



Central Pasila





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A vibrant centre uniting East and West Pasila is planned for Central Pasila. This area, to be built on the site of a demolished railway yard, will provide pleasant, urban residences for over 5,000 people and premises for 6,000 workers. Central Pasila will also be next to excellent public transport connections. In addition to residences and places of work, Central Pasila will be home to a large, versatile range of services.

Central Pasila's planning will be phased by sub-area. First, a work and residential district of ten high-rise buildings will be planned south of the Pasila bridge. To the north of the bridge, a central block will include a major business centre. This will be followed by the so-called Ratapiha (railway yard) office and residential blocks north of the central block. The objective is for the detailed planning proposals to be processed and approved during the period 2014–2016. Following this, building can begin in the area and, on this basis, should continue into the 2020s.

Breathtaking views from high-rises

South of the Pasila bridge, there are plans to build an urban office and residential area, to be dense but open and inviting 24 hours a day. A total of 9–10 high-rise buildings, with around 20–40 floors and interspersed with public spaces, are to be built there. These will include office and business premises for 2,500 workers, plus residences for 1,500 people.

The lower floors will house shops, cafes or other service facilities, bringing vibrancy to the area. The residences will be lo-

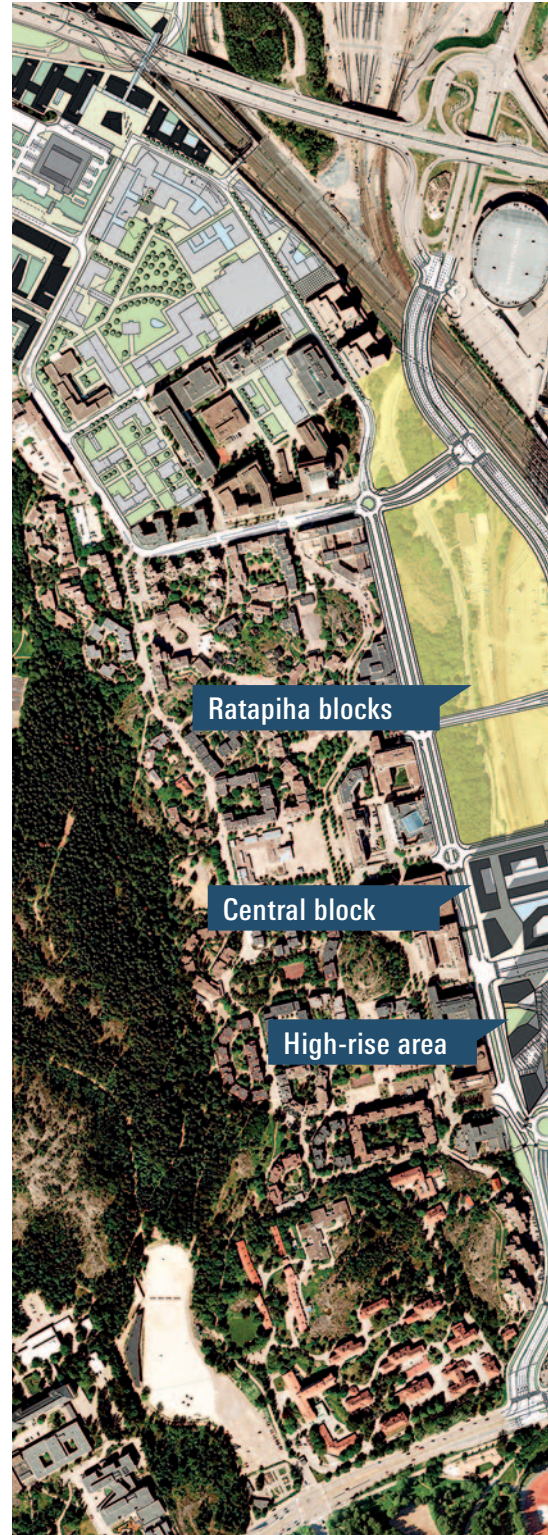
cated in the upper sections of the high-rises. A public cafe or restaurant will top the highest tower. Two of the middle towers may become hotels.

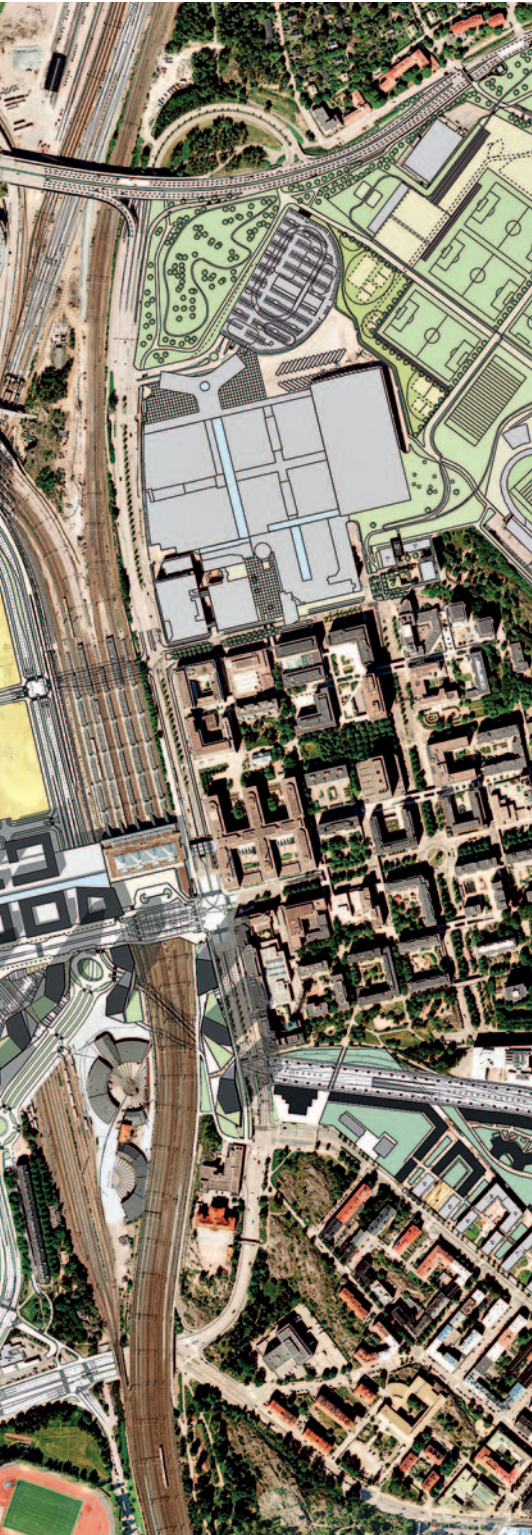
Central block to provide urban vibe

Along with the tower area, the Pasila railway station and the adjoining central block to be planned will form Pasila's new, urban centre. In addition to large business premises, the central block will include small retailers, leisure services, offices and residences. It will accommodate 2,500 workers and 750 residents. Some 30,000 customers per day are expected to visit the centre. The aim is a multi-functional centre buzzing with the life of a colourful metropolis.

Ratapiha blocks to offer diverse residential accommodation

The Ratapiha blocks, planned for the northern side of the Pasila bridge and the central block, will accommodate around 3,000 residents and premises for around 1,000 workers. A unique, diverse urban residential area is the objective. This area's location close to Pasila railway station and





the central block will guarantee excellent transport connections and comprehensive services.

The buildings will range from 5 to 12 floors in height. Office premises will be built on the lower floors along the new Veturitie Street, sheltering the residential areas from traffic noise. New approaches to dovetailing office and residential use will be explored in the residential area. A local ridge of bedrock will be preserved as a recreational area. Locating a kindergarten and primary school in the area will be investigated.

Pasila is a public transport hub

Pasila is a public transport hub for the Helsinki region. All commuter and intercity trains leaving and entering Helsinki stop at Pasila. Its role as a centre will intensify with the implementation of new traffic plans and residential and office construction. Many major transport projects, such as the transfer of Veturitie Street, and the City Rail Loop and metro, will characterise the development of Central Pasila. Tram connections will also be improved.

Veturitie Street will be moved further east alongside the railway, to bisect Central Pasila as its main street. In addition, Teollisuuskatu Street will be continued under the railway, to feed into Veturitie Street, at a point south of the Pasila bridge, via a roundabout.

Crossing between East and West Pasila will be made easier by a tunnel, running under the railway and extending Rautatieläisenkatu Street. The Pasila bridge will be converted into a broad city street lined by business premises. Public transport will have its own lane in the middle of the bridge. The station forecourt will be developed into a public transport terminal.

Pedestrian routes connecting sections of Central Pasila will converge in the central block. At the pedestrian convergence point, there will be a square with a high profile in the cityscape.

Engine sheds and Toralinna to be preserved

A complex of engine sheds and the Toralinna residential building, both over a century old, are located to the south of the high-rise area. The plan is to preserve them in their current use; their valuable buildings will be protected in the detailed plan which will be prepared at a later stage. For the time being, the railway yard tracks between Toralinna and the engine sheds will either retain their current purpose as stabling tracks or be fitted out for the operational maintenance of commuter trains. An analysis will be conducted of the area's use for other construction in the future.

Central Pasila in figures

High-rise area

residents	1,500
workplaces	2,500
residential floor area	91,000 m ²
business and office floor area	91,000 m ²

Central block

residents	750
workplaces	2,500
residential floor area	28,000 m ²
business, office and other floor area (not incl. Pasila Railway Station)	112,000 m ²

Ratapiha blocks

residents	3,000
workplaces	1,000
residential floor area	105,000 m ²
business and office floor area	40–50,000 m ²

Years of construction 2014–2020s

City Planning Department

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