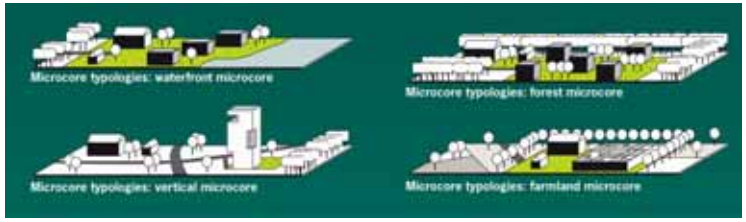
To stop the increase of urban sprawl, the entry *Metroscape Helsinki* proposes a new model for development: there will only be roughly two types of settlements: ”Cores” (cities, towns etc.) and ”Microcores” (smaller units). (See also e.g. idea cards 2.4, 3.2 & 8.2.)

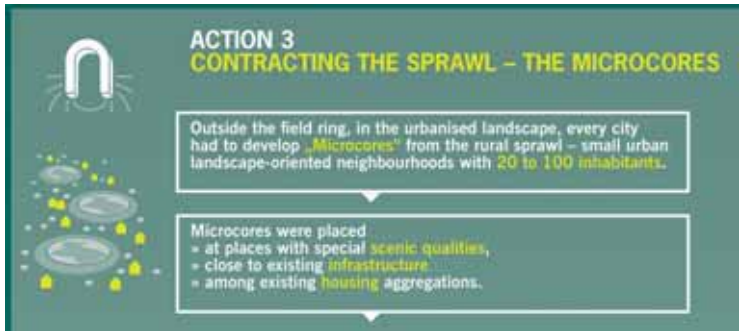
Microcores are landscape-oriented neighborhoods with 20 to 100 inhabitants. All Microcores have to be self-supplying in terms of energy and match the sustainability objectives. Microcores introduce landscape orientated housing and a model for “zero-energy-neighborhoods”.

Microcores intend to overcome the traditional boundaries of the separation of urban functions: they contain dwellings, handicraft businesses, creative campuses etc.

The implementation of the Microcores is a step-by-step development. Every community may decide whether to provide more new housing in Cores or in Microcores. Microcores establish a new way of urbanisation that can react to demographic trends in a flexible way and can offer a broad variety of places for different lifestyles.



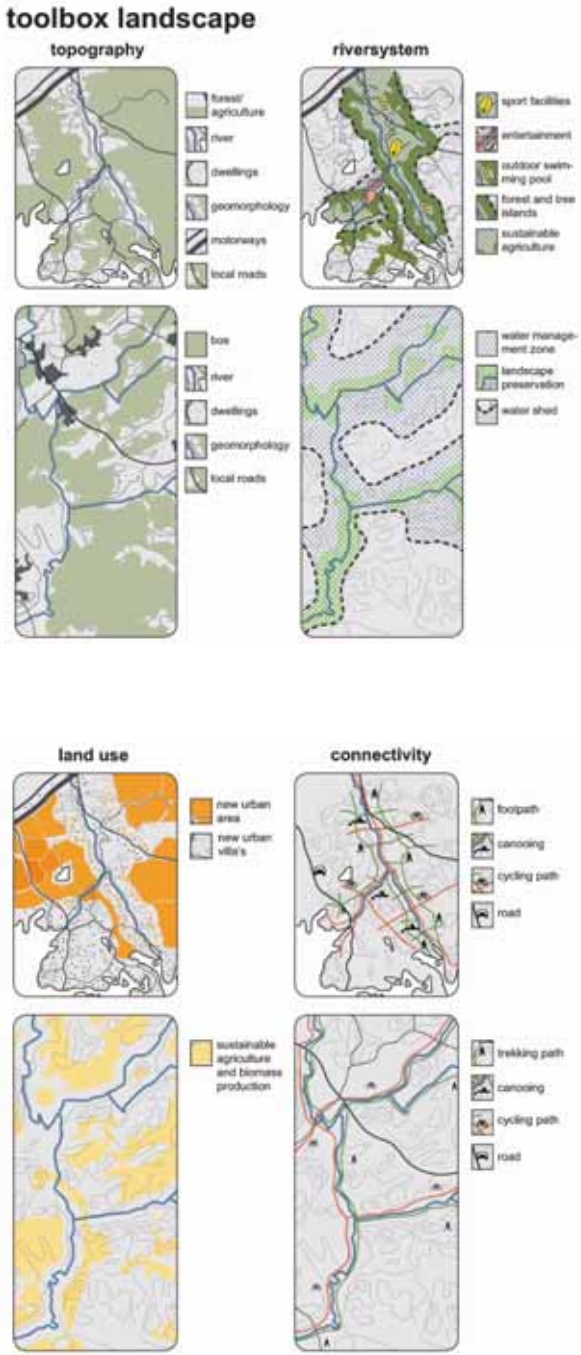




5.4
Environmental functions of green areas

The entry *Thirdlife* proposes that the rivers and valleys will be developed both as a spatial and as an ecological network. The need for enlarging the river capacity and the creation of water retention are foreseen important to capture the consequences of heavier rains and droughts due to climate change. The land use of the open landscapes is to take into account the demands for sustainable water management. The watersheds adjacent of the rivers form logical boundaries for the distinctive water management areas.

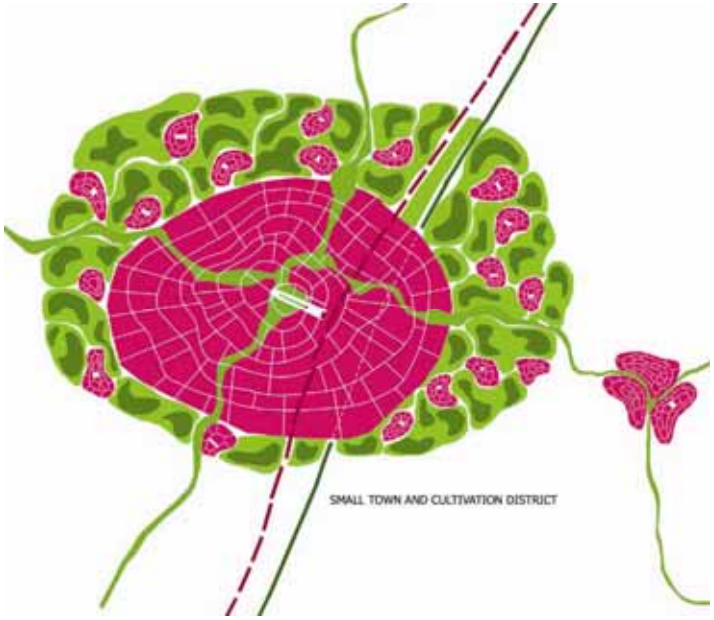
According to the entry *Emerald,* the urgency of ecological issues and the need to reduce leisure travel logically lead to investing in the quality and integrity of the green network. Some green areas will have environmental functions such as floodwater protection, water treatment, energy production, recycling and composting. Active wetlands are part of flood protection.

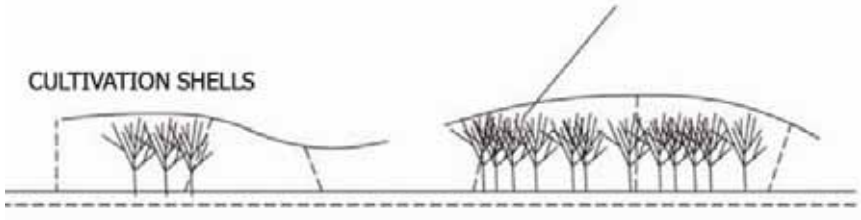


5.5
Eco-tech farming, “Green Pods”

In the entry *Emerald*, Greater Helsinki area consists of two parts: a unified metropolis on the coast, and a regional frame of small towns and villages surrounding it inland. Surrounding the small towns, there are *Eco-tech farming areas* which create an environment of their own. Areas consist of farmland and hi-tech green houses for agriculture. Eco-Tech entities, called “Green Pods”, produce both food and energy crops for their mother town as well as for the metropolitan needs: “Since the network of Green Pods was built, Finnish producers’ competitive advantage arose very quickly. Importing several cultivated plants became unnecessary and polluting air cargo decreased dramatically.” In general, entry *Emerald* proposes that energy production (biomass, waste combustion, wind, solar) will largely be local/regional.

The entry *Thirdlife* proposes: “More ecologically based forms of agriculture … and green energy are accommodated by the land use of valleys and fields in the region.”





5.6
“Powerscape”

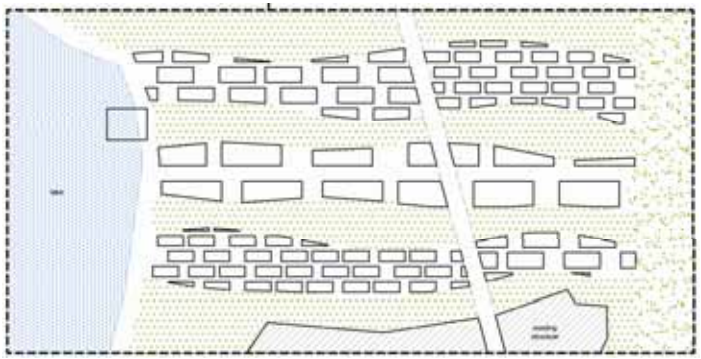
In the entry *Holistic Uniqueness*, a large special zone, called “Powerscape”, will be created in the region, for
(1) research, development and production of ecological food (less dependency on imports), (2) research, development and production of sustainable energy (waste, biomass, geothermal energy, wind power),
(3) waste management (circular economy), and
(4) development of cleaner and resource efficient technologies (decreasing material inputs, reducing energy consumption and emissions, recovering valuable by-products).

In “Powerscape” are also located environmental technology institutions, environmentally orientated education (forest-kinder-garden, omni-sensual education, holistic thinking), academy for environmental law & management of environmental protection, and information centre (sustainable energy, agriculture and farming, waste management). In the landscape, “Powerscape” is a composition of large fields and three urban agglomerations. Landscape (agricultural, energetic, pastures, natural) is used for educational purposes, profitable business and leisure activities.

5.7
Building regulations' main emphasis on demanding high level of sustainability

In the entry *Holistic Uniqueness* is proposed a new perspective on building regulations. There is an urban settlement called "Futurecraft" which is characterized by experimental building methods and proximity to natural landscapes. The settlement's economy is largely based on sustainable construction's internationally growing market and on creative manufacturing (design carpentering, furniture design), with spin-off and start-up manufacturing. Building regulations in "Futurecraft" are rather little as long as interventions are 100% sustainable.

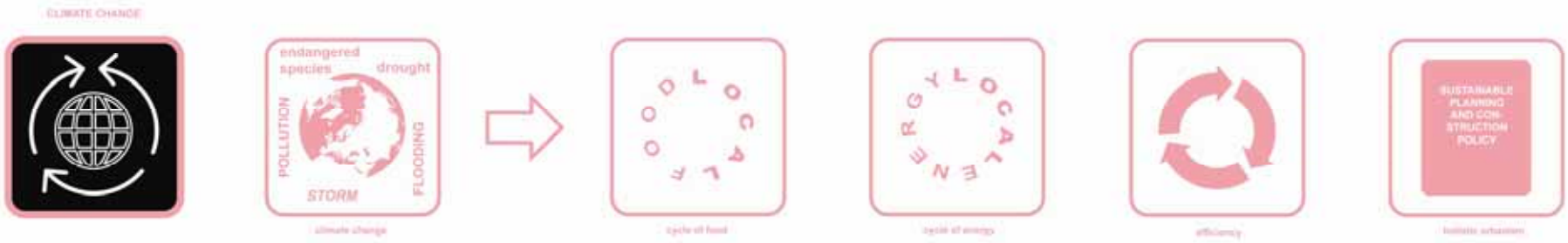
The entry *LINE_TM* proposes a special zone (called "LINE_TM") for dense development. In that zone "[t]here is no building code limiting heights or the like. Instead regulation for high sustainability will be put in place." (On "Line_TM": see e.g. idea cards 1.4, 7.5 & 8.4.)



5.8
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:

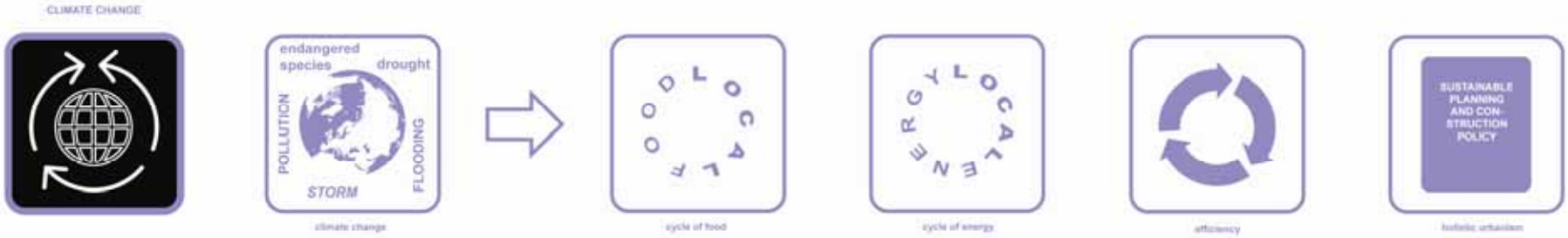
• Build flexible buildings that incorporate the opportunity to enlarge, reuse, build on top, hang from, connect to. One prerequisite is high ceilings
• Provide permeable surfaces for slow infiltration of water
• Optimize views to increase life quality
• Use Winter Gardens as heat buffers and as recreational 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.



5.9
Addition to legislation.
Part two: Neighbourhoods & Municipalities

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:

• 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.



6 ENVIRONMENTS FOR BUSINESS AND INNOVATION

Some of the entries specifically address Greater Helsinki Region's international economic profile. Taken together the ideas range from supporting the regional innovative milieu to strengthening local nodes and clusters. Intriguing themes include relationships between working, living and leisure, new business to business models, creative social innovations…

How multi-functional should/could new economic spaces be?

6. ENVIRONMENTS FOR BUSINESS AND INNOVATION

6.1 Work Oasis
6.2 Mixing hub
6.3 Rapid long distance transport
6.4 CBD, New Helsinki Downtown
6.5 Synapsi
6.6 City Lab
6.7 Social innovations contributing economic success stories
6.8 ”Microcore”
6.9. Office Boulevards & Workplace Nodes & Twin-Sub-centers

6.1
Work Oasis

“In 2050 working hours are adjustable which has – among other things – reduced congestion. The need for traveling of individuals has become less also thanks to local integrated services. Still people do not tend to work at their homes too much. **Instead of travelling all the way to the office they have a chance to place themselves in one of the Working Oases, a kind of office cafés,** which are located in almost all neighborhoods.”
(Entry: *Emerald*)

6.2
Mixing hub

Building attractive, dense and diverse urban communities and providing the pull factors are recurrent themes in many entries. Mixed use and multi-purpose spaces are created that help achieve both socially and economically viable, innovative business opportunities.

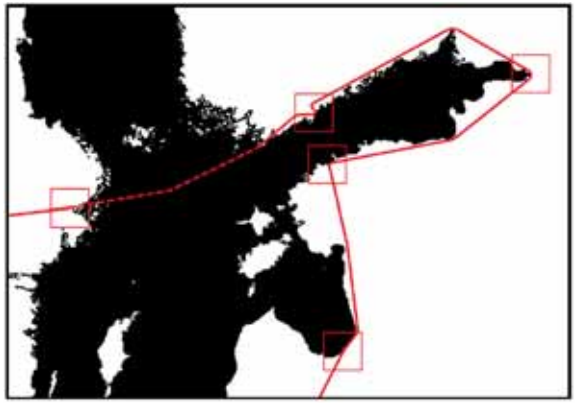
“To create collaboration between different groups of people on a new level, a totally new type of public space is opened: **the private-public space ‘*Mixing Hub*’** …The hubs offer plug and play facilities where **individuals and communities can work, share and link to other communities**. …To build hubs, the city starts an international corporate responsibility and Pro-Am -innovation programme…The hubs **are sensitive to social change, they indicate change in consumer needs and feed innovative uses of technologies back to companies**.
… The hubs have everything: tables, comfortable meeting and reading rooms, sound systems, screening rooms, edits, kitchens, dining areas, gyms, saunas, printers as well as peer-guided social production tools.”
(Entry: *Towards City 2.0*)

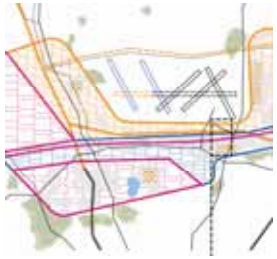
6.3
Rapid long distance transport

All contributions suggest building fast long distance transport systems that connect Greater Helsinki at a European and global scale. **The immediate next hubs are seen to be St. Petersburg and Stockholm**, followed by **Tallinn** across the Finnish Gulf. Airports (existing and new ones) provide services for different trip purposes (long / short haul). This in general is supposed to promote business and innovation environments.

The entry *Orlando* proposes the development of a central infrastructural railway spine ('Hook', see idea card 1.5) which carries **national, regional and metropolitan-local traffic**. The **high speed railway line** runs along the spine for a section of its route, arriving from **St.Petersburg**, stopping in Pasila, where 'Helsinki New Downtown', the New Business District Development Zone will be located. (See idea card 6.4.)

The entry *Holistic Uniqueness* suggests a specific profiled area "GLOBALLOCALIS" – specialized in business and finance – near the airport & international fast train station.



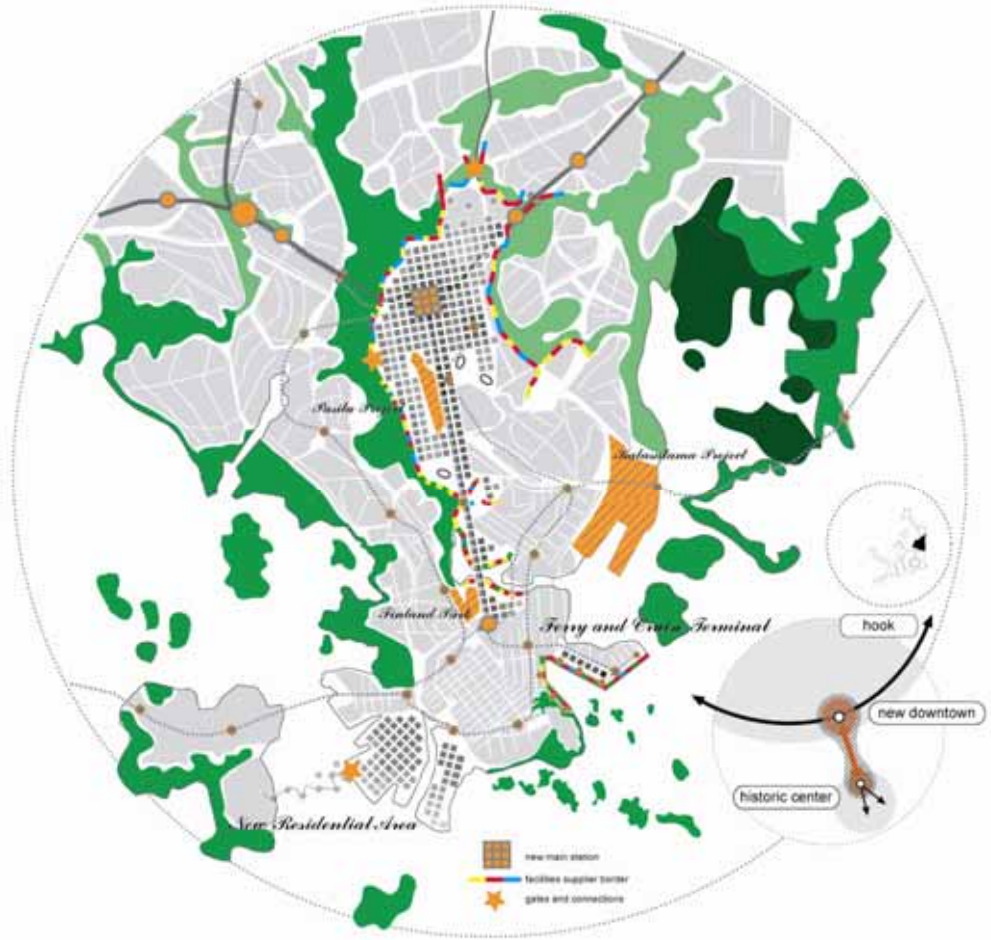


6.4
CBD, Helsinki New Downtown

Higher density multi-functional central business districts will be located on or near central **multi-modal transport hubs**, counting on the various vocational effects of densely interwoven activities.

In Orlando, **a new Helsinki Downtown** is proposed to Pasila (see also idea card 6.5). The railway line “the Hook” (see 6.3) connects “Elsa” railway (Salo – Espoo) to the main railway. They join in Pasila, which enjoys new centrality.

See also e.g. idea card 6.5, “Synapsi”.

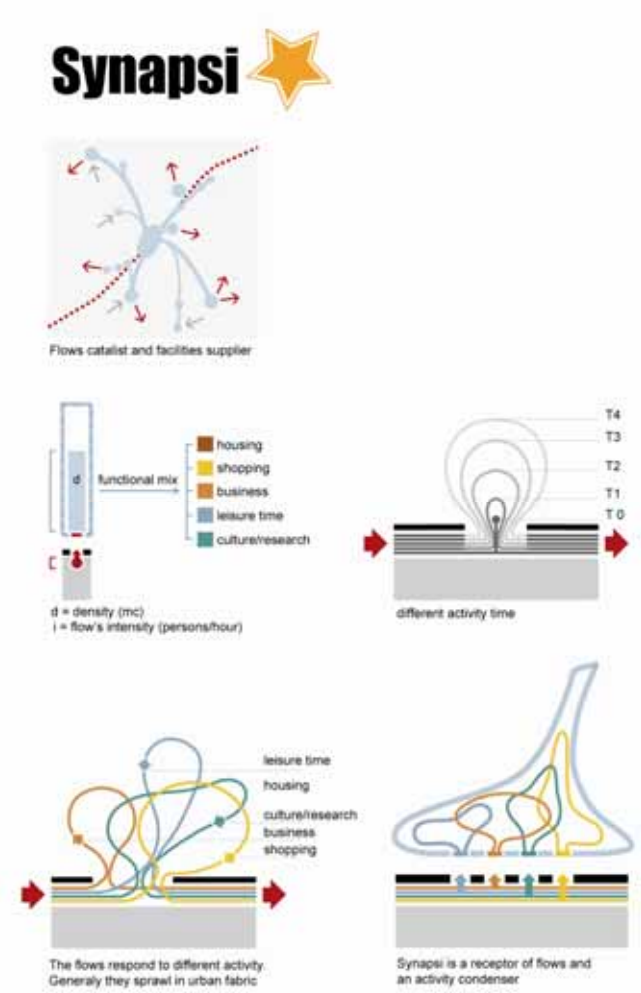


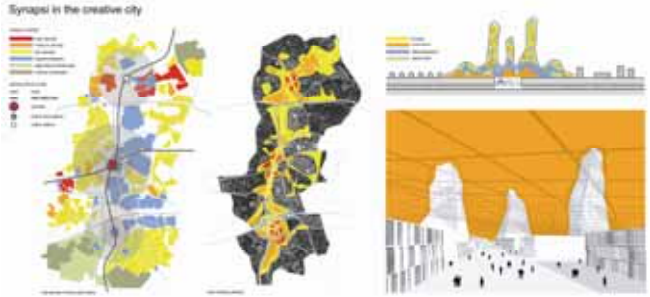
6.5
Synapsi

The entry *Orlando* proposes a fast main railroad “spine” for the region, called “The Hook”, and 7 differently profiled areas along the line. (See idea cards 1.5 and 7.2.)

On main stations of the Hook are located **the most important densification projects, called “Synapses**”. They contain **functional mix** (office, research, commerce, houses and spare time activities) and can be described as “micro cities”, “receptors of flows” and “activity condensers”.

In a Synapsis, **functions are near to one another (within 200–500 m) and they are connected to the station**. At least 10 % of the total new floor area of the region is planned to be built in Synapses. The series of Synapses can be called the Warm-City; a linear warm indoor city, bridged together with effective public transport lines. The aim is to maximize connectivity, speed and functional mix.



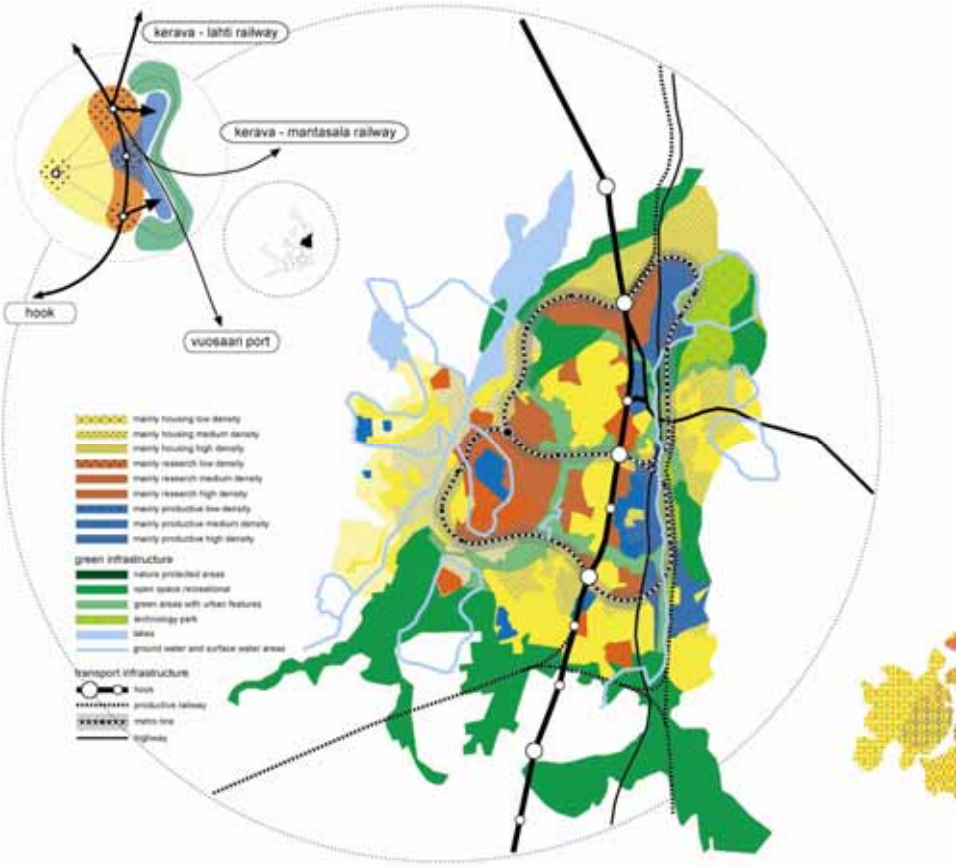


6.6
City Lab

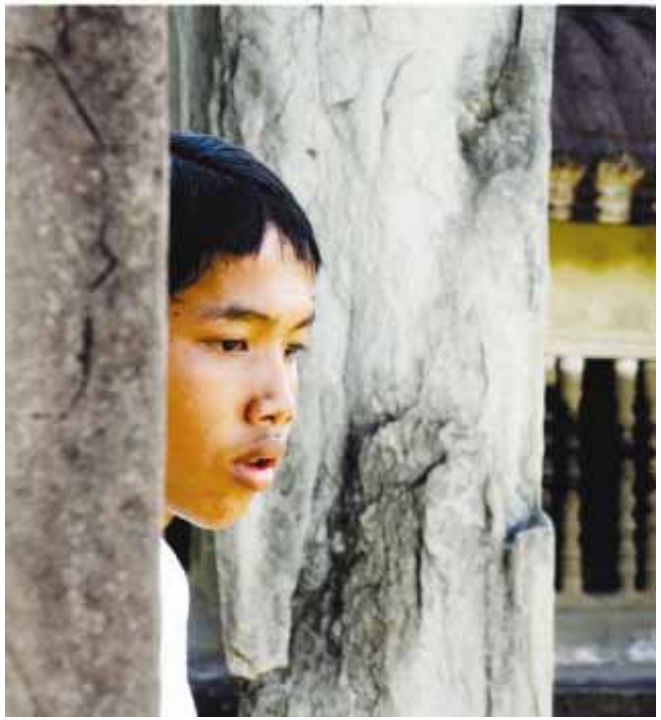
The entry *Orlando* proposes the development of Kerava and Järvenpää towns as a “City-Lab”, characterized by the **concentration of applied research and technological production**.

The **east side of the area hosts many productive and logistic activities**, supported by the presence of the highway axis and the logistic railway to Vuosaari Port. The City-Lab area is crossed by the region’s infrastructural spine, ‘the Hook’, and, consequently, three dense nodes, ‘Synapses’, are located in City-Lab. (On ‘Hook’ and ‘Synapsi’: see idea cards 1.5 and 6.5.)

In **the western part**, in contrast, **housing and residential services** will characterize the urban landscape. Two circular tramway lines will innervate the city with a boulevard where the main vocation of the crossed areas will result hybridated with other urban functions, in order to achieve the mixité and the promiscuity proper of the dynamic cities.



6.7
Social innovations contributing to economic success stories



The entry *Towards City 2.0* proposes a bottom-up city, which is governed and developed by citizens themselves. The aim is “to create a New Public - to **link up communities with each other** and create a city that fosters **urban mass innovations** for lifestyle, economy, planning, culture, ecology and services.”

The public is organised in neighbourhoods. A group of heroic local figures, **‘social entrepreneurs’,** appears. “A social entrepreneur is someone who recognizes a social problem and uses entrepreneurial principles to organise, create, and manage a venture to make social change.”

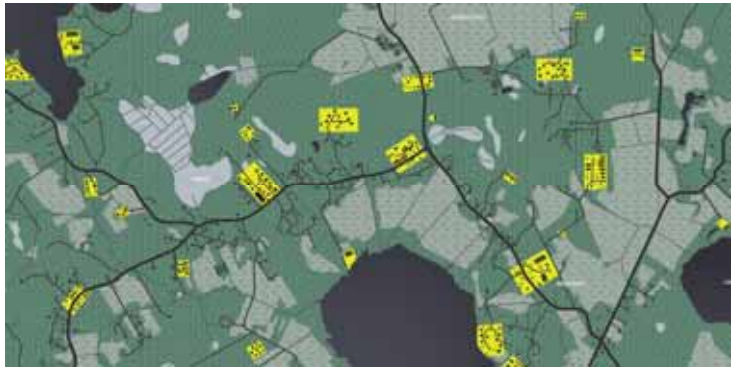
Some of social entrepreneurs’ innovations may turn out prototypical models with high economic value when exported worldwide. An example is a new day care centre run by neighbours themselves. The key idea is to utilise **people’s motivation and ability to innovate better practices of their everyday life** and to produce business ideas from that background. (See also idea card 4.5.)

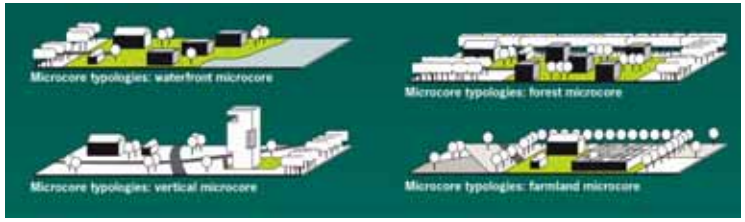
6.8
”Microcore”

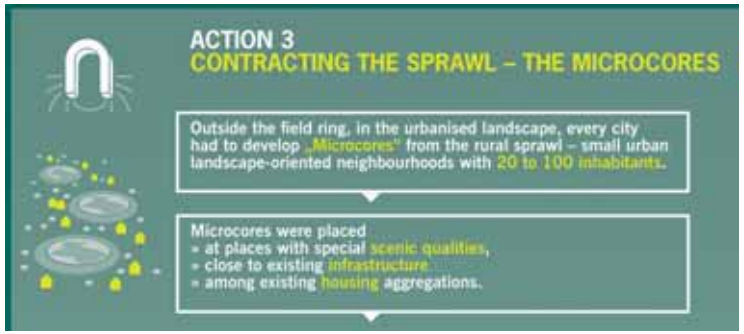
The entry *Metroscape Helsinki* proposes a new model for development. To stop urban sprawl, there will only be roughly two types of settlements: ”Cores” (cities, towns etc.) and ”Microcores” (smaller units, ‘villages’). (See also e.g. idea cards 2.4, 3.2 & 8.2.)

***Microcores* are landscape-oriented neighborhoods with 20 to 100 inhabitants**. Microcores intend to overcome the traditional boundaries of the separation of urban functions: they contain dwellings, handicraft businesses, think-tanks, creative campuses etc.

All Microcores have to be self-supplying in terms of energy and match the sustainability objectives. Microcores introduce landscape orientated housing and a model for “zero-energy-neighborhoods”. The implementation of the Microcores is a step-by-step development. Every community may decide whether to provide more new housing in Cores or in Microcores. Microcores establish a new way of urbanisation that can react to demographic trends in a flexible way and can offer a broad variety of places for different lifestyles.



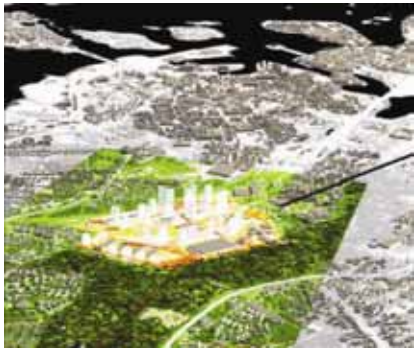


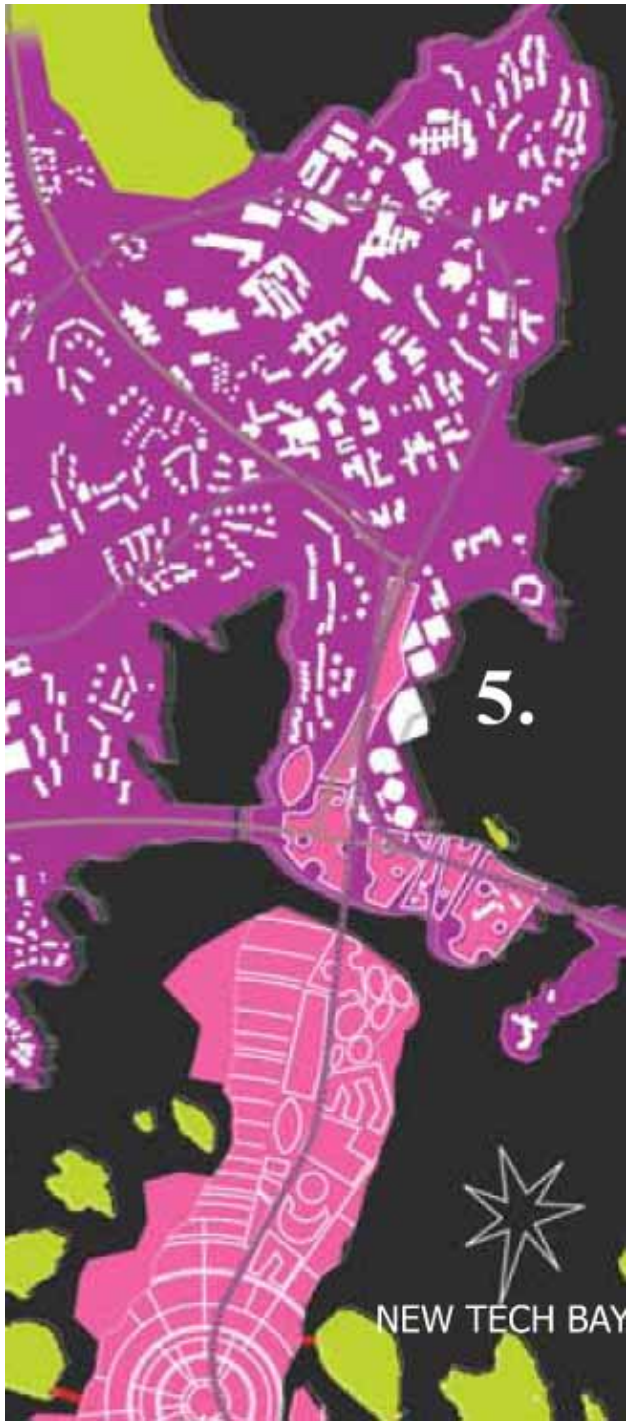


6.9.
Office Boulevards & Workplace Nodes & Twin-Sub-centers

New typologies of office or work spaces are suggested experimenting simultaneously with new spatial & organizational logics.

- **Office boulevards** (*Emerald*)
- **Centralities for office locations** along main transport lines (*Thirdlife*)
- **Twin-Subcenters** (*Revolver*)





7 ADDED VALUE THROUGH INTRA-REGIONAL DIVISION OF ROLES

The subareas of Greater Helsinki have a lot to win if they can commonly agree upon economic roles. This calls for a mapping of local actors, resources and aims. Through collective scenario processes, a sharp strategy for each sub-region should be envisioned.

Together this approach offers an opportunity towards a largely self-sufficient region in terms of energy, other natural resources and work force. The resulting, varied socio-economic environments might also play a role in sustaining the region’s global competiveness.

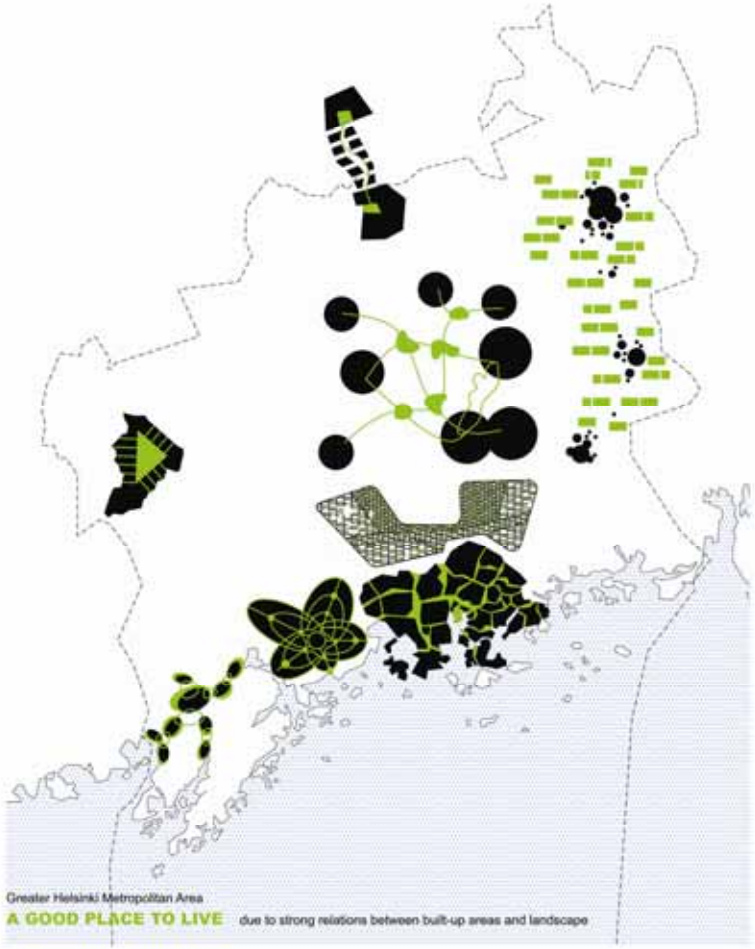
7. ADDED VALUE THROUGH INTRA-REGIONAL DIVISION OF ROLES

7.1 Unity of differences
7.2 Well-connected lifestyle regions
7.3 Metropolis and regional frame
7.4 White, Green, Blue
7.5 Linear city
7.6 Subsidiarity of executive power

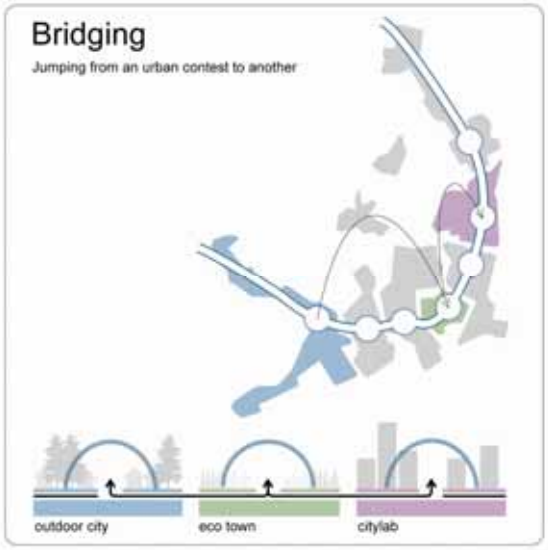
7.1
Unity of differences

The entry *Holistic Uniqueness* suggests that Greater Helsinki needs a globally recognisable profile. This will be achieved as pa of an EU-wide process towards sustainability, Helsinki region as one of the spearheads. The core of such profiling is local and sub regional differentiation in economic activities and quality of life. Th eight urban areas will each have a characteristic profile. The who region, not only its core, obtains a productive role in global competition. Education is closely bound to the profiles.

The eight profiles in nutshell:
CREATOPOLIS: soft skill economy, e.g. coaching, cultural consultancy, mediation, communication.
TECHMERGENCE: high technology (Nano + Bio + IT + Cognitive a mixture of business, engineering & edutainment.
GLOBALLOCALIS: international transportation hub near the airport. Logistics, headquarters, finances (see ideacard 6.3)
HEALTHVIRONMENT: life science economy, health care applications and work-life-balance programs as business.
FUTURECRAFT: creative manufacturing, craft's technologies, sustainable constructions as a growth-market.
FINLEGACY: cultural and educational tourism; promotion of Finnish culture as business.
POWERSCAPE: ecological food, biomass, R&D in sustainable energy, waste management (see idea card 3.7)
LOGIMOVE: logistics, New transport concepts, new drive technologies as a growth-market.



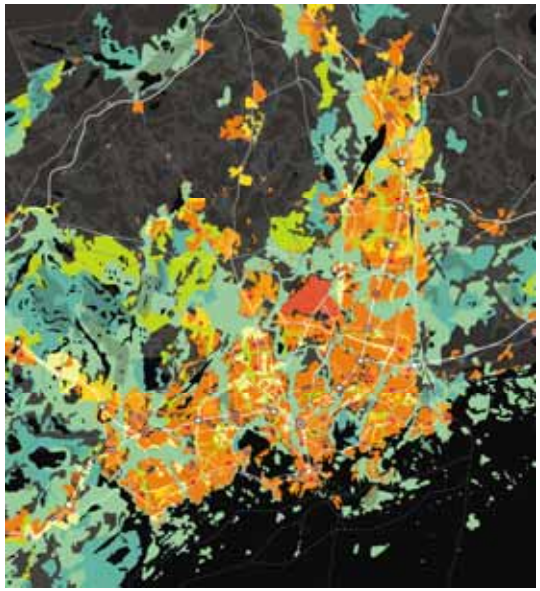
7.2
Well-connected lifestyle regions



The entry *Orlando* proposes a major infrastructure “Hook” (see idea card 1.5), which runs across the region, roughly following the current more densely built areas and existing rail corridors. The hook connects seven sub-regions, each having a super-dense centre, “Synapsis” (see idea card 2.3). The profiles of the subregions are organically developed from existing strengths to increase provision for different lifestyles.

The seven sub-regions in nutshell:

CITY FARM: landscape, production, leisure
CITY LAB: development, synergy, technology (see idea card 6.6).
EASTERN GATEWAY: fair, exchange, logistics
ECO TOWN: biological sustainability
HELSINKI RELOADED: connection, culture, multiple identities
CREATIVE CITY: dialogue, interaction, research
OUTDOOR CITY: education, community, families

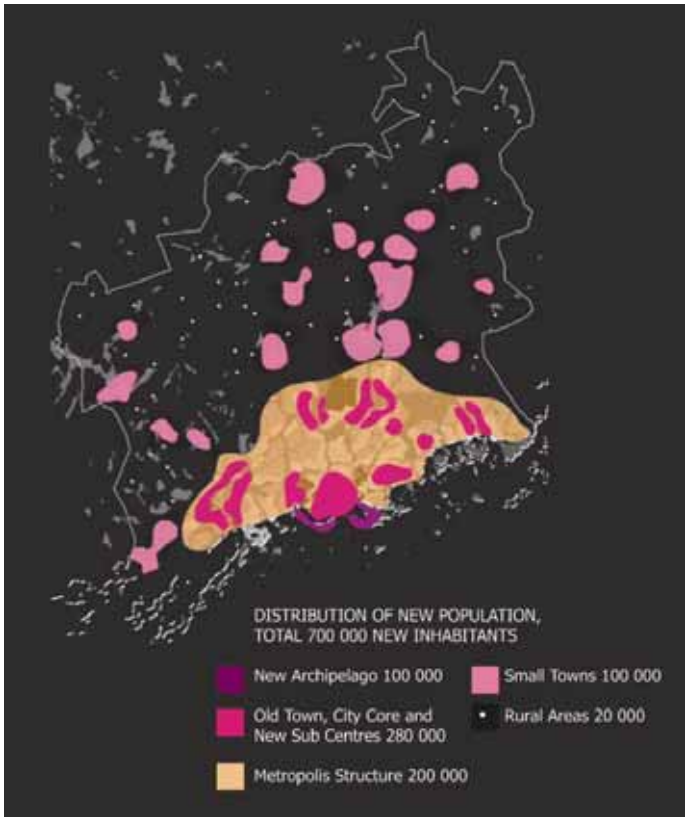


7.3
Metropolis and regional frame

The entry *Emerald* divides the region in two, the central, dense “metropolis” and its “regional frame”.

Most of the future population growth, 90 per cent, should happen in the metropolis. This leads to densification of the currently built areas. About 10 per cent of growth is allocated to small towns in the regional frame and only one percent allowed in non-urban villages. This requires a concerted anti-sprawl agenda to reduce the currently fast growth in the outer parts of the region.

In the regional frame, “eco-tech entities” produce food and energy for their mother town as well as for the metropolitan needs. Historical small villages are inhabited by people who appreciate a collective, ecological and autonomous lifestyle close to nature. Everything is recycled and food is produced locally in “cultivation shells” and “green pods” (see idea card 5.5).



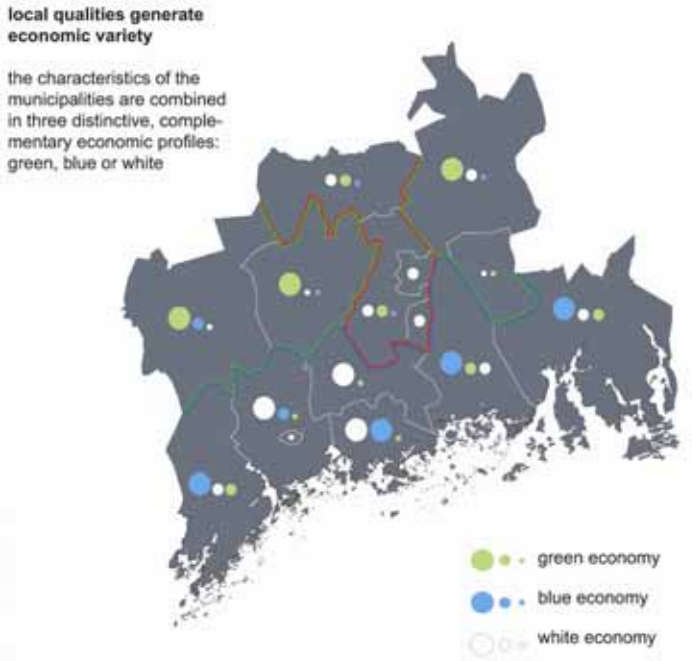
7.4
White, Green, Blue

The entry *Thirdlife* proposes to differentiate three metropolitan zones: “sea city”, “close to nature” and “cultural field”.

Distinguishing ‘white’ (sea city), ‘green’ (close to nature) and ‘blue’ (cultural field) economies helps to emphasize the existing qualities of the region. The white economy focusses mainly on the service sector. The green economy concerns businesses related to nature, while the blue economy deals with water-related businesses.

80 % of the new housing is located in the sea city, which gets about 400 000 new inhabitants. Sea city offers the most desirable and typically Finnish living conditions. Each new coastal town has an own identity. Porvoo is involved in the development of the region, serving as a refence for the scale and attractiveness of these towns. The aim is “new housing in various densities and typologies along the coast”.

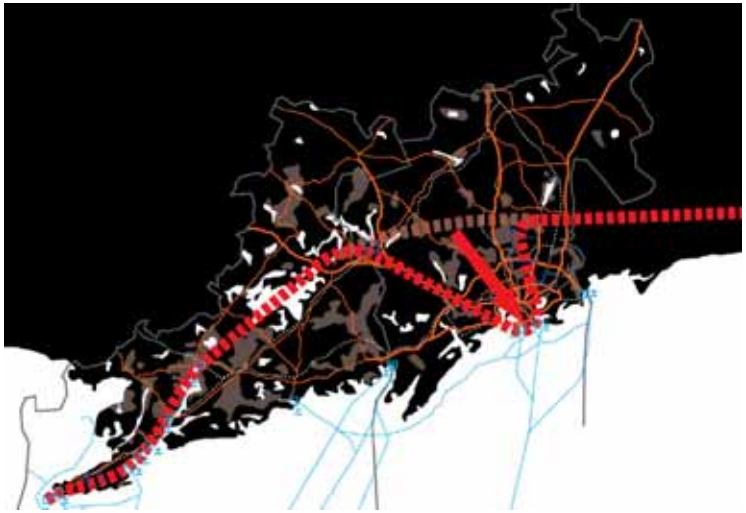
See also idea card 3.5 or 8.8, (“Landscape strategy”).



7.5
Linear city

The entry *Line_TM* takes inspiration from very large scale geographic and settlement patterns. It radically proposes to organise Greater Helsinki as the combination of the coastal “pattern of civilization” and the mainland “pattern of wilderness”. New construction is condensed in a narrow (400m) linear city, built on top of a bullet train track. The superfast railway connects new development to other metropolises around the Baltic Sea. Good connectivity makes the Line_TM a prime network place with its own economic and real-estate dynamic.

There is no building code limiting heights. Instead regulation for high sustainability will be put in place. The Line_TM can be developed into ultra-dense urban construct. In contradistinction to *Ciudad Lineal*, it starts to generate life through its interactivity, not through its totality. It intersects with existing infrastructures and geography, and provides the possibility for indefinite constellations between nature, geography, man-built environment and the proposed new form of settlement.



The mainland is suggested to be reforested to regain continuous forests.

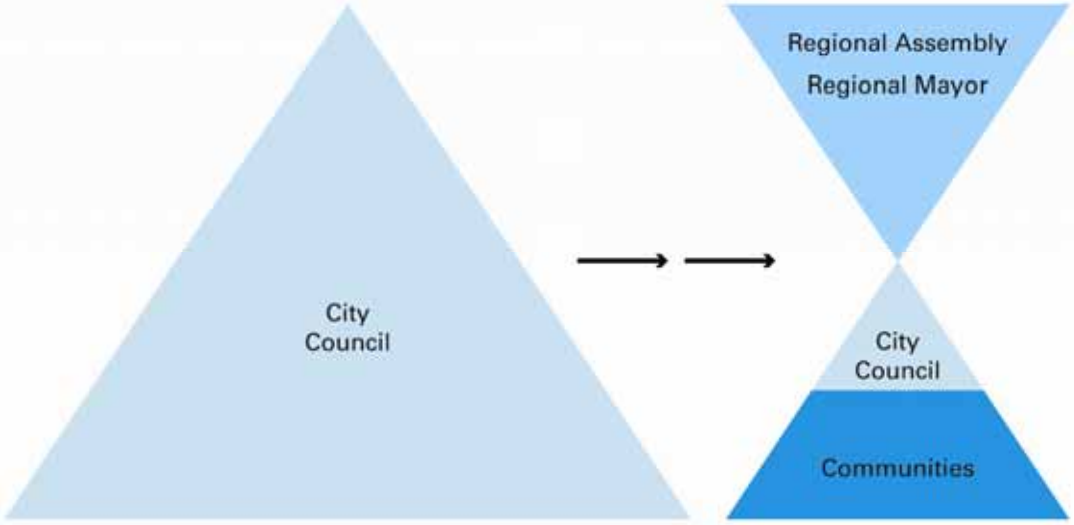
See also idea cards 1.4 & 8.4, and a related idea card 1.1 (“Boundary strips”).

7.6
Subsidiarity of executive power

One of the central ideas of entry *Towards City 2.0* is that the power of applying and implementing urban strategies should be moved closer to the local neighbourhood level. This way the hidden resource of individual motivation to express themselves through participation and collaboration will lead to social innovations.

Leadership is to be open. Open leadership means that anyone can start a concrete project, that can spread throughout the city. The task of the administration is to resource and support. The 'commons' (i.e. the core values, defined by the regional assembly and the mayor) are made to attract social production, or what is called commons-based production. Recent examples of this type of productive innovations are Linux and Wikipedia.

This principle might produce also seeds for local, or even intra-regional profiling.



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!

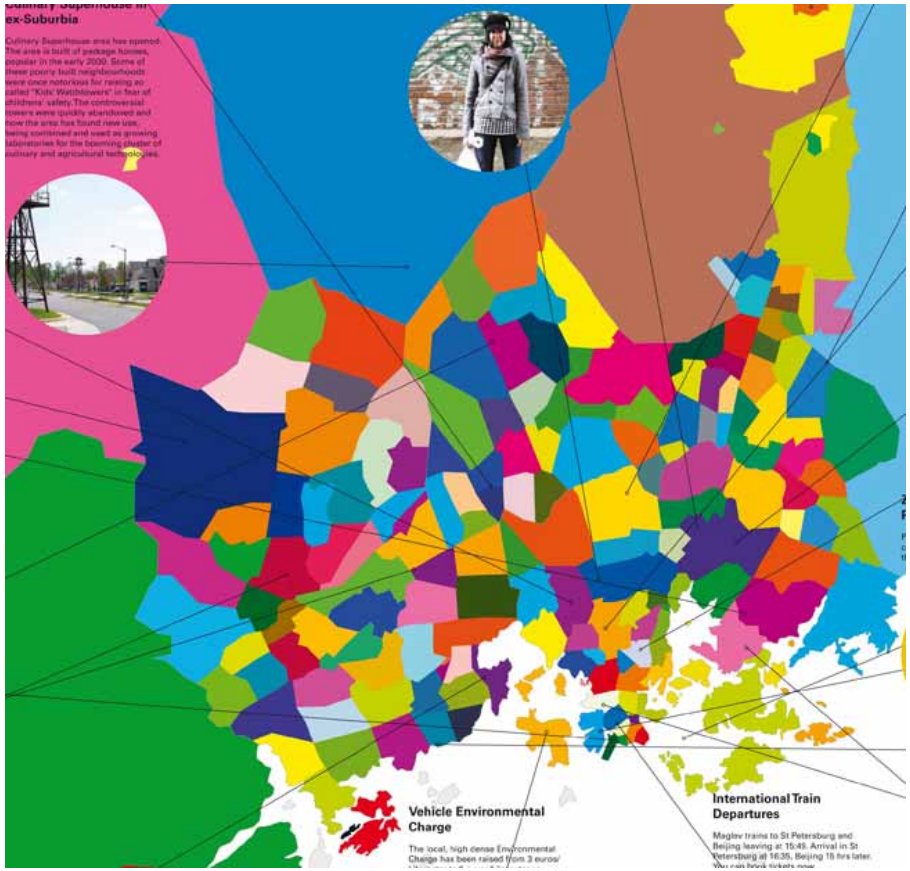
8. METROPOLITAN GOVERNANCE AND STRATEGIC PLANNING – ALLIANCES AND AGREEMENTS

8.1 City-Cells
8.2 Metroscape Toolkit
8.3 Design based, infrastructure based and policy based planning
8.4 Private-public infrastructure development
8.5 Addition to legislation. Part one: Buildings.
8.6 Addition to legislation. Part two: Neighbourhoods
8.7 Zero Emission Towns
8.8 Landscape strategy

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).

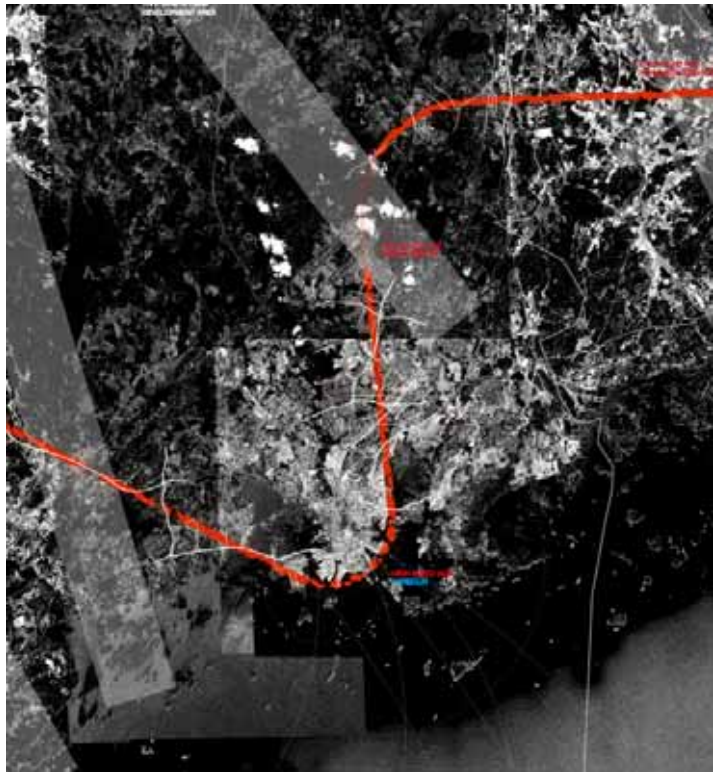
• *Infrastructure based planning* is most effective in suburban fringe, where totalistic design based strategies can lead to opportunistic land speculation. The strategy is more evolutionary based. It *guides the development by targeting voluntary investments according to infrastructure* and encourages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

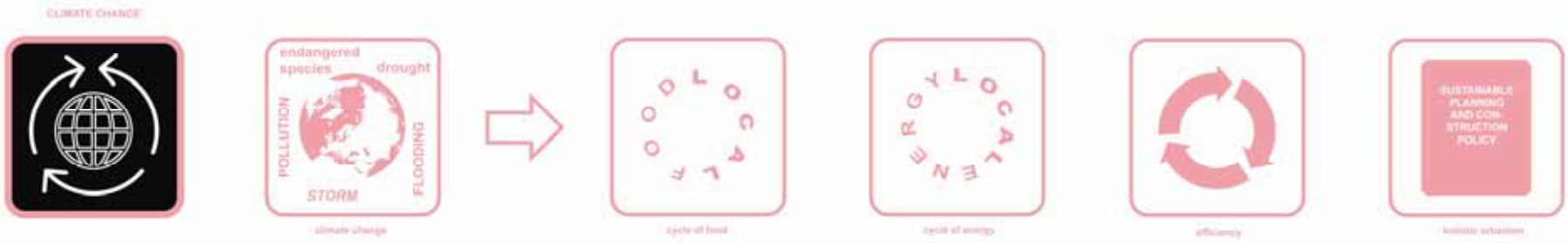
The idea of “LINE_TM” is based on the idea of Public-Private-Partnership. The design will provide benefit for owners of existing land. However this benefit will only happen, if the infrastructure, mainly the high-speed transportation system, will effectively be built. This increase in value is the main 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:

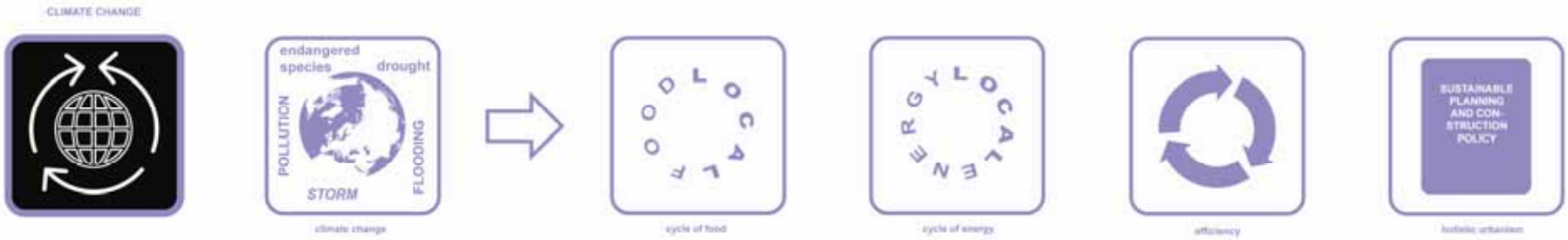
• Build flexible buildings that incorporate the opportunity to enlarge, reuse, build on top, hang from, connect to. One prerequisite is high ceilings
• Provide permeable surfaces for slow infiltration of water
• Optimize views to increase life quality
• Use Winter Gardens as heat buffers and as recreational 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:

• 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.



8.7
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.

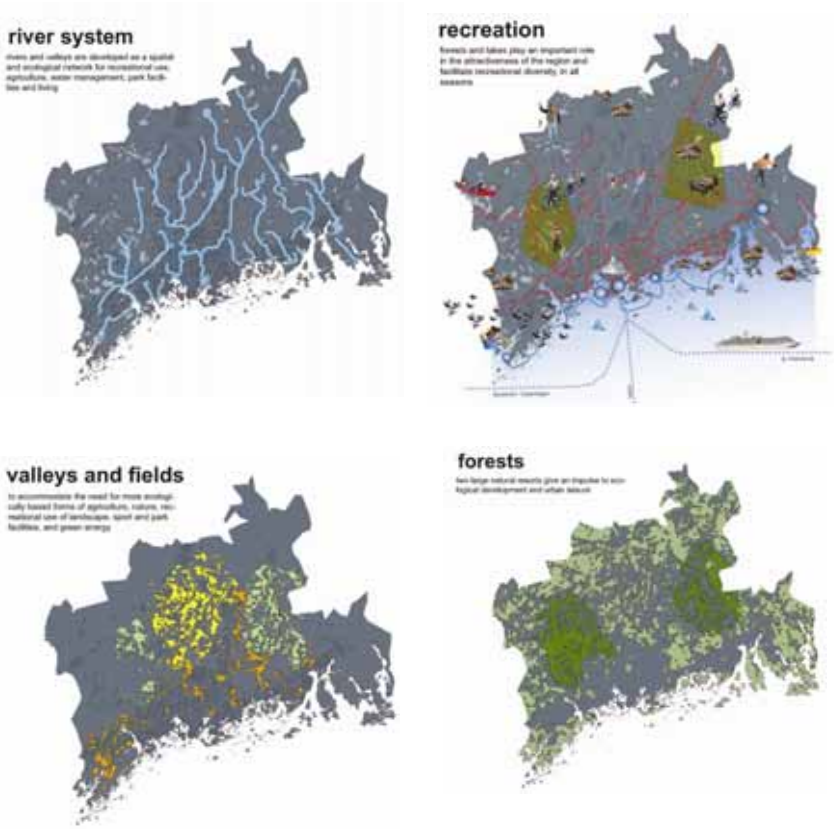
As 80 % emission cuts are not easily achieved through incremental change, the entry suggests a top-down strategy: total tax freedom for zero emission towns (ZET). Such politically decided incentive should lead to very positive economic circle. With no income tax, the residents of a ZET are “rolling in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

***

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.)