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

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

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

**The density of primarily residential areas**

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

- **Primarily residential area A1.** Block density over 1.8. Current districts with comparable density include Kallio, Ruoholahti and Töölö.

- **Primarily residential area A2.** Block density 1.0–2.0. Current districts with comparable density include Arabianranta, Katajanokka and Herttoniemenranta.

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

- **Primarily residential area A4.** Block density under 0.4. Current districts with comparable density include Pakila, Oulunkylä and Tuomarinkylä areas dominated by detached houses.
The cover shows proportional land use according to primary purpose as specified in the city plan. The areas are predominantly residential areas shown in brown. These cover nearly half of the land area. Recreational and green areas form over a quarter of the overall area. The city plan map included explanations for the colours.
A mural on Hämeentie in Arabianranta.
Helsinki is growing sustainably

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

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

Sustainable modes of transport are part of the Helsinki of the future. The aim is to ensure that every part of the city can be easily reached by public transport. Walking and cycling will be given top priority among the different modes of transport. The urban structure must be such that everyday services can be obtained nearby. A dense urban structure and sustainable transport play a key role in Helsinki’s pursuit of significant reductions in carbon dioxide emissions. Helsinki’s goal is to be a carbon neutral city by 2050.

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

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

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

The key themes of the City Plan are:

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

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

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

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

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

**Local, District and Regional centres.** The aim is to create lively local centres. Important centres include the district centre of Malmi and the regional centre in Itäkeskus. Herttoniemi and Kannelmäki represent key local centres.
The urban plan divides Helsinki into one-hectare squares, with the primary intended purpose of land use presented for each.

**Helsinki’s population growth 1900–2010 and forecast* until 2050**  
* Rapid growth scenario

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

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

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

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**Platform of Urban Development**

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

The City Plan is a plan that a wide variety of parties can use as a starting point for planning and discussion. In addition to the City of Helsinki itself, its potential users include other public sector agencies, city planning experts, commercial operators and local residents.
Summer activities at Aurinkolahti beach in Vuosaari.
The Helsinki of tomorrow will be a denser city than it is today. Transverse rail lines will be developed to complement the existing radial lines leading into the city centre. Stations will become important traffic hubs and the urban structure around them will become denser. The City Plan presents the opportunity to transform motorway-like entry routes into city boulevards and build the urban environment along them. The largest entirely new area for new construction is the former Malmi airfield, which can be developed to provide housing for 25,000 residents.
The Pasila–Vallila–Kalasatama axis, which follows Teollisuuskatu, will become a significant business district comparable to the current city centre. Teollisuuskatu will become the main street of eastern central Helsinki, connecting the new centres of Pasila and Kalasatama. Along the axis there lie the business districts of Vallila and Tukkutori, Sörnäinen Metro station, the Konepaja area and Suvilahti cultural centre, surrounded by densely-built residential neighbourhoods. From Pasila, the densely built city centre expands to the north and further in the direction of Käpylä.

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

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

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

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

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

Speed limits on the city boulevards will be lower than on the existing entry routes. Some multi-level junctions will be replaced by level intersections. To ensure smooth traffic flow, it is important, however, to be able to utilise multi-level junctions at certain points where the traffic is particularly heavy. Likewise, smooth crossings must be implemented at points where light rail lines and bicycle paths intersect with city boulevards.

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

Dense block along future urban boulevard.
Motorway-like entry routes in Helsinki
Amount of vehicles year 2014

- **Highway Vihdintie**: 28,000 vehicles/weekday
- **Highway Hämeenlinnanväylä**: 48,000 vehicles/weekday
- **Highway Tuusulanväylä**: 30,000 vehicles/weekday
- **Highway Lahdenväylä**: 56,000 vehicles/weekday
- **Highway Turunväylä**: 38,000 vehicles/weekday
- **Highway Itäväylä**: 49,000 vehicles/weekday
- **Highway Länsiväylä**: 69,000 vehicles/weekday
- **Street Laajasalontie**: 23,000 vehicles/weekday
Developing Local, District and Regional centres in Helsinki

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

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

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

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

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

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

The centre of Malmi will be developed into the centre of north-eastern Helsinki. The objectives for the development include creating more lively urban space as well as better streets, and attracting residents, services and jobs into the centres, close to the stations.
The City Plan offers Helsinki the opportunity to develop active and vibrant centres in suburban areas as well.

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

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

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

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

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

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

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

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

The light rail lines will extend radially from the city centre to at least Ring I, primarily along boulevard corridors. Some of the lines will go on as far as the city border. Transverse lines connect the radial lines into a traffic network. The current cross-town bus lines Jokeri 1 and 2 will be transferred onto light-rails, significantly improving transverse connections. A new archipelago tram route via Laajasalo to Vartiosaari and thence via Ramsinniemi towards Meri-Rastila in the district of Vuosaari, some 14 kilometres to the east, would render the seaside areas of the city better accessibility by public transport.

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

In order to function, a densely built city requires an efficient public transport system.
Malmi airfield to be developed into a new city district

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

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

There are tram lines planned to serve the Malmi airfield area. In future, the area will be a junction for the transverse Raide-Jokeri 2 light-rail line and a line that goes from the city centre north via Viikki and through the airfield area. On the main Lahdenväylä motorway in the north-east of the city and across Lahdenväylä in Kivikko, the planned new Tattarisilta junction will also provide the area with a better connection to the street network of eastern Helsinki.

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

The City Plan is necessary for Helsinki to respond to housing demand in the coming years. Housing prices have risen rapidly due to supply not being able to keep up with demand. At the same time, the growth of the amount of living space per person has stalled. People in Helsinki live in closer quarters than the rest of Finland and pay more for housing. The City Plan also aims to ensure that as it grows and becomes denser, Helsinki will remain a pleasant maritime city that is close to nature, a city that provides good conditions for business activity and has a thriving urban culture.
Helsinki’s growth and the high demand for housing have led to a significant increase in housing costs.

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

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

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

The supplementary construction proposed in the City Plan is also aimed at minimising the segregation of residential areas. Districts can evolve with their own independent characteristics within the city. Investments can ensure the vitality of districts and improve their image.

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

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

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

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

Islands for recreational use off the coast of Helsinki

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

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

The city’s location by the sea opens many development opportunities for Helsinki: from general tourism, wilderness safaris and recreational fishing to improving the maritime infrastructure and accessibility of the archipelago.
Recreational and green areas form an interconnected network in the City Plan. Its trunk comprises the ‘green fingers’ extending into the larger metropolitan region, other park areas and transverse green corridors.

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

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

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

*Theme maps are published at the City Plan website www.yleiskaava.fi
A City of diverse business premises

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

The economic activities in such areas will include businesses that cannot be situated in a mixed urban structure because of accessibility requirements, because their production processes cause great inconvenience to people or because businesses benefit from proximity to each other. Commercial zones need to be large enough and allow for growth of the companies. In Helsinki, there are two large-scale commercial zones outside the city core which are easily accessible by public transport. These are Pitäjänmäki and Herttoniemi–Roihupelto.

Business areas in Helsinki
An urban city of culture

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

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

A more urban Helsinki means more street-level shops in blocks of flats, bicycle lanes, the clatter of trams, coffee at the market place, international flavour, urban productivity, seaside saunas and district festivals. The higher population and workplace density enable easy access to local services. Intertwining housing, jobs and services more closely with each other will enable the development of vibrant urban environments, even outside the city centre.
Urban development themes in Helsinki

The Helsinki of the future is a city that is successful in the international competition between cities. It is a city that offers good connections to the world and is an attractive location for businesses. A denser city offers economies of agglomeration to businesses along with an effective job market. Helsinki will also ensure that it operates in line with the principles of sustainable development. Helsinki’s goal is to be a carbon neutral city by 2050.
Global Helsinki

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

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

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

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

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

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

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

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

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

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

Helsinki is committed to significantly reducing climate emissions.

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

Land use planning is directly linked to traffic emissions. The more fragmented the community structure, the higher the emissions. The City Plan sets out a path towards a denser urban structure, with population growth allocated to areas that are effectively served by public transport. This substantially reduces traffic-related climate emissions compared to alternative growth scenarios. The alternative would be for the region’s population growth to be dispersed over an increasingly large geographical area of urban sprawl, which would increase the need for more journeys between the outer regional areas and the city, and, in particular, private car traffic, which in turn, would increase emissions.

Besides traffic, Helsinki’s other significant sources of greenhouse gas emissions include the production and consumption of energy. With respect to emissions reduction methods related to the energy system, the City Plan plays a role in facilitating various low-emission solutions and development paths. Achieving emissions reduction targets will require a multidisciplinary strategic planning effort, to which the City Plan will introduce the land use planning perspective.
The making of the City Plan has been an open and interactive process that has taken more than four years. A large amount of experience-based information has been collected from citizens. This is important, as the City Plan will have a very long-term impact on the city's development. The process has been made more challenging by the fact that the City Plan represents a new kind of strategic Plan. On the one hand, the wider city centre area now becomes an inclusive area defined as ‘metropolitan mixed-uses’, and on the other hand, the outer suburbs are more loosely described as land-uses. The City Plan divides Helsinki into one-hectare squares, with the primary intended purpose of land use presented for each.
Interactive planning process

The City Plan has been made in an open and interactive manner. The process has included a large number of various events, the process and the City Plan materials have been extensively published on the web, an online survey was conducted on Helsinki residents, blogs have served as a platform for discussion, young people have had their own events tailored to their interests, city planners have actively participated in events organised by various associations, and the City Plan has been the subject of active discussion and debate on various social media platforms. A very broad range of various interactive methods have been employed during the planning process to ensure that citizens can be closely involved in many ways.

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

Map survey. The city planners wanted to hear the views of as many citizens as possible to serve as the foundation for drafting the City Plan. To this end, the Helsinki 2050 map survey was implemented in late 2013 in the form of an online interactive opportunity for residents to get involved. Visitors to the website could mark the online map with references to good construction locations, areas where not to build, important green areas or new traffic solutions, for example. A total of approximately 4,700 people participated in the survey and made more than 33,000 entries in the map. The survey materials have been carefully analysed and all of the material has also been published as open data. The material represents a comprehensive and internationally unique database of citizens’ views on their city’s future development.
**Spend a moment as a city planner.** A series of workshops titled Spend a moment as a city planner were arranged in spring 2014. The purpose of the workshops was to work together with local residents to think about what Helsinki should be like in 2050. The aim was to obtain good ideas from Helsinki residents to support the planning process. The workshops were attended by 250 participants who prepared 27 plans, which were then made available to the public via the City Plan website and in Laituri exhibition space. The workshop outcomes were also published on the City Plan website blog, where they have been read by nearly 2,000 local residents.

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

**Spend a moment as a critic.** Four Spend a moment as a critic events were organised in Laituri in January 2015. The events introduced the key contents of the City Plan to those in attendance. The participants had the opportunity to talk to the city planners next to maps related to their particular areas of interest. Each event had approximately 10 map stations with city planners in attendance. The four events attracted a total of some 350 local residents. The matters discussed at the events were largely related to the regional land use changes facilitated by the City Plan.
The City Council approved Helsinki’s new City Plan at its meeting on 29 October 2016 after extended debate and several votes on key issues. Proposals to redraft the City Plan were voted down by a clear margin. A proposal to exclude minor changes to a fringe area of Central Park from the new City Plan was voted down 55–30 and other counter-proposals were voted down by even larger margins. Nearly 150 statements by politicians were made during the debate, which lasted over six hours. The aspects that aroused the most discussion were the fate of Central Park changes and the Malmi airfield, as well as the transformation of motorway-like entry routes into boulevards.
More information about the planning of Helsinki

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Websites related to the City Plan
www.yleiskaava.fi official city plan website
yleiskaava.maptionnaire.com/fi/ the results of the city plan map survey

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Fram, Vaasa

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

Appendix
City Plan Map
The Helsinki City Plan covers the City’s administrative area excluding suburban areas. The plan is divided into two parts: a written statement and a set of maps. The written statement describes the plan’s objectives, principles, and strategies for future urban development. The maps provide detailed information on land use, transportation, infrastructure, and other urban planning elements.

In the entire planning area, landscape spaces of national and local significance must be preserved and protected. Planning must also take into account the needs of the existing community structure and the emerging community structure. The continuum of green fingers must be maintained, as well as other regional green areas and the local green area network must be maintained. In the planning of areas covered by the city plan, functionality, accessibility, and urban structure must be maintained.

Large-scale consumer goods retail units must not be built outside centres. Planning must also take into account the needs of the existing community and the emerging community structure. The continuum of green fingers must be maintained, as well as other regional green areas and the local green area network must be maintained. In the planning of areas covered by the city plan, functionality, accessibility, and urban structure must be maintained.

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