

From City to City-Region

**City of Helsinki
Strategic Spatial Plan**



From City to City-Region

City of Helsinki Strategic Spatial Plan

@ City Planning Department 2009
City of Helsinki

Edited by Douglas Gordon, Rikhard Manninen & Olavi Veltheim
(note: see Organisation page for all contributors from the original Finnish edition)
Design & layout: Douglas Gordon
Graphic design: Heikki Jantunen

Printing: Edita Prima Oy, 2009, Helsinki
ISSN 0787-9024
ISBN 978-952-223-495-7 (paperback)
ISBN 978-952-223-496-4 (PDF)

CONTENTS

From City to City-region: Helsinki Strategic Spatial Plan	5
Setting the Vision	5
Strategic spatial development strategy and the Master Plan	6
The Key Strategic Issues	7
Towards a Metropolitan City-region	9
Integrating the Metropolitan area as a City-region	9
Key Policies:	10
City-region MAP: the metropolis becomes a City-region	12
Successful Business	15
A diversified City-region with economic balance and clusters of specialisation	15
Key Policies:	16
Business MAP: enlarging the inner city and service clusters	18
Attractive housing – Making the City liveable	23
Renaissance areas	24
Key Policies:	24
Housing MAP: City Living – Regional identities	26
Dynamic Change in the Urban Landscape	31
A Lively Cityscape	31
Improving the quality of the green network	32
Key Policies:	33
MAP: Lively Cityscape	34
Strategic Spatial Plan Implementation	37



**From City to City-
region:
Helsinki Strategic
Spatial Plan**

From City to City-region: Helsinki Strategic Spatial Plan

Setting the Vision

The City of Helsinki's strategic spatial plan is a spatial development strategy for the city-region and consists of a set of development policies and spatial planning framework. It is prepared once per Council term, i.e. once every four years. The spatial plan analyses the future of the city-region and its development needs and presents a **Vision** of the city-region's future principles of spatial development over the next three decades.

'From City to City-region' contains policy statements which create the basis for Helsinki's new spatial vision. For the first time in Helsinki's history, the guiding principles for future development go beyond the city boundaries and take account of the region as a whole. The plan sets out the economic, social and environmental relationships, and their impact physically upon metropolitan development for the next 30 years. The integrated relationships are set out in a series of policies grouped around key issues of business activities, housing, city-landscape and regional structure. These form the strategic spatial framework to guide future development.

The vision consists of key themes which are developed into a set of spatial strategies. The spatial strategies then form a series of policies under each main heading of the key themes. The policies in turn show the physical demands of city growth and population needs upon the city-region structure. It is population and economic innovation which are the drivers of change. The policies translate into a programme of development proposals which are visualised by means of maps that represent the relationships between the key themes. Together, the maps indicate how the proposals are to be implemented over time to achieve Helsinki's spatial vision.

There are four key maps representing the key themes. Three of the maps are grouped around an integrated set of relationships, but for simplicity, are shown

functionally, namely:

- Successful Business,
- City Living,
- Dynamic Cityscape.

The fourth map – 'Towards a metropolitan city-region', represents an integration of the most important regional elements from each of the three functional maps into a single metropolitan city-region spatial development strategy plan. This map forms the basis of the principles to be applied in the development of the Helsinki Metropolitan Area, while the previous three maps pertain to the principles for the development of Helsinki and the areas directly connected to it.

One of the main aims of Helsinki's Strategic Spatial Plan is for Helsinki to incorporate the EU guidelines of Territorial Agenda on spatial planning into the city-regional objectives as well as the corresponding EU document on urban policy. The spatial plan 'Towards a metropolitan city-region', provides strategic spatial guidance to the future metropolis structure of the Helsinki region in a holistic manner.

Arabia Wired-City





Western Harbour future development area. 3D Render
0y

Strategic spatial development strategy and the Master Plan

Helsinki's Master Plan 2002 was approved by the City Council on 26.11.2003 and came legally into force for the entire city with the exception of the Helsinki-Malmi Airport area. The previous strategic planning advice formed part of the Master Plan 2002 together with the implementation schedule.

The changes occurring in the community are fast and have an impact also on the vitality and land use of the city. Therefore, the master plan must be ready to react to the changes in order to maintain the vitality and competitiveness of the city in a quicker way. The new strategic spatial plan will guide the implementation of the Master Plan 2002. Furthermore, it is important that the City Council be able to assess, once per Council term, the modernity of the strategic spatial plan and whether or not the master plan needs to be revised.

The preparation of the master plan is a long and complicated process. The City Council approves the master plan as the basis for how the City will manage its development in the future and where new investment will be located. In Helsinki,

the practice has been to prepare a new master plan about once every ten years.

City planning in Helsinki is viewed as one of the key tools in the making of many forward-looking decisions. The City prepares plans and programmes for the future. City planning plays a key role and is integrated together with the real estate development process of the City. The principles of economic development are defined in the business strategy. The land use and housing implementation programme (LUH programme) contains the objectives and implementation principles of the City's housing policies.

The regional programme for land use, housing and transport (LUHT programme) defines the principles of regional cooperation between Helsinki and its neighbours.

While the community changes and the economy develops it is necessary to assess the impact these changes may have on the city-region structure together with the environment (city landscape) in order to keep the plans up to date and be based upon current information on future land use proposals.

The master plan has a long-term per-

spective, and is prepared without a target year, although it is valid until a decision to change it is made, normally, every ten years. In the course of time, the guiding influence of the master plan may weaken. However, according to the law, the municipality must have an up-to-date valid master plan that illustrates the main practical characteristics of the areas in the city.

The strategic spatial plan and the master plan form a part of the overall City's development strategy. The strategic element acts as a broad guide and spatial framework for the master plan, which is a more detailed land-use specific plan.

The Key Strategic Issues

Metropolitan areas are more international than ever before and by working together and competing with each other, they set the development direction. Helsinki influences the entire region and so must take more responsibility than previously in matters related to regional development.

The growth of Helsinki and its region is beneficial to the whole country.

Helsinki is the country's capital and main city centre and includes the most important business and administrative activities. A growing region needs more space for the activities of the main centre.

The main city-centre will be expanded.

Economic growth increases the well-being of the residents, which is the foundation of urban life.

Social unity is strengthened by satisfying people's needs now and in the future.

Former areas of the city change and get new buildings. This gives the city new layers of development. Land use becomes more effective and denser and the environment more urban. At the same time, however, the city retains its attractive characteristics such as the connection with nature.

The city-region grows more urban and improves the environment

A metropolitan city-region grows when there is sufficient critical mass to enable better public transport connections between the different parts of the region to be improved. Transport projects have the tendency to place greater emphasis on the districts of the metropolitan area that are located north of Helsinki and in doing so, create an imbalance in attracting future investment. This may hinder the development of the city-region. In order to provide better economic balance spatially within the city-region, the aim will be for the urban structure to be developed strongly towards the coast of the Gulf of Finland along an east-west development corridor, and in doing so, will aim to curb urban sprawl.

By building the region also towards the coast, the region will retain its vitality and the balance of the regional structure will be improved



Towards a Metropolitan City-region

Towards a Metropolitan City-region

Integrating the Metropolitan area as a City-region

The Helsinki region is characterised by urban sprawl. There is too much construction outside the main urban structure and most development on the periphery of the region is low in density. A somewhat unrestrained regional structure has become part of the urban construction tradition. Lack of space has not been an issue before. This has resulted in the current energy-wasting regional structure of the Capital area, in which transportation costs are high and climate impacts negative.

On the other hand, the city-region transportation system functions well and the public transport share of the Helsinki peninsula is high (currently 72%). The railway corridors offer development potential for increasing densities to the surrounding communities and at the same time will benefit from enhancing their location as well as creating new favourably located areas near to the city-centre.

In the rail traffic arteries there will be a number of new modern and dense urban areas being built that will easily be connected to the region by new public transport connections.

With the exception of the metro line that goes from Helsinki to the east of the city, most of the non-built areas connected to the main rail corridors are in the area north of Helsinki. The transport policy will emphasise better cross-town con-

nections of the region and areas north of Helsinki in order to improve the overall public transport nature of the region.

The direction of development of the urban structure emphasises the areas north of Helsinki and reminds of the earlier phases of Helsinki's planning history during which development towards the coast and development from the coast inland were considered contradictory principles. The location of the city centre on a narrow peninsula was considered a problem and inland growth was considered necessary. Also road and rail traffic affected the urban structure in different ways as the city expanded. The importance of the water areas varied depending on the direction of growth and the size of the urban area.

A similar urban growth trend appears to be taking place and that the key direction of metropolitan growth would continue to be concentrated along its northern axis unless greater spatial and economic balance is provided through the new spatial development priority along the east-west coastal development axis. By doing so, the focus of attention will ensure the main development directions will be contained within the city-region proper, thereby ensuring its future vitality and at the same time, containing urban sprawl.

Pikku Huopalahti: a dynamic new urban village



Key Policies:

European integration and Globalisation

- (1) The Helsinki city-region will be developed as a European city in relation to other large metropolises worldwide.
- (2) Public transport projects will be developed hand-in-hand with the development of the urban structure of the city-region and will be of national significance.
- (3) The development possibilities for the Helsinki city-region are closely connected to the development of the Helsinki – St.Petersburg – Tallinn triangle. The requirements of a much stronger Saint Petersburg-Helsinki-Tallinn axis will be taken into account in spatial planning.

From monocultural to multicultural

- (4) Helsinki's housing policies need to take into account the increase in immigration as well as in the development of business activities. Active economic policy measures will be necessary. More training possibilities for newcomers will be required in order to aid the social development of the city.

A Nordic-welfare society

- (5) Nordic welfare policies will be a leading principle in the well-being of society, along with the development of administrative organisations in an integrated spatial, transport planning, technical services and real estate solutions.

European city-identity

- (6) Helsinki values tradition and history as in the typical European city with its local traditions in building and cultural landscapes.

An international perspective

- (7) In the planning and the development of the city-region, Helsinki will cultivate the local strengths, create lively city neighbourhoods and, at the same time, shape local and national visions.
- (8) Helsinki will continue to be a compact city spatially. New development areas will be built densely in order to create sufficient critical mass to improve public transport networks.

Despite the relatively large building programme, all of which will be on brownfield sites, Helsinki will remain relatively spacious. This will give the possibility to maintain the relationship between people and nature, which is a characteristic in the Nordic tradition, and to foster the values of the built environment.

Climate Change

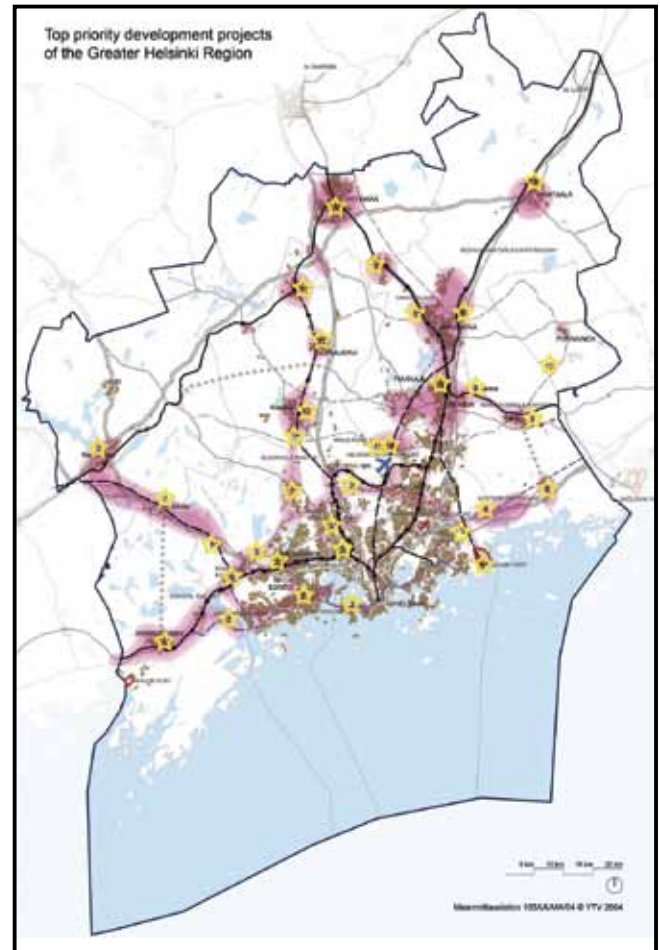
- (9) Helsinki's objective for spatial planning will be to create a low-carbon city-regional urban structure, i.e. low energy consumption will be the aim for all communities. The future planning of new development areas and activities will aim to encourage patterns of development that will reduce the need to travel, particularly by car. The aim will be to create a better unified and integrated urban structure throughout the city-region. Public transport will

be the key priority for new investment, including several new metro lines. Energy-efficient and ecological construction and life cycle approaches will be improved through spatial planning.

- (10) The impact of climate change is already being integrated as a key feature of spatial planning and building control. Flood risks, caused by the rise in sea level and the increase in the occurrence of heavy rains, together with the need to control excess storm water and groundwater levels will be taken into account in all new developments, as will the control of increased wind pressure.
- (11) In Helsinki, provisions are being made through spatial planning to receive 'climate refugees' directed to Finland.

The City never stops changing

- (12) Helsinki will continue to serve as the country's main centre of govern-



Greater Helsinki Regions Ideas Competition programme

ment and contain the most important economic, cultural and administrative activities.

Governance

- (13) The spatial change from expanding the city to city-region will be controlled through greater cooperation between the neighbouring municipalities and developing a more integrated approach to joint spatial planning as well as through examining new forms of local governance

Mitigating against urban sprawl

- (14) Excessive urban sprawl will be prevented through building more intensely within the city-region's development corridors and by a coordinated approach by each of the local authorities
- (15) Communities will be made more compact and new ones will be built in a spatially cohesive manner throughout the entire region.

Community development

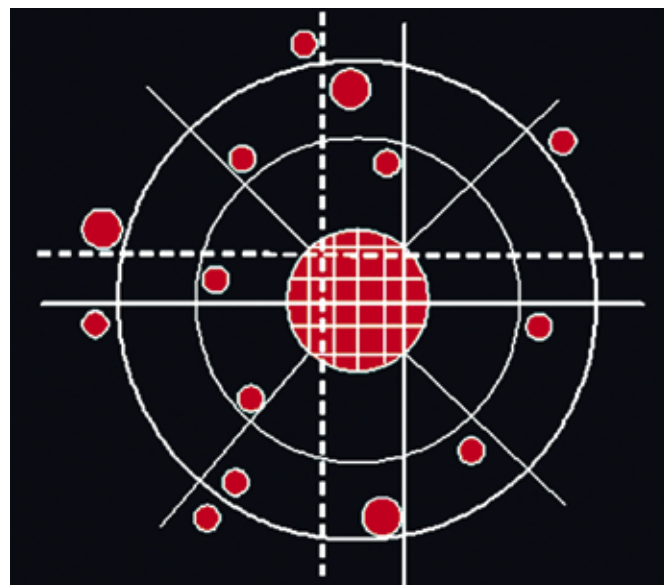
- (16) Helsinki needs to improve community development to ensure that its services meet peoples' needs. The principle is to distribute well-being in a balanced way to develop a sense of community in the neighbourhoods. Community strategies must be responsive to new needs, as for example, in housing policy where the special needs of different immigrant groups should feature.

Infrastructure

- (17) The new infrastructure for the city-region will help form a compact urban structure. The aim will be to build new development areas around the public transport interchanges, to bring jobs and dwellings together in the same location and to make infrastructural changes as cost-effective and ecologically sustainable that work well in everyday life.

City-region as an alternative to the City

- (18) The city and the city-region will be developed as a cohesive whole from their diverse regional starting points in accordance with their special local characteristics.



Idea of Polycentric Structure

Radial and circular structure

- (19) Helsinki city-region will develop as a cross-town and radial ring-road urban traffic structure and will be done by ensuring it supports the 'finger shape' model.

Towards a polycentric city-region

- (20) Public investment in transport, housing, education and innovation as well as support for business will be allocated in such a way as to benefit the development of the city-region through a polycentric urban structure.
- (21) Helsinki can improve the spatial structure of the city-region by developing a polycentric metropolitan area, in so far that it will benefit the whole city-region.
- (22) The future spatial structure of the city-region will be based upon sound planning practices, using international experiences, financial efficiency, productivity and the impacts of local conditions taken into account.

The city-region's development strategy centres along the Gulf of Finland's coastline

- (23) The balancing of regional development along the Gulf of Finland coastline by new development corridors will require the construction of

a new international rail connection from Helsinki to the East.

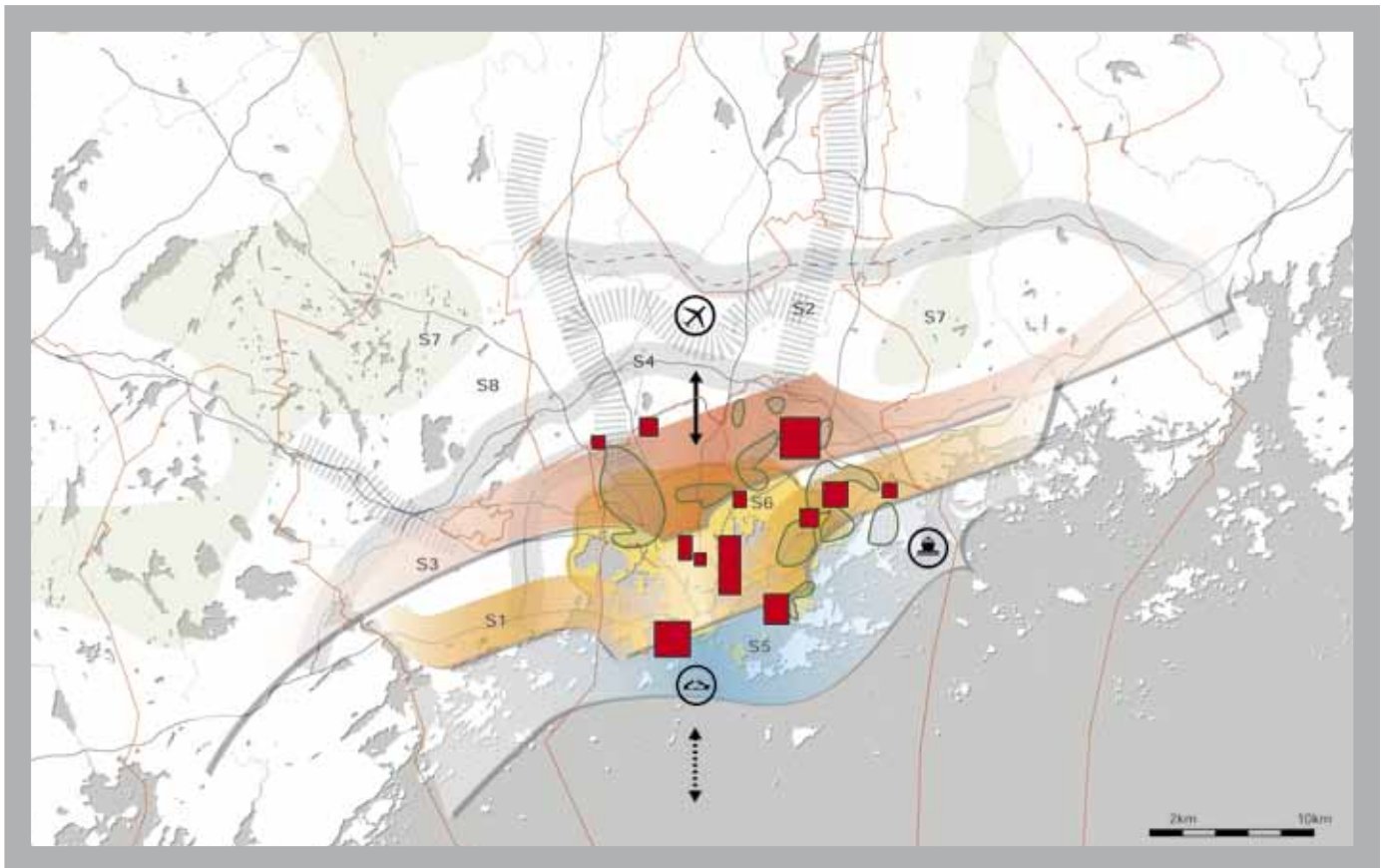
City Centre Vitality

- (24) The implementation of new development areas will expand the city centre to and for those areas to become more specialised. The new central tunnel, extension of pedestrian streets and parking facilities as well as the private and public building projects will improve the vitality of the city.
- (25) Cooperation with the surrounding city-regional municipalities will help to improve the overall international image of Helsinki and its metropolitan area.

International City Airport, city-harbours and tourism

- (26) Helsinki will develop tourism by strengthening its position as Finland's capital as well as improving its local special characteristics, such as its image as a maritime city.
- (27) The high-quality public transport connections between Helsinki-Vantaa City-Airport and the city centre of Helsinki will be an important foundation for the vitality of Helsinki and its region.
- (28) The passenger harbours will be improved and developed further in terms of strengthening the urban environment.

City-region MAP: The metropolis becomes a City-region



S1 East-West corridor of the metropolitan city-region

The main development corridor of the metropolitan city-region will connect the rest of the city-region together through the centre of Helsinki.

S2 Development corridor of National and regional significance

The areas located near the current and planned rail and metro lines offer excellent opportunities for the construction of new mixed housing and business developments. There are also nationally significant connections to the cities of inner Finland. The established structure of the city-region will be strengthened and the connections to the central areas of the region will be improved.

S3 International East-West development corridor of the city-region

The development of the public transport network will enable better connectivity between the development proposals on the city-region periphery to the central areas of the Capital region. The connection from the west coast of Finland to Saint Petersburg will emphasise the international role of the new development corridor. This will require the development of the city-region towards the coast, which will provide better spatial balance to the city-region's structure.

S4 Cross-town connectivity at the city-regional level

The current cross-town connections will be improved to benefit the city-regional structure and to meet the requirements of future business and living activities.

S5 Maritime urban city-environment

New development areas will be mainly located around the bays of Helsinki, creating the opportunity to make new urban shorelines that will provide a new type of city-landscape.

S6 New inner city

The inner-city is to be expanded from the city-centre to Ring-Road 1. This will make Helsinki more compact and represents a more efficient use of land. The urban land-uses are the most versatile of the city-region and, by making them more compact and dense, will increase the versatility of the city and its region. Special attention will be given to improving the public transport connections to the high-quality urban parks and recreation areas. The characteristics that create the identity of local neighbourhoods will be preserved.

International airport of the metropolitan city-region

The spatial significance of the international City-Airport will be given top priority in respect of future development of the city-region.



Connection to the cities of the Baltic Sea & the EU

The connections to the other cities of the Baltic Sea will be improved to enable better cooperation with those cities and other important city-regions of the EU.



New development areas

There will be a significant number of new development areas in the near future overseen by the City of Helsinki. These new areas will aim to unify the urban structure of the city-region and implement a responsible housing policy.



Senate Square – at the heart of Helsinki. *Suomen Ilmakuva Oy*



Vuosaari new canal & residential area. *Arkkitehtuuritoimisto B&M Oy*



Connectivity to the city-centre

The Strategic Plan recognises the need to improve the public transport connection between the Capital's main centre and the international airport. The new connection will be implemented taking into account the needs of business and tourism, the movement needs within the city-region and the increasing importance of the City-Airport as a hub for the amount of traffic to and from the Far East.



Passenger harbour for the metropolitan city-region

The Strategic Plan aims to improve the connections of the city's harbours to the Baltic Sea and the rest of Europe. The location of the harbours in the city centre is considered fundamental to the economic success of the city-region.



High-tech commercial harbour of the metropolitan city-region

The connection of the new high-tech harbour to the harbours of the Baltic Sea and the rest of Europe will have significant economic benefit on the development of the business life and logistics of the city-region as a whole.



S7 Core area of the natural forest environment

The metropolitan city-region will become more compact thereby furthering the need to preserve the natural forest areas for recreational use.



Suburban Renaissance

As the city-region grows, the location of the suburbs will become more central. The Strategic Spatial Plan aim will be to oversee the renaissance of the suburban areas, i.e. the comprehensive improvement of the older neighbourhoods by constructing a more compact urban form of housing and providing better variety of housing on offer in order for it to meet future requirements.



S8 The prevention of urban sprawl: areas outside the development corridors

These areas mainly consist of low-density, urban areas, village milieus and sparsely populated areas. They also include land used in agriculture or forestry, outdoor and recreation areas and protected cultural environments. These areas are threatened by the excessive sprawl of sparsely populated areas and the unacceptable expansion of urban sprawl. New development proposals for such areas will require special evaluation in order to prevent negative climate impacts.

An aerial photograph of a city grid is overlaid with a semi-transparent blue layer. Several irregular, shaded regions are highlighted across the map, each labeled with a letter 'E' followed by a number. A double-headed vertical arrow is positioned in the center of the map, pointing up and down. The highlighted regions are: E10 (top left), E14 (middle left), E1 (center), E3 (center), E4 (center), E5 (center), E2 (bottom center), E13 (bottom right), and E7 (right side).

Successful Business

Successful Business

A diversified City-region with economic balance and clusters of specialisation.

Extending the city-centre and areas of specialised clusters

The bases for the future development of business will be regional growth and strengthening Helsinki's role as Finland's capital city. In addition, Helsinki's city-centre as an all-round area of commercial activities and cultural institutions will be of primary importance. The conditions for business development will be created by maximising the local strengths of each area.

The main centre will be developed, strengthened and expanded as a regional and national centre. The city centre will ensure that services related to finance, culture, leisure and tourism will be promoted, as well as the capability of organising large international events. The compact structure of the citycentre, with its all-round functions, high-quality urban environment and good accessibility will create the necessary conditions for the long-term placement of specialised and information-intensive business services to the Capital's centre. The busy passenger harbours connecting Helsinki to the other cities of the Baltic will continue to bring significant tourist flows to the centre.

The business areas near the main centre will help expand the role of the city centre as well as physically. At the same time, business will be developed into different areas, each in accordance with its own special characteristics. The areas will specialise in science, art, digital services and finance. A compact construction style, similar to that of the inner city, will spread, little by little, to wider areas outside the current inner city.

There will be a new metro connecting Espoo to the west and linking up with Helsinki's eastern metro. This will make it even easier for people to move around

within the metropolitan area. This will strengthen, in particular, the development and expansion of the eastern parts of the main city centre as workplace areas.

The Helsinki-Vantaa International City-Airport is important for the vitality of Helsinki and its region and, therefore, the interaction and public transport connections between the main centre and the airport will be developed, either by a new direct metro connection, or via a new 'circle' line connecting the existing commuter rail services through the airport to the city centre. The business activities in the city will become stronger because of the expanding airport logistical hub and the added advantage of improved international accessibility and fast connections within Finland.

The ring motorways and railway lines will act as a focus to improve business accessibility, particularly at the busy rail interchanges, where the growing business clusters of the metropolitan area seek their way. Each business area will be built around different working profiles in accordance with local requirements. Their common characteristic of good accessibility from the majority of the region, more flexible operational requirements compared to the main centre and slightly lower operational costs will be supported spatially, bringing greater cohesion and better economic balance.

The city centre is the most significant centre for finance, culture and leisure and will be given support to continue to do so. Other regional centres such as the regional shopping centres and the new business clusters expanding into the former industrial and warehouse areas will be supported and integrated into the new development areas.

The major rail connections will run parallel to the coast to improve Helsinki's geographical position both regionally and nationally and to bring the Helsinki region closer to Saint Petersburg.



City-centre of Helsinki: Market Square and City Hall. *Helsingin kaupungin kuvapankki/ Harald Raebiger*

Key Policies:

Business growth

(29) A prosperous and vital region will result in an increase in the number of inhabitants and jobs. Also the city centre of the Helsinki region will grow.

Helsinki's City-centre

- (30) The centre of Helsinki and the areas around it will offer competitive spaces for business activities.
- (31) The attractiveness of the city centre will be preserved by taking care of its image and promoting the centre as the key to the Capital's success.

Workforce

(32) From the point of view of business activity development, it will be important that the housing shortage should not become a bottleneck for

the development of the region. Different types of housing solutions for different needs will be built according to demand and taking into account the possibilities the region will offer.

City centre

- (33) The compact structure of the inner city and its multi-dimensional core activities will create a comfortable, finished and high-quality urban environment with excellent accessibility. The city centre will create the conditions for the long-term placement of specialised and information-intensive business services in the area.
- (34) The city centre will continue to be the leading business location for the city-region, incorporating the universities and other educational institutes, the main artistic and cultu-



Vuosaari, next hi-tech goods harbour. *Arkkitehtityöhuone Arto Palo Rossi Tikka Oy*

ral life of the city, together with the busy urban lifestyle business brings to the centre.

Connectivity

(35) Cross-traffic connections and goods traffic will be key investment targets.

Spatial planning innovations

(36) Spatial planning is a major factor in determining the future of the new development areas. Helsinki has an advanced (by EU standards) spatial planning system and all efforts will be made to ensure that it continues to deliver in the future, to remain successful and to manage change in a pro-active, plan-led manner for the whole of the city-region.

(37) Helsinki will take into use new partnership-based procedures in construction and service producti-

on and will maintain its responsibilities in its role as key provider.

Technological development

(38) Technological innovations will make the control of movement to become automated in the future. Such control may have a significant impact on minimizing traffic jams, which in itself will have positive spatial effects – space will be used more compactly.

Work places

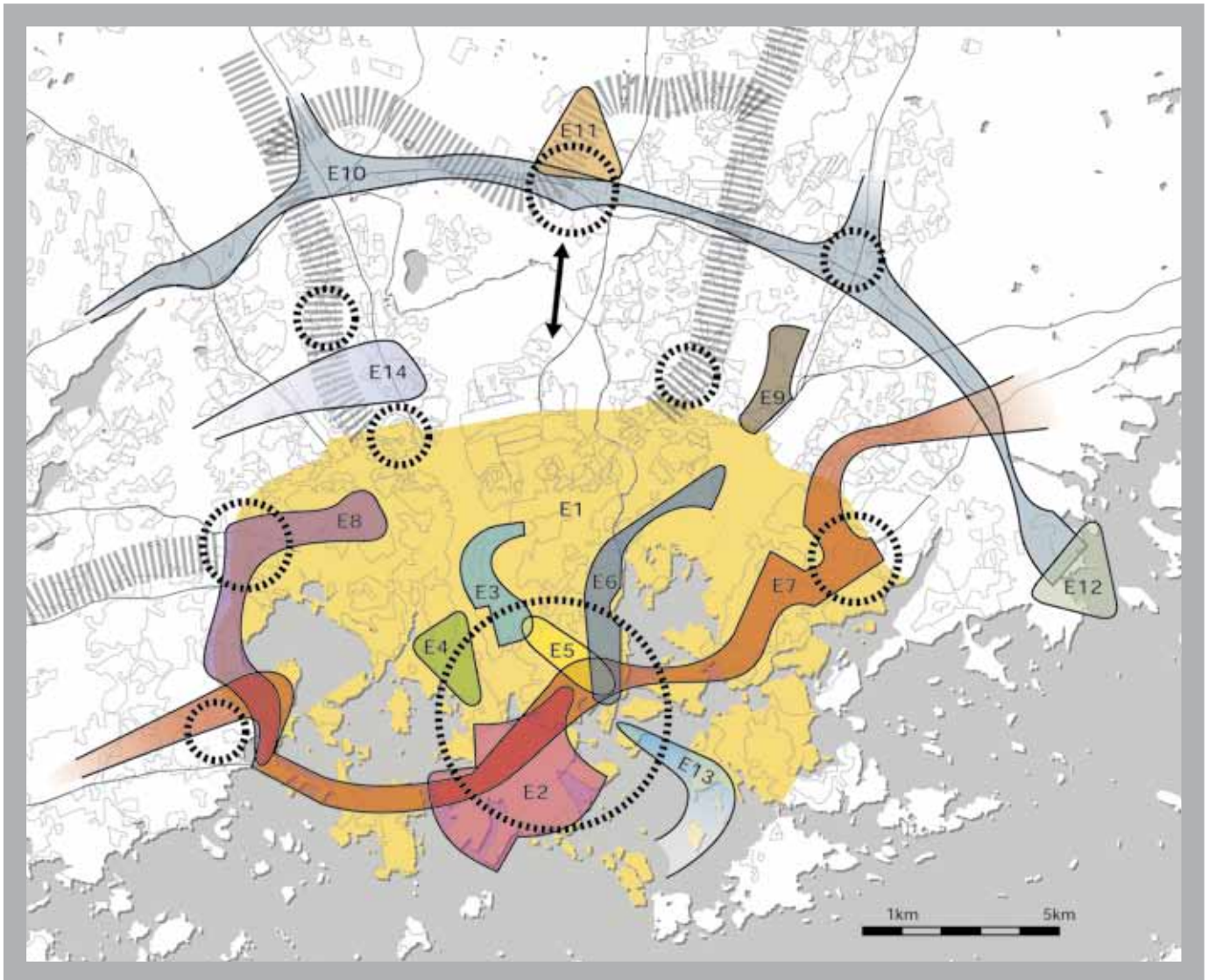
(39) One-dimensional residential areas will be avoided by building residences and business premises side by side, particularly around public transport interchanges. The construction of large office areas will be restricted. It is the intention to create mixed areas of residential and commercial to enable more vitality.

(40) The new logistical corridors of rail and Ring Road III to the new high-tech harbour to the east of Helsinki (in Vuosaari) will constitute the framework of the goods maintenance service hub for the metropolitan area.

(41) Industrial buildings of architectural and historic heritage surplus to requirements will be preserved and used for alternative uses, such as cultural purposes, as and when more of them are needed in the growing region.

(42) Business opportunities for growth near and around the city centre will be promoted, and changes of use and greater intensity of building floorspace will be considered positively.

Business MAP: enlarging the Inner City and service clusters



E1 **New inner city**

The area will be developed as an inner city and will be built in a compact and dense way. The mixed metropolitan uses will be diverse and the environment will be of a high quality.

E2 **Main city-centre**

Helsinki's city centre will be strengthened and expanded and will act as the main centre of the city-region and the capital of Finland. In doing so, special consideration will be given to reserving additional space for the growth of business activities. The city centre will be retained as the main shopping and business character and support the diversified educational, cultural, leisure and tourism services that are of national and international importance. The accessibility of the centre will be en-

sured and the conditions for the long-term location of specialised companies and knowledge-intensive business services (KIBS) in the area will be improved.

E3 **City-centre expansion area I: digital media**

The special characteristics of the area as part of the main city-centre extension will be the development of digital services and educational and business activities for the artistic sectors.

E4 **City-centre expansion area II: medicine**

The special characteristic of the area as part of the main city-centre extension will be the specialisation in medical research, teaching and business activities.

E5 City-centre expansion area III: financial capital

The special characteristic of the area as part of the main city-centre extension will be the specialisation in banking and finance. The area will become the "Wall Street" of Helsinki.

E6 City-centre expansion area IV: science-art axis

The special characteristic of the area as part of the main city-centre extension will be the specialisation in teaching, research and business activities related to arts and natural sciences.

E7 East-West corridor

A new development corridor, consisting of the different areas around the metro, will be a priority. It will connect the eastern and western parts of the city-region together. Labour availability will increase and the business activities will aim to become more diversified.

E8 Technology zone

The area will be developed as a technological cluster in which teaching, research and business activities will support each other.

E9 Small-scale industrial park

A small-scale industrial park development, for which regional accessibility by road and project flexibility will be the key emphasis.

E10 Ring III zone

Zone for business activities, services and logistics activities, and international corridor for goods traffic, which will enable the large city-region periphery to maximise the accessibility of the City-Airport and logistics harbour to their advantage.

E11 Business area around the airport

The business area around the airport will take advantage of the proximity of the international airport as well as securing better connectivity to the most important business clusters of the region.

Connecting City-Airport and city centre

There will be a special need to maintain and develop the interaction between the international airport, the city-centre and the public transport network whilst the city-region continues to grow and the role of the region changes.

E12 Commercial harbour

The new commercial harbour of Vuosaari will be a centre of goods transport and logistics activities. Its local impacts in the neighbouring area and in the areas near Ring III and other main roads will be of great significance to the development of the city-region.

E13 Tourism

The tourist industry has significant possibilities to grow in the city-centre area and to enhance the maritime image of the city.

E14 Area around Ring II

Conditions for the development of business activities in this area will be improved, and will be dependent upon the accessibility of the area and its location with respect to the centre of Helsinki and the international airport.

Railway zone

The railway zone outside the new inner city will develop local traffic into urban traffic. This is a good area to build new office premises. The business activities will be diversified within the railway zones that have a growing significance.

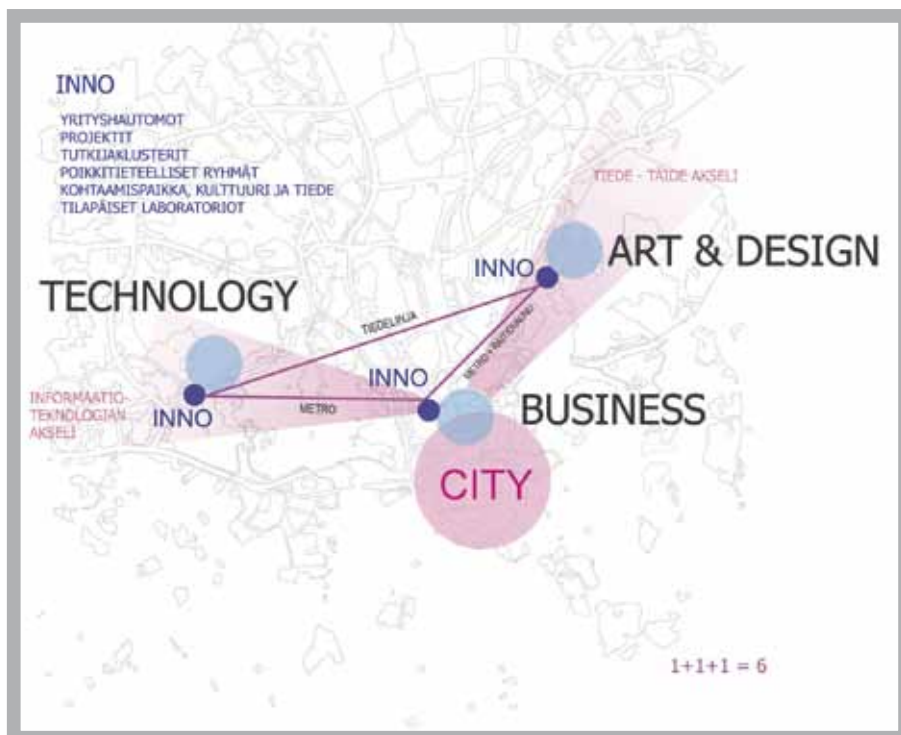
Consumer-goods centre

These areas are represented by a regional centre or equivalent retail shopping centre. The services of these centres will be profiled in different directions. This way, they can specialise and complement each other. Additional space will be reserved for leisure activities.

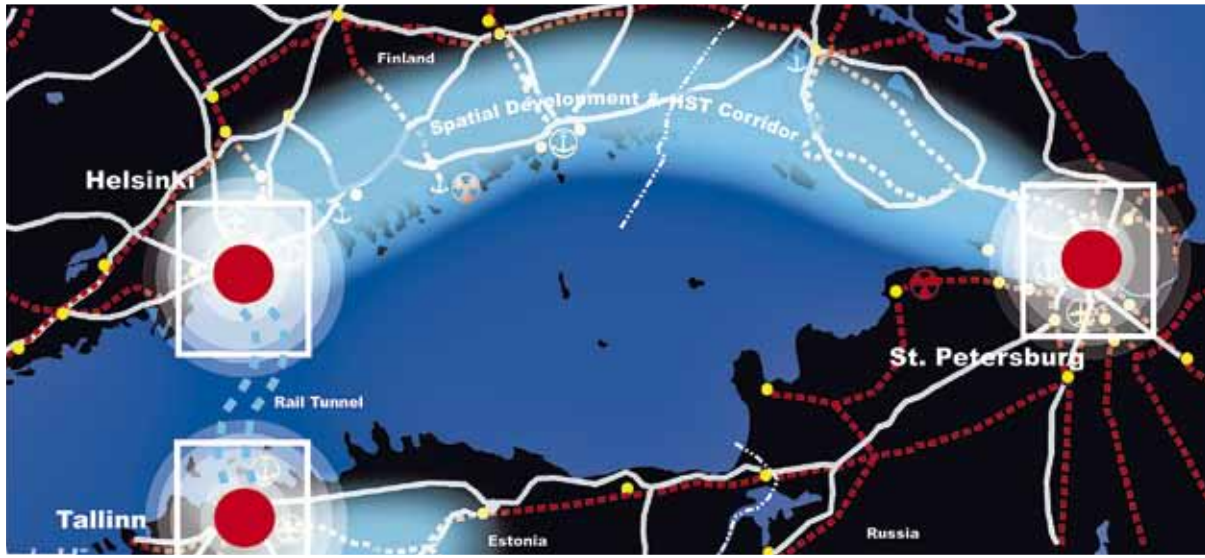
Urban Development Key areas of change



New Innovative University Campus in Helsinki



Helsinki–St.Petersburg–Tallinn Spatial Vision





Attractive Housing – Making the City liveable

Attractive housing – Making the City liveable

Diversified housing

Helsinki's role will be to function not only as the capital city but also as a strong international centre worldwide. This requires a different kind of metropolis that meets Finnish conditions. In such a metropolis, the urban identity of the different city neighbourhoods will consist of fostering local traditions and at the same time, supporting their continuous development. In order for Helsinki to remain competitive internationally the City has to manage change successfully yet take account of the historical identity of districts undergoing change.

The metropolis will be characterised by a multicultural society, which sets the requirements for a diverse and wide-range of housing on offer. The City will cater for a host of different groups, namely, current residents, future residents, commuters, tourists and other international actors. The attractive characteristics of the different housing areas will be an important factor when people make decisions related to where they want to live and, especially, when they look for a residential environment that supports their own identity and lifestyle.

In Helsinki, there is a new kind of awareness that represents the improvement of the social space as spatial planning target. For the development of the cityscape, ten general identities have been profiled on the Housing map. Each district is represented by their identifying colours, profiles and development goals. The objective will be the positive differentiation for each individual area. Profiling in particular, will focus on the new development areas.

The starting points for these housing identities will be the attractive environmental characteristics from the point of view of housing. These are that they function securely, will have beautiful landscapes, will be architecturally strong, and close to recreational areas, and have a socio-cultural mix. A unique

relationship between the built city and the maritime nature of Helsinki will be realised. This significant special characteristic has not yet been fully exploited and that is why the future coastal areas to be built will be based around maritime themes.

In addition, more significant development objectives will be defined for the most important development areas. In this way, the new districts will not be in competition with each other and will form alternative residential environments, thereby contributing to a wider selection of housing. The development objectives are important, for example, when preparing the urban design guidelines for these areas. It is also possible to attract specific investment to each of the areas by offering different kinds of development guidelines and marketing of the areas. Although apartments will be the most important housing solution in the future, possibilities will also be created for dense, urban single-family housing and housing solutions that meet special-needs housing.

However, if the local benefits for these new development areas are not sufficient in themselves to attract investment, new ideas will be required to be considered, such as creating a new architectural style which is characteristic of an area in question and for which the area will be known in the future. An example of an identity strongly based upon architectural design is the old Katajanokka neighbourhood in the centre. Its Jugend style blocks, which were built at the beginning of the 1900s, were not based upon the repetition of local aspects. However, the area is nowadays best known for that reason.

One of the future main challenges will be the development of regional cooperation. From the point of view of future development, it will be essential that the existing city borders decrease in importance. In the Helsinki region the aim will

be to support development clusters that partially extend beyond the city borders. These clusters, which will be based upon science, art and innovation, will be supported by the spatial planning process. It will be fundamental that housing solutions meet the requirements for all stakeholders in the new development areas to be built in the future in connection with the clusters.

Renaissance areas

Neighbourhood identity will also be applied to the renovation and re-generation of existing neighbourhoods built mainly in the 1960' and 70's. Larger housing units will be built in neighbourhoods where there are a lot of small housing units. This will ensure that people will be able to change their housing unit and/or house type within an area according to different situations in life-style and life-cycle. The aim will be to renovate these areas in a socially sustainable way. The social environment (e.g. schools) will not change even if the housing unit will be changed. The aim will be to target these less well-off areas with new financial resources, thereby making them into stronger communities. Any stigma attached to the targeted 'renaissance' areas will be reduced through upgrading them to meet tomorrow's standards and giving these areas a new vitality to match their new identities.

Helsinki's existing suburbs will require to improve their attractiveness. This will be done through integrating purposeful development combined with bringing housing and workplace activity closer together. Their position within the region will become more central in the future and the role of the suburbs will become less important. The areas will be harnessed to a new kind of local development (renaissance) that supports and strengthens their vitality and attractiveness. Complementary building will be an essential activity.



Key Policies:

Housing Quality

- (43) Investment growth and the trend towards smaller households will likely increase the living space and improve the level of housing. The need for housing construction will never end and the average size of the housing units to be built will need to be increased.
- (44) Apartments will need to be more diversified in keeping with the variety of housing solutions on offer. The need for greater choice in accommodation will need to improve substantially if flats will be as competitive an alternative to single-family housing and terraces.



Malminkartano terraces

- (45) The future emphasis on single-family housing will be to create better and more compact urban milieus.
- (46) The local design milieu will be taken into account in the planning of new housing stock, the size of housing units and housing policy overall.
- (47) The new development areas will be planned in such a way that they will

also be suitable for families with children. This will include the type and size of housing units to be made available as well as services, the residential environment and its safety.

- (48) The City will take care of its elderly and those in need of care. At the same time, the so-called "third age" means a new city user that will increase the versatility of the city.
- (49) Helsinki will develop its new housing taking into account the needs of students and young people.
- (50) Helsinki will improve the housing production of rental housing units.
- (51) Helsinki will develop new methods for the construction of affordable housing and the minimizing of any negative effects deriving from the economic recession.

Services

- (52) The availability of basic services will be mainly ensured by maximising the existing service structures. In the new development areas, the aim being to ensure the high quality and availability of basic services will continue. Underutilised premises that are surplus to requirements can be put to new uses provided that the level of service provision is not undermined.
- (53) The aim of spatial planning in the future will be to strengthen the community spirit of city living.

Leisure and culture

- (54) Helsinki will aim to improve access to leisure and cultural facilities in residential areas.

Architectural Heritage and Conservation

(55) Helsinki's own identity originates from the variety of ages and styles in its neighbourhoods. Each area is different in its own way and contributes liveliness to the overall functioning of the city. The city environment will be encouraged to continue to create different architectural and design characteristics for its new neighbourhoods, and in doing so, will assist residents to settle down and make their roots in the city.

New Urban Renaissance Project

- (56) The protection of buildings and environments will not just be attributed to aesthetic factors but also their use, as the aim will be to make cultural environments serve as living proof of history.
- (57) The architectural and historic building heritage will be taken into account while developing the city in order that a culturally rich and structurally healthy environment will be maintained.

Infill Development

(58) Spatial planning will take into account new building opportunities to modernise the older apartment block neighbourhoods through applying higher densities and to make

them more compact in order that they will strengthen their vitality and offer greater diversification in the housing stock.

(59) Within the modernisation of the suburbs, all vacant and surplus land will be taken into active use, and in particular, for the construction of new housing units.

Social Justice

- (60) In land use development, the aesthetic, social, operational and technical points of view will aim to complement one another.
- (61) Public urban spaces will be open to the general public throughout the city.
- (62) Segregation, i.e. negative social division, is unknown in Finnish cities. This principle will be adhered to in all developments.
- (63) The City will promote positive discrimination where necessary in order to achieve its overall aims and will do so at its own expense.
- (64) To achieve a high standard of urban design through the control of development. This will improve the physical and natural environment and strengthen communities. By investing in the environment will benefit the future development of the city-region. It will also be important to protect cultural and historic values in neighbourhoods.

Safety and Security

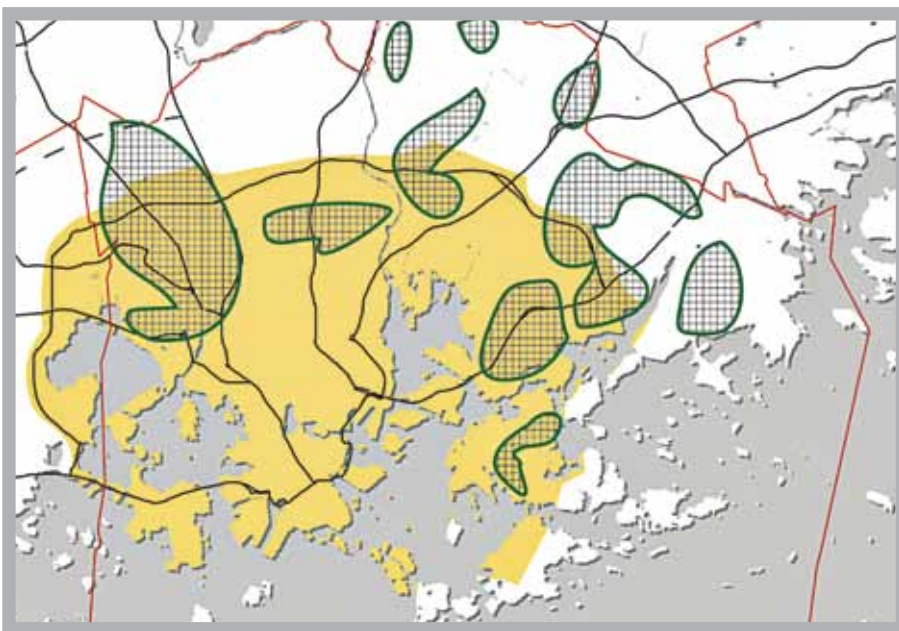
(65) The principles governing the development of the city will be safety and security for all.

Nature

- (66) Helsinki will maintain and develop the city-region's ecological corridors.
- (67) Nuuksio and Sipoonkorpi are the closest large outdoor and natural areas to Helsinki and are among the most important nature areas which will be protected for the benefit of the city-region as a whole.
- (68) Experiencing a comfortable and beautiful environment in the city-region's nature, parks and cultural environments substantially affect the quality of life. In Helsinki, the city dwellers will be offered an environment in which it is possible to lead a physically and mentally healthy life.

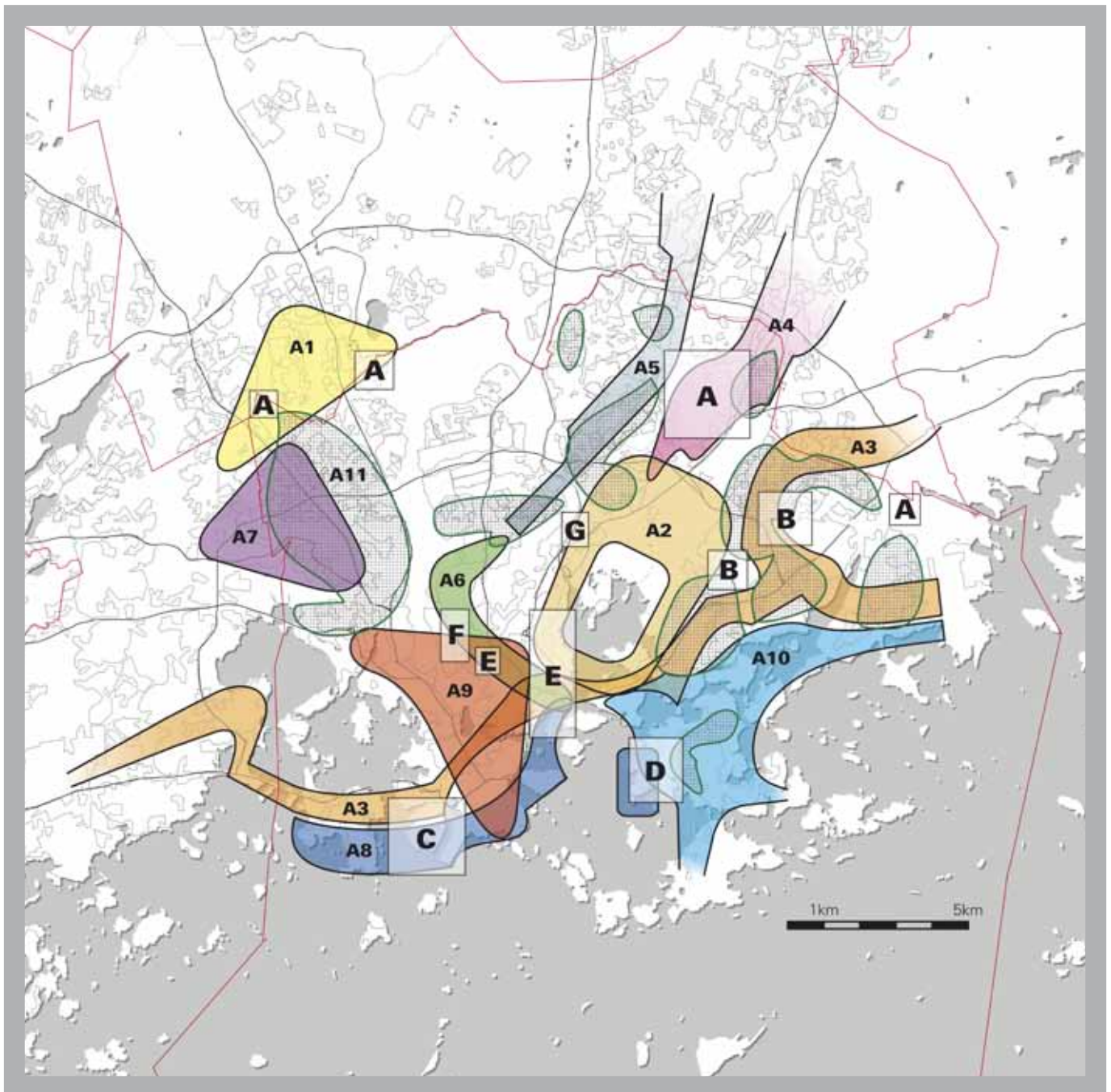
Daughter of the Baltic: Maritime development

(69) The new development areas will mainly expand the inner city towards the coast that will enable the shoreline to be opened up more for everybody to use. The maritime opportunities will aim to benefit and improve the use of being in close proximity to the sea.



Renaissance areas in Helsinki

Housing MAP: City Living - Regional identities



A1 Kuninkaankolmio

Identity: regionalism as well as work, housing and different types of houses side by side

Development: services beyond municipal borders, development cooperation with Espoo and Vantaa, compact single-family housing

A2 Vanhankaupunginlahti

Identity: university chain, science and art, east section of central park, birds, reeds, rapids.

Development: connecting sectors to each other and making the link whole by building a clear boundary with respect to nature

A3 East-West corridor

Identity: accessibility, metro, fifties and sixties neighbourhood housing development

Development: improving everyday life comfort, ensuring the conditions for family housing, emphasising the best aspects of the fifties and sixties by renovating the areas

A4 Development area of the old Porvoo road

Identity: informality, small entrepreneurship, on the way to the city, roadside construction

Development: roadside single-family housing, development cooperation with Vantaa

A5 Communities along the main railway line

Identity: accessibility, "something for everybody"

Development: development of station districts and public spaces, history visible

Fish Harbour - future development area

A6 Metropolis

Identity: urbanistic, media and culture services, industrial history, ethnic diversity, food culture

Development: metropolis symbolism, loft housing, housing with a view

A7 Piimäki-Leppävaara

Identity: housing, studying and working strongly mixed together

Development: development cooperation with Espoo and companies, merging of old and new

A8 Southern coastal areas of Helsinki

Identity: opening to the Baltic Sea, railway connections, common symbols

Development: integration of harbour memories into new ones, connections to the cities of the Baltic Sea



Fish Harbour: part of the new Metropolis identity for the Helsinki City-region. *Arkkitehtitoimisto ALA Oy*

A9 Inner Helsinki

Identity: display window to the world, shopping streets, empire, Jugend style, design, central campus, common symbols
Development: diverse housing in the city centre, housing for visitors, fostering urban values

A10 Helsinki's archipelago

Identity: villa gardens, boating, winter sports activities, nature
Development: maritime housing

A11 Renaissance area of the suburbs

The current housing offer in the areas will be diversified by increasing the size and variety of the housing units. Also completely new housing options will be built in the areas. The quality experienced in the urban space will be improved by means of purposeful development measures.

Development objectives of significant construction projects:

Kuninkaankolmio, Helsinki-Malmi Airport, Northern Vuosaari

These areas will be developed for single-family houses that will be designed in an urban style, especially for the needs of families with children. The objective will be to create a continuous urban structure and different public street and urban spaces. The identity can be found in history and past construction styles. The cityscape should be relaxed and colourful. 'Helsinki-ness' will be emphasised in profiling. However, so is the central location in the region and the proximity of recreational opportunities.

Myllypuro, Roihupelto, Kivikko, Itäkeskus

These areas will be diversified by building varied and comfortable public spaces, large housing units, owner-occupied flats and single-family housing. Good accessibility and green areas as well as the metro and the abundance of sports services will be exploited in marketing.

Jätkäsaari, Hernesaari

A distinctive image is created for the area by means of new construction styles typical of inner cities. Urban design themes create continuity and the terraces above the roofline or other



Central Pasila – a new Central Business District of the future. *Cino Zucchi Architetto-toimisto*

structures will form a peculiar roofscape. The central location, the sea, the harbour and its connections to the past, such as cranes, and the new housing solutions, such as townhouses, will be used to build upon the image.

Kruunuvuorenranta

This area will be developed as a maritime district whose identity will consist of urban, maritime and close-to-nature housing as well as the all-round recreational possibilities offered to the inhabitants of Helsinki. The marketing of the area will be based upon different apartment housing and single-family housing solutions as well as maritime solutions such as floating house units. The wide views opening from the new neighbourhood to the sea and the historical centre of Helsinki as well as the manor culture and that housing will be right next to nature will be an important factor in the creation of the image.

Fish Harbour, Konepaja

Metropolis symbolism will be used in the development of the area. The identity consists of industrial and labour history and the positive image factors of the neighbouring area of Kallio, which are, for example, urban life, tolerance and urbanity. The area will be marketed as an area of cultural heritage in which families, single persons, students, professionals and foreigners live. The image will be created by multiform housing solutions such as housing with a view, lofts and separate housing enclaves. The coastal buildings reflect on the water surface and give the image of a lively city.

Central Pasila

The identity of the area will consist of continuous movement and the location at an intersection of the railway network from which there are fast connections to the other parts of the region. The area will be developed as a residential place in which a dynamic, mobile and global way of life can be realised. Service housing for active workers will be developed.

Viikinmäki

The area will be developed into a hill city characterised by big differences in altitude as well as bedrock and rocks used as construction materials. The border between the built and non-built areas will be clearly defined. Different forms of hillside development will be recommended.



An aerial photograph of an urban landscape with various zones labeled M1, M3, M5, V1, V2, V3, V4, V5, V6, V7. The zones are outlined in black and filled with different colors: M1 (orange), M3 (yellow), M5 (green), V1 (purple), V2 (blue), V3 (teal), V4 (light blue), V5 (light green), V6 (light purple), and V7 (light yellow). A scale bar at the bottom right indicates 1km. The text "Dynamic Change in the Urban Landscape" is overlaid on the bottom left of the image.

Dynamic Change in the Urban Landscape

Dynamic Change in the Urban Landscape

A Lively Cityscape

The creation of a high quality urban environment together with the protection of the existing city landscape is one of the key challenges of metropolitan growth. Urban planning traditions ensure that the city should be easily understood and comprised of clearly identifiable places.

In Finland, construction of cities has traditionally been supported by nature and landscape. Fringe areas have been avoided and the most favourable environmental areas have been integrated into the city structure. Cities have created their own landscapes, employing the intersections between water, terrain and natural paths. The earliest centres of the metropolitan area, from a city landscape point of view, are at the intersection of roads and waterways. The small-scale landscape typical of the region also influences the form of the built environment. For example, the grid plan of the inner city and the fortifications of Suomenlinna

fortress have adapted, despite their regularity, to the predominant ground structure and, by doing so, they have emphasised it.

The intensive cityscape places itself in the environment and local structure in such a way that the built environment and the free space form create a continuous landscape. A cityscape full of intense experiences should be compact and dense. The vitality of the cityscapes is strengthened by developing the built and non-built urban space and exploiting the valuable characteristics of the environment.

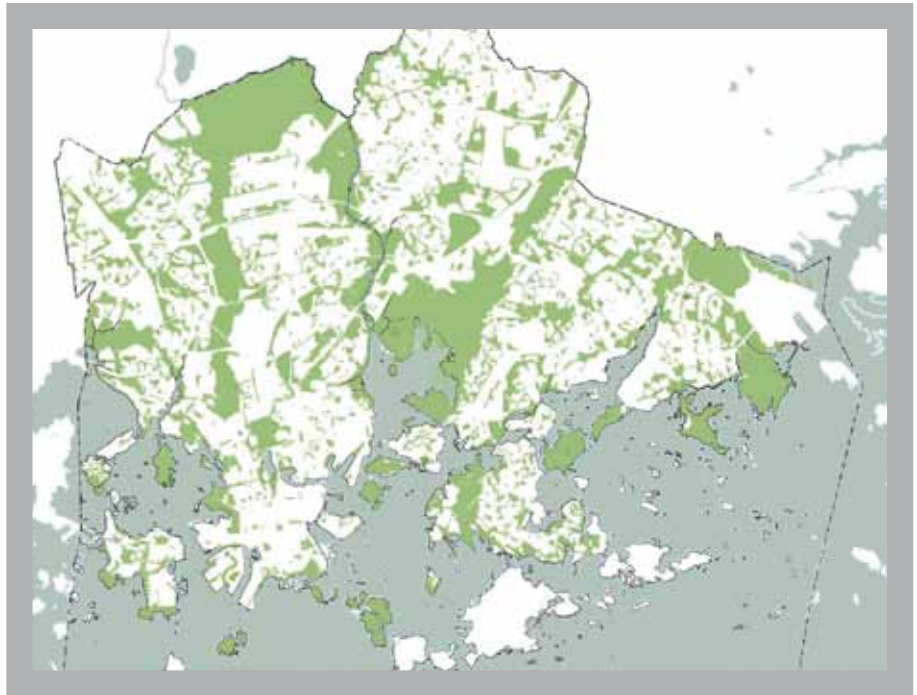
A cityscape profile provides a point of view on how the green areas of the city are considered as elements integrated into the urban structure. Considering the landscape as a sculptural space differs from the current dominant practices of urban planning.

In Finland, people have got used to understanding that the cityscape con-



Eco-Viikki: a new ecological city landscape in Helsinki





Helsinki Green Structure: 38% of total land area

sists of buildings that have been built as a compact cluster and are surrounded by unprocessed nature. The green areas of the city and the cultural environments are, however, much more diverse environments for recreational activities, sports and urban culture and offer hidden possibilities to produce a genuine urban space in Helsinki.

The natural areas protected by law create strict boundary conditions for urban planning. The landscape values are at least as important in the urban environment. However, they cannot be protected with equivalent means. The landscape continuously changes in a built environment. In this way, the cityscapes extend beyond the administrative borders and are used to emphasise the special characteristics of the city-region and the need to develop areas as a whole. The characteristics and possibilities upon which future development can be based are identified in area profiling.

In the landscape around the bays, the built environment bordering open space forms a strong contrast with the natural environments. The landscapes can easily be visualised and are extremely rich environments from a development and cul-

tural-historical point of view.

The bay inlets are a valuable special characteristic of Helsinki's cityscape and a visual relief in the increasingly compact urban structure. In terms of new development areas, each landscape will be developed in a different way. The relationship of the built environment, nature and traffic with landscape will be different in each maritime environment and the different relationships complement each other.

In the suburbs, it is more difficult to perceive the city-landscape because the visual environment consists of elements of different scale, shape and lines and the landscape structure offers less of an urban cityscape. Landscape planning can be used to create and build easily identifiable places and connections and, on the other hand, can highlight more clearly the elements of the landscape within the cityscape.

Large cultural and natural environments are located in the city-region and the aim of their development is to make them usable by the city dwellers for diverse outdoor and recreational activities and to foster the multiform uses of nature and cultural-historical heritage.

Improving the quality of the green network

The green areas inside Ring I will be well-cared for and a priority will be given to maintaining the high-quality parks. The special nature reserves will be preserved. This city area includes historical urban parks as well as modern parks of international quality, beach promenades and other public outdoor spaces.

In the immediate vicinity of the city, there is an area of recreational islands. The level of care and service of the islands and their ferry connections will be improved. Helsinki will obtain closed military islands that will be developed for recreational use respecting cultural history. The conditions for boating, summer activities, hiking and tourism will be improved.

In the metropolitan area, the majority of the residential areas are in the suburbs. In these areas, the level of care and usage of the green areas will improve. The possibilities to carry out sports and outdoor activities are many and diverse. The mutual relationship between the built environment and the green areas will become clearer and the urban landscape will look sharper.

Key Policies:

City Landscape

(70) The continuous cityscapes extend beyond the administrative borders. The special characteristics of the cityscapes will be emphasised and the areas will be developed as a whole. The characteristics, values and possibilities upon which development will be based will be identified in area profiling.

Green networks

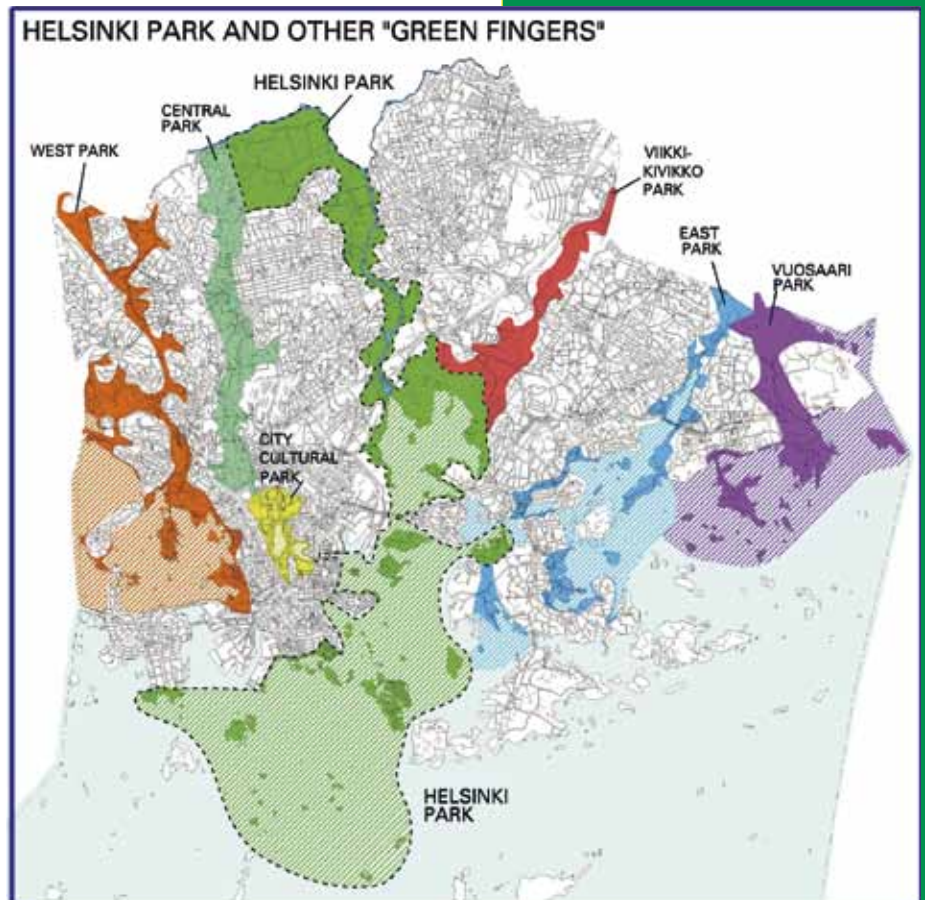
- (71) Accessibility to the green city network and recreational areas of the city-region will be guaranteed. There will be sufficient recreation areas for all residents. The preservation of natural diversity and landscape culture will be a key feature of the Plan.
- (72) As the urban structure becomes more compact, greater emphasis than before will be placed on the quality of public outdoor areas. Green areas will be used in a more effective way and provide a clearer outline to the urban structure.

Areas of Change

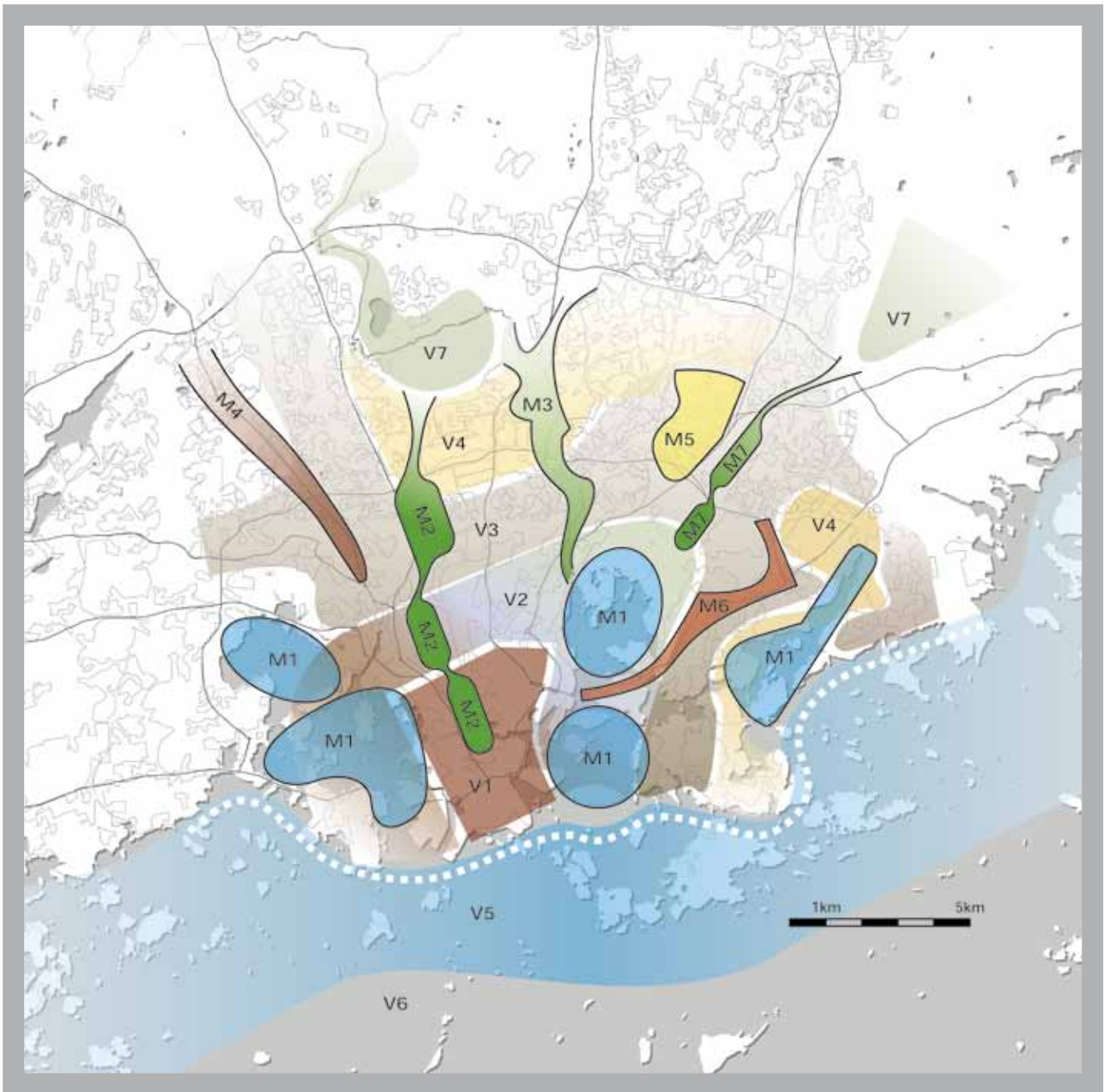
(73) Changing areas into housing will be recommended when it is financially sensible for the community and when the political points of view related to both housing and business support the direction of development.

Traffic and Transport

- (74) Access to green networks and recreational areas will take into account the choice between different modes of transport, but in particular, preference will be given to walking and cycling and public transport. In doing so, the diversity of an area will be respected.
- (75) The importance of bicycle and pedestrian traffic as a form of getting around the green areas will gain precedence over other forms of traffic. (76) An efficient public transport system, especially rail traffic, will continue to be emphasised in the choices of transportation system in the future. The new mixed areas for housing and workplaces will be addressed accordingly, with the aim being to direct traffic away from the strategic central areas.



MAP: Lively cityscape



V1 Inner-city

The silhouette of the historical centre is a strongly identifying factor in the landscape of the inner city. The new sea fronts will change the landscape that welcomes those who arrive by sea by extending the landscape of the inner city to the former harbour areas.

V2 Outer edge of the inner city

The cityscape consists of, firstly, former industrial, logistics and office areas and, secondly, garden-like villa districts. The outer edge of the inner city is becoming like the inner city and the cityscape is becoming more harmonious.

V3 Suburbs

The cityscape consists of the sparse housing development projects of the 1950s, 1960s and 1970s and traffic route landscapes that strongly differentiate them from one another.

V4 Single-family housing areas

These areas contain valuable villas and single-family housing. Closeness to nature, originality and peacefulness are the most qualitative factors. The stratification of the built environment and its placement respecting the shapes of the ground give form to the built environment and provide the principles for in-fill development.

V5 Recreational islands

A developing zone increases recreational use and means of communication, not forgetting the important ecological corridor parallel to the coast. The landscape of the recreational islands will be marked by the national park tradition of Helsinki, military history and the landscape created by boating and outdoor activities.

V6 Outer archipelago

The outer archipelago is a fragile core area of marine nature, which will be respected.

V7 Broad natural landscape

The Nuuksio National Park and Sipoonkorpi are core areas of forest nature. The Vantaa River creates the connections to the cultural environment. Large and continuous outdoor and recreation areas will be easily accessible through radial public transport and along the green corridors.

M1 Bay city-landscape

Helsinki is growing and the city is built on the shores of the Gulf of Finland. The objective will be to create a new cityscape formed by buildings and bays in which the open space is mainly delimited by the clear border created by the buildings. Recreational activities are an essential and visible part of the landscape.

M2 Central park

The aim of the park will be to connect the different sectors and merge them into the built environment. Intense experiences and a tidy and groomed park-like look of the fringe areas are also objectives. The functional areas of the park will be developed as part of the districts that border it.



Töölönlahti bay future development, bringing the environment into the heart of the city. *Arkkitehtiyöhuone Arto Palo Rossi Tikka Oy*

M3 Vantaa River valley

The functionality and recreational value of the area will be improved. The objective will be to direct the focus of the districts that border the river towards the river valley. The significance of the river and cultural-historically valuable sites will be em-

phasised in the cityscape by handling the riverscape and the borders of the blocks as well as by planning parks and improving connections.

M4 Road to Vihti

The development target will be a representative of an urban workscape in which efficient construction is closely restricted by traffic routes and the transversal green corridors flow with their connections across the route.

M5 Malmi

The area will be built as large landscape spaces around high-quality green areas.

M6 Itäväylä motorway

The Itäväylä motorway offers the possibility to exploit the aesthetics of transport in the cityscape by, for example, increasing the visibility of the metro and delimiting the motorway within the urban structure in a stricter way. The strengths of the area will be the high-quality residential environments and the connections to recreation areas.

M7 Viikki-Sipoonkorpi

The green areas to the south and north of Ring I will be developed as parks that strengthen the regional identity of their environment. The connections between the parks will be regional recreational links.

Built sea front

When arriving from the sea, the buildings, the shapes of the ground and the silhouette of the trees will emphasise the form of the city.

An integrated cityscape will provide urban spaces in which the relationship between the built environment and the landscape and ground structure will be better defined. The objective of cityscape development will be to strengthen the vitality of the landscape and the built and non-built urban spaces and to exploit the valuable characteristics of the environment.



Fish Harbour – a new development with a strong urban environment & easy access to green areas. *Arkkitehtitoimisto Davidsson Oy*

An aerial photograph of a region, possibly a coastal or island area, with a yellow overlay covering most of the land. A red boundary is visible, tracing a path through the landscape. The text 'Strategic Spatial Plan Implementation' is overlaid in the bottom left corner.

Strategic Spatial Plan Implementation

Strategic Spatial Plan Implementation

All districts and neighbourhoods in Helsinki will be developed in a purposeful way. The city will always be going through change. It can never be said that the city is 'ready'. The construction of new significant development areas will not mean that the other districts will be forgotten. Equal precedence will be given throughout the city to provide a spatial balance.

The needs and requirements of the city dwellers change in the course of time. The housing standards according to the ideals of the past decades no longer meet future requirements. On the other hand, regionalisation of the city will change the mutual relationships between Helsinki and the other city-regional municipalities. It is no longer sufficient to plan 'the city', but to look towards the spatial planning of the city-region.

In respect of the socio-economic relationships of the city-region, Helsinki, in terms of housing and job opportunities represents the best kind available in Finland. Single-family housing areas of Helsinki are being renewed and their status is high. If the resources of the city are directed to new high-quality districts along

the city's shoreline, the question is how the suburbs built after the war will be developed in the future.

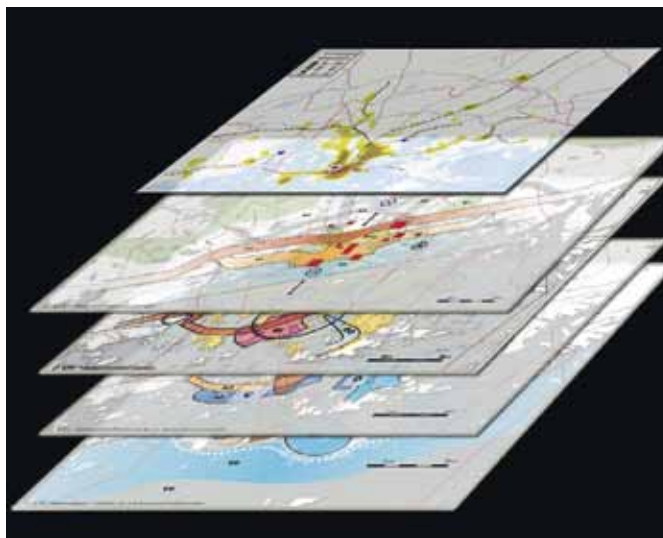
This new Strategic Spatial Plan offers the platform for a more spatially cohesive city-regional development and the improved coordination of development programmes.

The Strategic Spatial Plan objectives and policies aim to provide high quality planning environment for the future city-region. The aim is to carry out these objectives in practice. There may be some discrepancies between the objectives; nevertheless, the necessary coordination will be carried out in the detailed development programmes and plans.

Social, economic and environmental relationships come together in a set of maps

The city-region Strategic Spatial Plan represents the combination of the three 'functional' maps brought together into a single plan. The plan specifies the strategically important key issues affecting the future development of Helsinki.

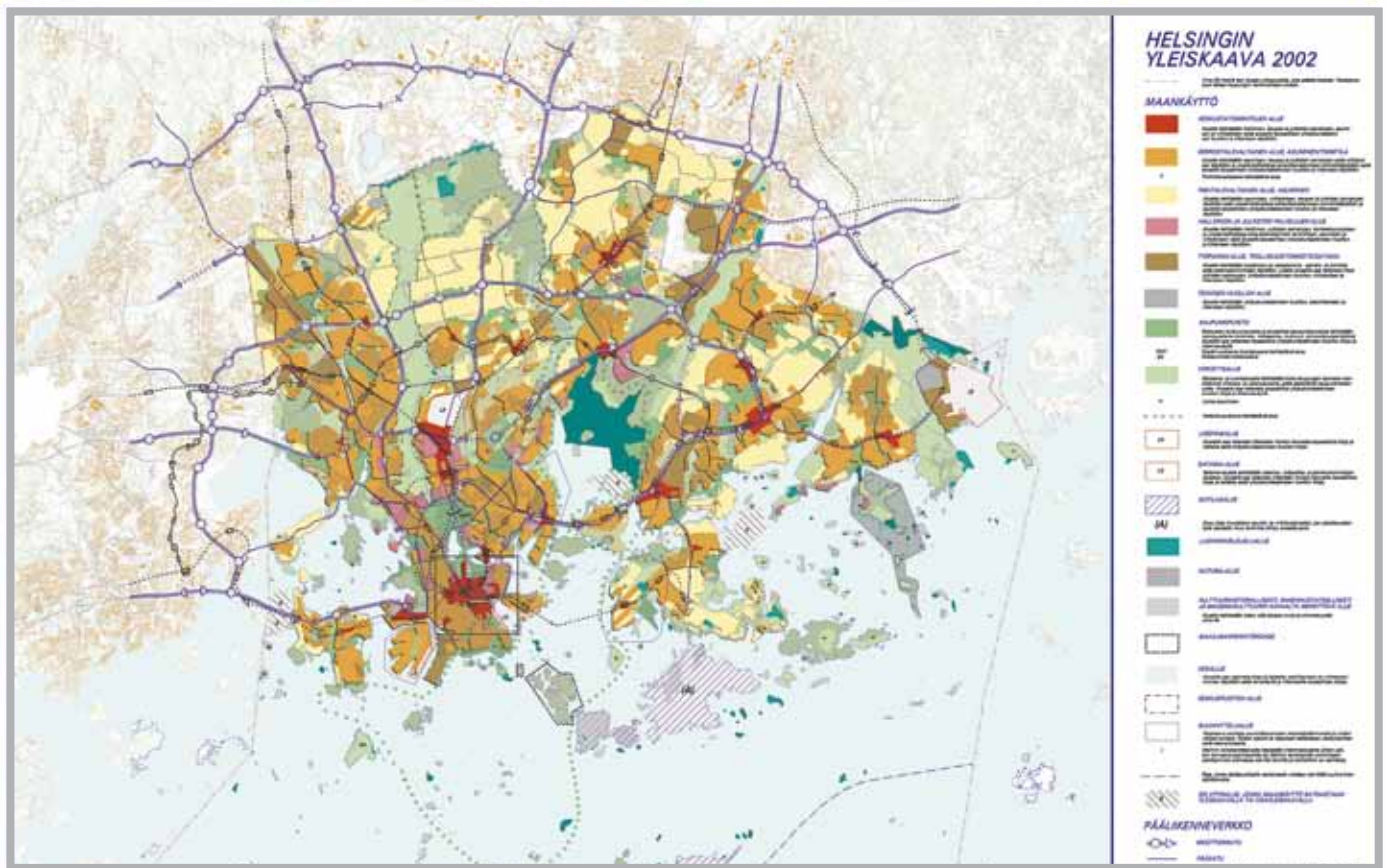
The key issues in respect of the implementation of the Strategic Spatial Plan will be as follows:



Social, economic and environmental relationships come together in a set of maps

- Helsinki may have its own objectives as well as sharing common objectives with the other municipalities of the metropolitan city-region. For example, the traffic and transport projects will be important from the point of view of the vitality and competitiveness of Helsinki and the metropolitan city-region. The Strategic Spatial Plan will offer the possibility to discuss the likely impacts and consequences of the proposals.
- The ongoing cooperation between fourteen municipalities within the Advisory Board of the Helsinki region (LUHT cooperation) will take into account the policies of the Spatial Plan.
- The policies of the Plan pertain to a wider area than the LUHT cooperation; in this respect, the Spatial Plan will give the possibility to discuss the requirements for the development of the wider metropolitan city-region.
- The cooperation in the area of the Helsinki Metropolitan Area Council will continue to be carried out using established methods. The Spatial Plan gives the possibility to assess whether or not the cooperation needs to be expanded.
- In Espoo and Vantaa, there are plans for the areas near the border with Helsinki. The impacts of those plans extend to both neighbouring municipalities and have been taken into account in the Plan.
- The Strategic Spatial Plan provides the bases for the economic development strategy related to city plans and real estate property policy as an integrated plan-led spatial planning process. Additionally, it serves as well as for the development, implementation and marketing of the implementation proposals of the Plan.
- Housing production and the implementation proposals of the Spatial Plan aim to complement the LUH programme. Indeed, some of the key starting points of the Housing and spatial strategy have been developed from this Strategic Spatial Plan.
- The construction of the new development areas, the preparation of the City master plan, local master plans and detailed plans, the complementary building activities and the implementation of the other plans of the City often require city-regional coordination to take account of various interests. Local expertise and discussions with the different planning agencies will be needed. The Spatial Plan provides the basis for city-regional programmes and for the definition of metropolitan objectives as well as of the agreements related to them.
- The development of the city aims to involve private, public partnership projects. The Spatial Plan provides the grounds for such development projects as well as providing the analytical framework and 'platform' for their further development.

The overall objective of the Strategic Spatial Plan will be to complement the Master Plan 2002 currently in force. The aim will be to work with both planning tools in showing the future development guidelines for the city-region. Furthermore, the Strategic Spatial Plan will provide further debate in connection with the Master plan, which is a legally approved statutory plan by the City Council, as to whether or not it is still up to date with respect to land use control or needs to be modified in the near future.



ORGANISATION:

From City to City-Region City of Helsinki Strategic Spatial Plan

Background Report: 'Four Books' and Future Scenarios

1. International Helsinki

Satu Tarula (coordinator)
Marketta Kännö
Maria Lindblom
Tero Santaoja
Mari Siivola
Ilmari Tawaststjerna

2. City Living: the conditions for a quality life

Rikhard Manninen (coordinator)
Kaarina Laakso
Esko Lauronen
Jan Olin
Mari Siivola
Maria Lindblom
Tero Santaoja
Sirkka Sädevirta
Seija Narvi
Jukka Tarkkala

3. Helsinki as the heart of the City-region

Aimo Huhdanmäki (coordinator)
Douglas Gordon
Teemu Holopainen
Kati Immonen
Jouni Kilpinen
Marketta Kännö
Matti Neuvonen
Peik Salonen
Ilmari Tawaststjerna
Elina Tuominen

4. Regional Dimension

Jouni Kilpinen (coordinator)
Aimo Huhdanmäki
Satu Tarula
Rikhard Manninen
Risto Joensuu
Teemu Holopainen

Future Scenarios

Douglas Gordon (coordinator)
Jaakko Kaarala
Esko Lauronen
Mikko Marttila
Matti Neuvonen

Jan Olin
Peik Salonen
Sirkka Sädevirta
Elina Tuominen

Workgroup Coordination

Pertti Kare
Eija Kivilaakso
Markku Lahti
Timo Vuolanto

City Planning Committee Seminar 31.8–1.9. 2006

The City Planning Committee held a seminar in the Autumn of 2006 to consider the key issues for the forthcoming Spatial Plan, the results of which have been published in the Strategic Planning Division's report 2007:1 (in Finnish only).

Strategic Spatial Plan: draft, statements and final proposal

Strategic Spatial Plan draft

Timo Vuolanto (coordinator)
Douglas Gordon
Teemu Holopainen
Aimo Huhdanmäki
Jouni Kilpinen
Rikhard Manninen
Kaisa Rodriguez
Alpo Tani

Statements from public and private authorities, third parties; Summary & Replies

Timo Vuolanto (coordinator)
Douglas Gordon
Teemu Holopainen
Aimo Huhdanmäki
Salla Kaaronen
Sirpa Kolu
Rikhard Manninen
Kaisa Rodriguez
Anne Saastamoinen
Tero Santaoja
Anna-Maija Sohn
Alpo Tani
Elina Tuominen

Coordination Group for Final Proposal to the City Planning Committee

Timo Vuolanto (coordinator)
Douglas Gordon
Teemu Holopainen
Aimo Huhdanmäki
Rikhard Manninen
Kaisa Rodriguez
Alpo Tani

City Planning Committee

The City of Helsinki's City Planning Committee approved the Finnish version of the Strategic Spatial Plan on the 7th February, 2008.

Publications

From City to City-Region background work, reasons and analysis: Helsinki City Planning Department Strategic Planning Division report 2007:1 (in Finnish only)

From City to City-Region draft report: Helsinki City Planning Department Strategic Planning Division 2007:2 (in Finnish only)

From City to City-Region: The City of Helsinki Strategic Spatial Plan. Helsinki City Planning Department, Strategic Planning Division report 2008:4

Documentation Page

Authors English Edition:

Douglas Gordon, Rikhard Manninen and Olavi Veltheim
(see 'Organisation' pages for original Finnish team members)

Title

From City to City-region: City of Helsinki Strategic Spatial Plan

Series Title

Helsinki City Planning Department publications

Series number	2009:8	Date	September 2009
Pages	41	ISBN	978-952-223-495-7 (paperback) 978-952-223-496-4 (PDF)
Language	ENG	ISSN	0787-9024

Abstract

The City of Helsinki's Strategic Spatial Plan is a spatial development strategy for the city-region and consists of a set of development policies and spatial planning framework. It was approved in 2008.

It is prepared once per Council term, i.e. once every four years. The spatial plan analyses the future of the city-region and its development needs and presents a **Vision** of the city-region's future principles of spatial development over the next three decades.

The new Strategic Spatial Plan guides the implementation of the Master Plan 2002. The City development plan, or Master Plan, was approved in 2003. The City Council approves the master plan as the basis for how the City will manage its development in the future and where new investment will be located.

The Strategic Spatial Plan and the Master plan form a part of the overall City's development strategy. The strategic element acts as a broad guide and spatial framework for the master plan, which is a more detailed land-use specific plan.

'From City to City-region' contains policy statements which create the basis for Helsinki's new spatial vision. For the first time in Helsinki's history, the guiding principles for future development go beyond the city boundaries and take account of the region as a whole. The plan sets out the economic, social and environmental relationships and their impact physically upon metropolitan development for the next 30 years. The integrated relationships are set out in a series of policies grouped around key issues of business activities, housing, city-landscape and regional structure. These form the strategic spatial framework to guide future development.

The Spatial vision consists of key themes which are developed into a set of spatial strategies. The spatial strategies then form a series of policies under each main heading of the key themes, which in turn form the physical demands of city-regional growth. These are defined by a series of maps representing the main strategic principles of development. The main map – the metropolitan city-region – is an integration of the most important elements of the spatial strategies. This map forms the basis of the principles to be applied in the development of the Helsinki Metropolitan Area and contains the Key strategic issues as to how the City manages change in the future.

Keywords: HELSINKI, STRATEGIC SPATIAL PLAN, MASTER PLAN, CITY-REGION, BUSINESS, HOUSING, LANDSCAPE

Published 2009:

- 2009:1 Kaupunkisuunnitteluviraston toimintasuunnitelma 2009–2011, Toiminnan perusta ja keskeiset tehtävät
- 2009:2 Helsinki Zoo Ideas Competition – Evaluation Report
- 2009:3 Siltamäen kontaktikaupunki
- 2009:4 Jätkäsaari – Asemakaavan ja asemakaavan muutoksen selostus
- 2009:5 Lähiöprojektin toimintakertomus 2008 – Lähiöistä kaupunginosiksi, joissa tapahtuu!
- 2009:6 Kuninkaantammi – Osayleiskaavan selostus
- 2009:7 Liikenteen sujuvuus Helsingissä

ISSN 0787-9024

ISBN 978-952-223-495-7 (paperback)

ISBN 978-952-223-496-4 (PDF)

