

# HELSINKI CITY PLAN

Statement of Community Participation and Involvement  
in the City Plan process

## How the City Plan is drawn up and how you can participate?

Helsinki City Planning department,  
Strategic Urban Planning Division reports 2012:1



**City of Helsinki**  
City Planning Department



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in the City Plan process

13 November 2012

## How the City Plan is drawn up and how you can participate?

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Graphic design: Tsto  
Lay-out: Juhapekka Väre  
Photos: Teina Rynänen

Printed by Kirjapaino Uusimaa 2012

ISSN 1458-9664

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JÄTKÄSAARI

# Introduction

Helsinki City Planning Department will soon begin drawing up a new City plan. A City plan is a long-term land use plan that guides the development of a city's spatial structure. A new Helsinki City plan has been drawn up approximately once every ten years. The current City plan, previously referred to as the Master Plan 2002, was granted legal force in 2006. The new plan is being prepared in such a way that the Helsinki City Council can make a decision on it no later than 2016.

In Helsinki, the City plan has often included content that significantly changed the city structure. The current type of planning started with the master plan of 1960. The challenge lay in finding large new housing areas because Helsinki was suffering a severe housing shortage. The plan designated new housing areas outside the city centre. This was how the neighbourhoods of Pihlajamäki, Konala, Myllypuro and Kontula began. The master plan of 1972 specified three regional centres: Pasila, Malmi and Itäkeskus. In 1976, the master plan was divided into two segments, the 'downtown' plan and a separate plan for the suburbs. The downtown plan for the city centre aimed to retain residential housing in the city centre. At the time, it was profitable to turn flats into offices, and these 'hidden offices' were a threat to the city's vitality. The plan of 1992 was significant for the development of Helsinki because it designated a location for the cargo harbour in Vuosaari. Areas that were released from the ports in 2002, such as Jätkäsaari and Kalasatama, were planned for residential use.

The City plan influences what Helsinki will look like decades from now. The new plan that is currently under preparation will contain the land use vision until 2050. Large changes to the city structure are implemented slowly. The Vuosaari Harbour, for example, was included in official plans as early as the 1980s, but it was not taken into use until 30 years later in 2008. Similarly, the completion of the metro took approximately three decades from when the plan preparations began. Completing the construction of a neighbourhood for 10,000 residents takes approximately twenty years.

The City plan has a great impact on the lives of Helsinki residents. It affects how easy it is to reach the workplace, services, home and leisure, and whether there will be affordable housing in Helsinki for people in different phases of life. The plan guides local detailed planning. Nearly all of Helsinki has already been drawn by a whole series of local detailed plans, so current local detailed plans will be altered based on the new plan. Although Helsinki will change and become more compact, effort will be taken to preserve its special characteristics and wonderful locations.

The City plan is the City of Helsinki's statement on several issues that affect the entire Helsinki region. These issues include traffic solutions and the siting of residential housing or businesses and infrastructure. Some of these effects are nationwide. The drawing up of a land use plan for the Helsinki region is taking place concurrently with the production of the City plan. This is another reason why Helsinki needs to outline the land use and transport needs inside its borders while taking the entire region's development into consideration. The new plan will enable the future development of the current core city to take account of the city-region, regardless of municipal borders, and the planning process will integrate with regional planning. Planning is conducted in close co-operation with other municipalities in the Helsinki Metropolitan Region.

Residents, neighbouring cities, regional operators and everyone else who is interested is welcome to participate in the City planning process. The community participation statement forms part of the City plan and describes how people can participate and influence what the plan consists of and what kind of city Helsinki will be in the future.



# 1. Why does Helsinki need a new City plan?

## Helsinki is growing, new housing is needed

The population of Helsinki exceeded 600,000 people in 2012. According to the population forecast that was created by City of Helsinki Urban Facts in 2012 and extends until 2050, the population will continue to grow in the future as well. According to the fastest growth option, the population will grow by 265,000 people by the year 2050. Growth of this scale would require the construction of over 190,000 new housing units in the next 40 years.

The way the city is growing is one of the main reasons why Helsinki needs a new City plan. Helsinki must be able to offer its growing population affordable housing. The current plan does not contain enough areas for local detailed planning to meet future needs. Construction of areas that have been released from the harbours in Jätkäsaari and Kalasatama has already begun. In addition, there will be more construction in Kruunuvuorenranta, Hernesaari, Kuninkaantammi and Pasila in the next few years and eventually in Östersundom as well. It has been estimated that approximately 70,000 housing units – homes for 120,000 residents – can be constructed in these large project areas.

The amount of realised housing production primarily depends on the size of the building site reserves that are suitable for construction. It has been estimated that by the year 2050 there should be an additional 9 million square metres planned for Helsinki, assuming that the demand for housing stays fairly stable. This is not possible without a new plan.

## The city structure needs to be more spatially balanced

Controlling climate change is one of the great challenges of land use planning. The City of Helsinki has committed to reducing its greenhouse gas emissions significantly. By 2020, there must be a reduction of 20 per cent from the emission level of 1990, and the goal is to have an entirely emission-free community by 2050.



The most direct and probably the most powerful method of controlling climate change is making the spatial structure more compact. A compact, dense and spatially balanced city structure reduces the need to move from place to place and consequently reduces the traffic emissions caused by the community. A City plan is a central tool for reaching this goal. Planning can also be used to guide the energy-efficiency of the area and possibly even reduce the residents' calculated carbon footprint.

It is also vitally important that neighbourhoods are easily accessible. The aim is to make Helsinki a network city with good radial connections to the centre as well as comprehensive cross-town public transport connections, preferably by rail. Neighbourhoods that will be connected to light rail networks will receive a brand new identity and will also become more attractive to private service providers and businesses. In this kind of city structure, services are easily accessible even when a service is not available in the same neighbourhood. The structure is also justified from the climate perspective.

### **Businesses need diversity of premises**

Helsinki is Finland's largest job centre. All in all, 17 per cent of all jobs in Finland and 55 per cent of all jobs in the Helsinki Metropolitan Region are located in Helsinki. Helsinki's core city centre and the city downtown area form the strongest business area in the region.

A new City plan is needed to ensure that Helsinki will continue to be a city that attracts business. This way, the residents will continue to have jobs and good services.

A diverse business structure requires a range of business areas with different profiles. The highest demand in Helsinki and the Helsinki Metropolitan Region is for office and business space. However, a more balanced urban region also needs areas with more affordable premises and locations for small industries, retail, workshops and small business facilities.

Many of Helsinki's business areas are under pressure to shift partially or completely into housing areas. This is not always desirable for the city's diverse development and economy. The new City plan can demonstrate the city's determination to develop its business areas.

### **Functional international transport connections must be ensured**

One purpose of the new City plan is to ensure Helsinki's position as an internationally competitive city. Land use planning must be used to enable good transport connections. This includes fast and fluent rail connections to Europe and strengthening the logistics routes of the Suomenlahti economic area. Two examples are a fast rail connection to St. Petersburg and, potentially, a tunnel connecting Helsinki and Tallinn, which would enable connections with Rail Baltica and consequently a fast rail connection to Central Europe.

Ports, too, still play an important role in Helsinki's city structure. Under the master plan 1992, land was released from port activities for the construction of new housing areas. The new plan must specify which of the remaining ports will be connected more closely with the city structure, where different operations will be directed in the future and how the traffic arrangements of ports will be organised.



## 2. Master plan structure

### Vision, the City plan map and the implementation plan

The new master plan consists of three sections: the vision, the City plan map and the implementation programme.

- **Vision 2050** is a long-term land use framework and strategic vision extending to 2050. The Vision is founded on the idea of Helsinki as a network city of rail traffic with an expanding strong main centre – the city centre. The vision also examines Helsinki as part of the region and the network of European capital cities.
- **The City plan map** and its markings guide spatial planning until approximately 2030, or until a new City plan is drawn up. The accuracy of the plan map will be determined during the planning. The plan includes large amounts of supporting material. The plan contains information on the reasons for and effects of the plan's proposals. The plan provides a clear set of policies for managing growth and the city structure.
- **The implementation plan** identifies land and buildings for future development and how the goals of the City plan will be achieved. It also defines when each new development area or infill development will be implemented during the period of the plan. The timescale and programme of development is listed in the schedule of the plan.





# 3. Important considerations and plans that affect the City plan

## Helsinki City plan as a part of the action plan

The City Planning Committee has approved the drawing up of a new Helsinki City plan as part of the City Planning Department's action plan for 2012–2014. The Implementation Programme for Housing and the Related Land Use 2012 approved by the City Council in September 2012 states that Helsinki will draw up a City plan during the next council term.

City planning is guided by the Land Use and Building Act, national land use plans and the regional plan.

## Land Use and Building Act

According to the Land Use and Building Act, the purpose of the City plan is to generally guide the municipality's spatial structure and land use and to promote the integration of operations. The plan proposes the principles of the desired development and designates the necessary areas for the basis of detailed planning and traffic and transport planning.

It is also laid down in the act that a joint City-region plan will be drawn up for the cities of Helsinki, Espoo, Vantaa and Kauniainen. The new Helsinki City plan will be drawn up in such a way that it will enable the drawing up of a joint City-region plan for the Helsinki Metropolitan Region in the future as well.

## National land use guidelines

The revised national land use guidelines came into force in 2009. Local planning for Helsinki makes sure that the plan's solutions promote the national land use guidelines. The national guidelines emphasise unifying the spatial structure and good public



transport connections – especially rail connections and connections for pedestrian and bicycle traffic – and the ecological, economic, social and cultural sustainability of communities and living environments, energy issues and adapting to climate change. Conditions must be created for a healthy and safe urban environment. Land use planning must ensure that there is a sufficient number of building sites available for housing and workplace construction. To learn more about the guidelines, please visit [www.ymparisto.fi/vat](http://www.ymparisto.fi/vat).

According to the special guidelines for the Helsinki region, the region should be developed as an internationally competitive national centre by creating conditions for sufficient and varied housing and workplace construction, a functional traffic system and a good living environment. Other goals include promoting a unifying spatial structure that is based on rail traffic and strengthening the region's centres as residential, work and service centres.

In addition, the Helsinki region has a goal of ensuring sufficient building sites for securing housing production in land use. Significant construction must be sited in the service area of public transport, especially rail traffic. Sufficiently large and attractive areas suitable for residents' outdoor recreation needs and the continuity of the green area network connecting them must be secured.

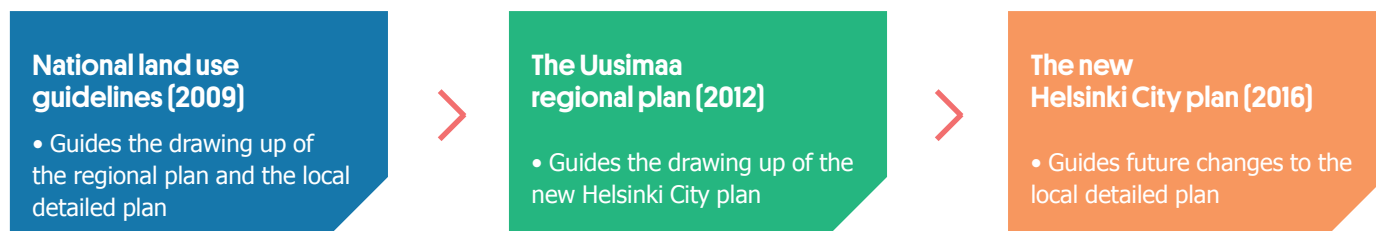


## Regional land use plan

The Helsinki City plan is guided by the Uusimaa regional land use plan that came into force in 2007. The regional land use plan is being revised and the goal is to have the plan approved by the Regional Council in 2012.

The revised regional plan has four central planning principles: unifying the area and spatial structure, strengthening the competitiveness of the Helsinki Metropolitan Area, planning the trade and service network as part of the area and spatial structure and guiding the construction of villages and other dispersed settlements.

The regional plan guides the growth of the Helsinki Metropolitan Area primarily in connection with the current spatial structure. The region's competitiveness is secured by preparing to implement new rail connections from Helsinki to Turku and St. Petersburg. In addition, the plan also designates a Helsinki-Tallinn connection, a City Airport (Lentorata) track to the airport and the Helsinki City Rail Loop. The regional plan's section on strengthening the cross-town and radial traffic connections



Regional land use guidelines and the Uusimaa regional plan guide the drawing up of the Helsinki City plan. The new Helsinki plan will guide the changes to the local detailed plan after it comes into force.

would also improve competitiveness. The regional plan proposal specifies cross-town connection distances in public transport. The locations of major regional retail trade units and the dimensioning and timing of projects will be made to support the development of the rest of the city-region structure more effectively.

### Local 'master' plans

The current Helsinki City plan, came into effect in 2006 with the exception of the Malmi airport area. Several local 'master (meaning, development) plans have also been drawn up since, and the Helsinki underground plan was drawn up in 2011. The current local plans are for Jätkäsaari, Keski-Pasila, Kalasatama, Kuninkaantammi and Kruunuvuorenranta areas. The plans were drawn up during the period 2006–2011. In these areas, the local 'master' plans replace the City plan 2002, meaning that they guide the detailed planning of those areas.

There are also local 'master' plans under preparation for Hernesaari, Pohjois-Haaga, the western shore of Meri-Rastila, Koivusaari, Kivinokka and Vartiosaari. In addition, there is a shared Östersundom local 'master' plan under preparation for the Östersundom area in collaboration between Helsinki, Vantaa and Sipoo. The goal is to have the shared Östersundom 'master' plan approved in 2013.

### Local detailed plans

The entire Helsinki area is almost entirely covered by local detailed plans. Areas without local detailed plans exist in Pohjois-Vuosaari, Ramsinniemi and the western shore of Meri-Rastila, Vartiosaari, the northern parts of Vanhankaupunginlahti, Kivinokka, the Herttoniemi ridge, Santahamina, the former lower railway yard in Pasila, the area between Metsälä-Maunula-Patola on both sides of Tuusulanväylä and the northern part of Malmi airport. However, the Östersundom area is almost completely without local detailed plans. The new local 'master' plan for Östersundom will guide the drawing up of local detailed plans and changes to existing local detailed plans.

### Other initial information

When the Helsinki City plan is drawn up, certain existing or incomplete strategies, plans and reports are taken into consideration as initial information. The most important ones have been collected in the list below.

#### STRATEGIES, PLANS AND REPORTS TAKEN INTO CONSIDERATION IN DRAWING UP A CITY PLAN:

Helsinki strategy programme 2009–2012 (City Council 2009)<sup>1</sup>

Helsinki region development concept 2050, 'Unlimited Metropolis', Statement of the MAL Board on land use, housing and transport (shared development concept of 14 Helsinki region municipalities, the MAL Board 2011)

The Helsinki region transport system plan (HLJ 2011), work has begun on the HLJ 2015<sup>2</sup>

Hometown Helsinki 2013 – Implementation Programme for Housing and the Related Land Use 2012 (City Council 2012)

From City to City-region, Helsinki Strategic Spatial Plan (City Planning Committee 2008, City Planning Department publications 2008:4)

Environmental policy of the City of Helsinki (City Council 2012)

- 1 The Helsinki strategy programme is drawn up at the beginning of each council term. The Helsinki strategy programme 2013–2016 is under preparation. The City Council will decide on a new strategy programme in spring 2013.
- 2 Helsinki region transport system plan (HLJ 2011) is a traffic plan that was drawn up in 2011 under the lead of Helsinki Region Transport (HRT) for 14 municipalities in the Helsinki region.





## 4. What kinds of issues are studied and evaluated in City planning?

### Supporting planning documents

Reports have already been compiled on several topics and from several perspectives for City planning work. The reports have been used in defining important considerations and goals for the plan. As the planning progresses, needs will grow more specific and various reports, studies and plans will be drawn up during the process to be utilised during both planning and the evaluation of the effects of implementing the plan.

### Studies and reports connected to the master plan

- The population forecast for Helsinki and the Helsinki region 2012–2050 (Urban Facts, urban Research TA) includes four different population growth forecasts. According to the fastest growth forecast, Helsinki will grow by 265,000 people by 2050. This means 192,000 new housing units in the next 40 years. During the previous 40 years, approximately 160,000 new flats were constructed in Helsinki.
- The City plan land and building potential assessment (2012) states that by 2050 at least 9 million floor square metres need a local detailed plan in addition to Östersundom and other current project areas, assuming that the demand for housing remains on the current level.
- Accessibility analysis (2012) have examined the current accessibility of the Helsinki Metropolitan Region's businesses and services on a macro level. Examinations are carried out throughout urban planning, focusing on the effects of the changes occurring in accessibility on public transport and the areas' competitiveness and on any regional isolation.
- Urban Economic assessment (2012) evaluates the effects of planning on things like building site availability, housing prices, sufficient workforce, competitiveness and productivity based on the population forecast and the City plan's assessment on the potential land availability for building. There will be more reports and forecasts during the City plan process.
- International comparisons examines similar spatial planning processes and the type of City Plans used in other European cities. Themes such as construction, multiple centres, denser suburbs, enabling efficient public transport, energy-intelligent city structure and stopping the growing inequity between different neighbourhoods – are compared between Helsinki and nine other key European cities.
- Land use analysis and assessments will be carried out in the most important areas of change, such as the Jokerireitti bus lines (fast crosswise public transport routes: Jokeri 1, 2 and 3) areas of effect, the environments of the so-called science tram from Otaniemi via Pasila and Viikki, station areas, environments around motorway-type routes and those neighbourhoods and areas whose population is predicted to decrease. There are also reports to promote complementary construction.



- Services and business activities are being evaluated regarding the following issues: market-oriented scenarios of business areas in Helsinki, regional business clusters and Helsinki's business areas. A service network study on trade and public services will be launched in 2013.
- Green Areas spatial strategy forms a future vision of the structure of Helsinki's green areas. Examines questions connected to recreation, cultural environment, landscape and nature. Themes include the activity development of the recreation area, the green network city, protecting and valuating the cultural values of landscape, rising to the challenges of climate change in green areas, safeguarding natural diversity, storm drains, small bodies of water and shorelines.
- Traffic plans are based on the transport system plans HLJ 2011 and HLJ 2015. A personal interview study and a port study will also be conducted.
- Technical studies delve into the infrastructure needed by community maintenance.
- Climate change reports discuss the climate effects of regional population location scenarios in order to get indicative estimates of the climate effects of the evolution of alternative city structures.



## 5. How is the City plan's impacts evaluated?

### The City plan and its area of impact

The new Helsinki City plan will be drawn up for the entire Helsinki area. However, the planning area does not include the Östersundom area that was incorporated into Helsinki from Sipoo in 2009, since there is a shared master plan being drawn up for Östersundom. To learn more about the plan, please visit [www.yhteinenostersundom.fi](http://www.yhteinenostersundom.fi).

The area affected by the Helsinki master plan is primarily the Helsinki Metropolitan Region and Helsinki. Things like the amount and location of housing construction or traffic solutions have significant regional impacts. National effects are created through the application of national land use guidelines and large-scale traffic solutions, for example. Areas where significant impacts take place become clearer during planning.

### Impact Assessment

The Impact Assessment evaluation will produce information on the significant impacts of implementing the new City plan. Information regarding the effects this may produce will be utilised throughout the planning process.

Impact Assessment evaluations are based on existing reports as well as reports that are compiled during the planning process. The planner is responsible for the evaluations. Experts from city departments and offices play an important role in the evaluation work. External experts are consulted, if necessary. Evaluation takes advantage of new tools that support evaluation, such as the City Planning Department's tool for evaluating and monitoring city planning (KARVI), the ecological efficiency evaluation tool (HEKO) developed in collaboration between Helsinki and the VTT Technical Research Centre of Finland, and the ecological efficiency evaluation tool (KEKO) developed in collaboration with 13 other cities and some of the central research institutions (VTT, the Finnish Environment Institute SYKE, Aalto University).

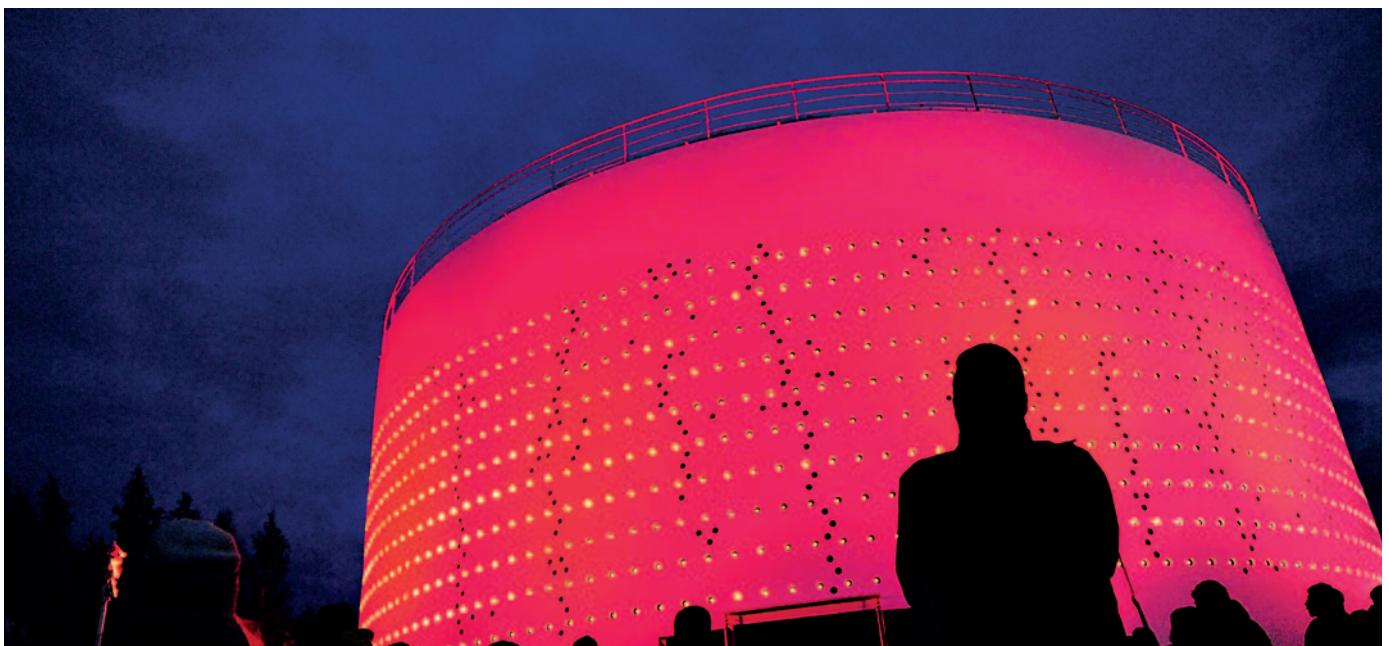
The impact of implementing the City plan are evaluated in connection with the subjects listed under the title 'Subject areas for evaluating the impacts of the City plan'. The list will grow more specific as the work progresses. The results of impact assessment evaluations will be presented throughout the planning process as part of the planning material. The evaluations will be compiled into a summary for the planning report.

### Subject areas for evaluating the effects of the City plan

- **Spatial structure:** Evaluates the number and locations of housing and jobs, services and recreational areas, the functionality and unity of the city spatial structure and the potential for utilising the existing urban structure, service networks and public service engineering networks.
- **Traffic:** Evaluates the effects on the organisation and costs of transport, traffic volumes, the environment, the public transport system, the main road and street network, the main networks for bicycle and pedestrian traffic and the general flow of traffic.



- **Energy and the Urban economy:** Evaluates the effects of the plan on the city economy. Energy economy is examined from the viewpoints of energy production, distribution and consumption.
- **Technical services:** Evaluates the points of view of regionality and maintenance preparedness of public infrastructure.
- **Nature, natural diversity and resources:** Evaluates the effects of construction and increased recreational use on natural diversity and Natura areas.
- **Landscape, cityscape, cultural heritage and built environment:** Evaluates the effects on landscape areas, cultural environments, building heritage, antiquities as laid down in the Antiquities Act and built environments that have national and local significance.
- **Soil and bedrock, water:** Evaluates the effects of implementing the plan for these issues.
- **Living conditions and the environment:** Evaluates the environmental health and safety, pleasantness and functionality of operational environments, the housing supply made available by land use solutions and the activity and recreational opportunities for different population groups. Also evaluates the effects on services and the service network.
- **Climate effects:** Evaluates the effects of implementing the plan on climate change and adapting to climate change.
- **Ecological efficiency:** Evaluates the overall ecological efficiency of the master plan.
- **Helping Businesses to succeed :** Evaluates the city planning structure from the viewpoint of location possibilities and operational preconditions.



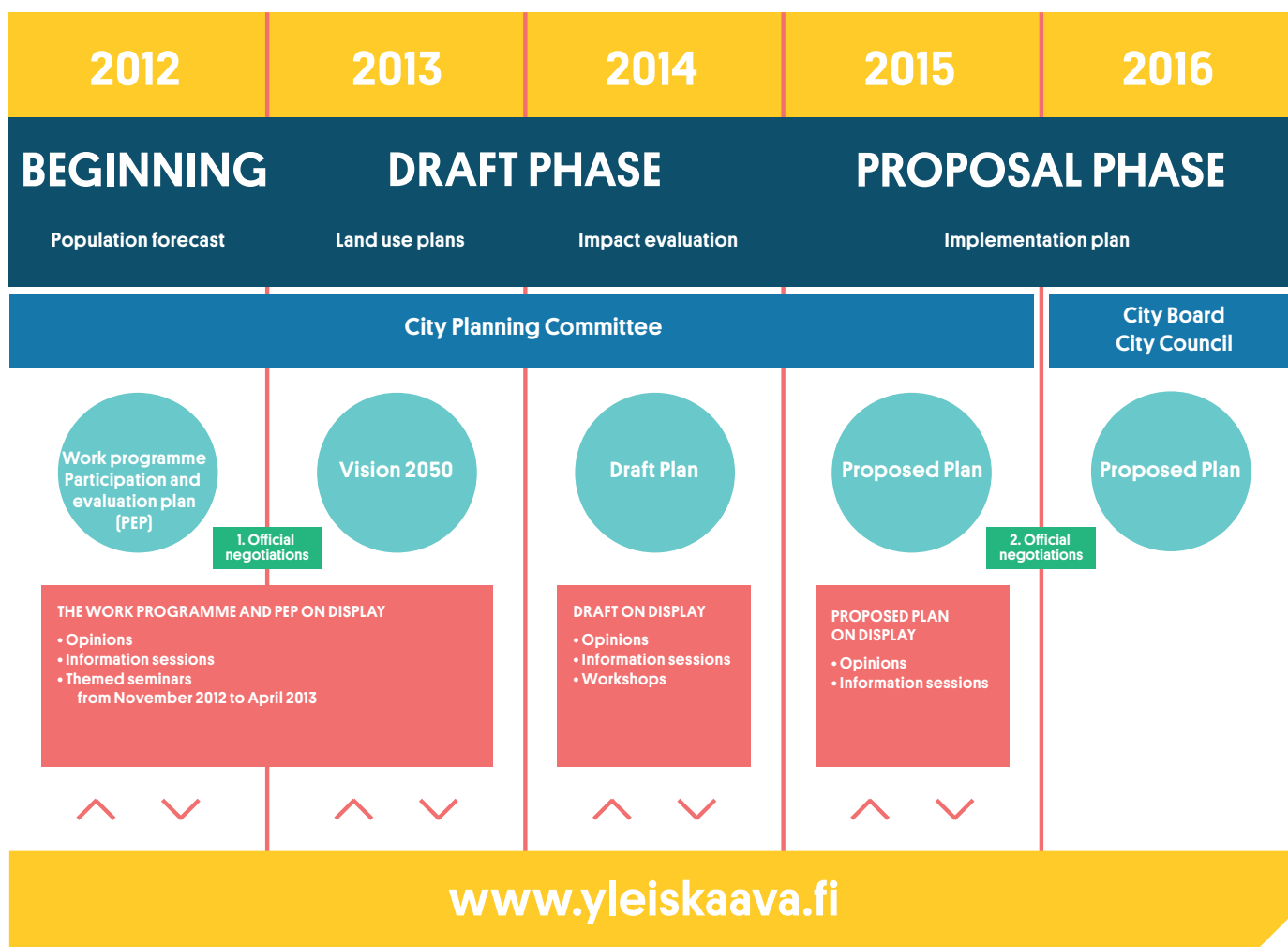
## 6. How does planning proceed?

### The schedule for the City planning process

Various reports and studies have already been completed for the 2012 planning. At the end of 2012, this community participation process and the considerations for the City plan work programme will be discussed by the City Planning Committee. Then, the plans will be made publicly available. The City plan's Vision 2050 and various land use plans will be drawn up in 2013. The first version of the City plan map, called the draft City plan, will be prepared based on these documents. The goal is to have the Vision of the plan processed by the City Planning Committee during 2013 and then to have the draft plan ready for the Planning Committee in 2014.

In 2014, the second stage of the City plan process takes place based on the feedback received on the initial draft plan and will consist of a revised draft plan being drawn up. It is now termed the 'proposed' City plan. An implementation programme for the plan will also be drawn up. According to current estimates, the City plan proposal will be ready for processing by the City Planning Committee in 2015 and put before the City Council during 2016.

### The schedule for participation in the City planning process.



## 7. How can I participate?

### Participation

People can participate in the preparation of the City plan in various ways throughout the planning process: by participating in information sessions and in discussions on the plan website, contacting the planners or leaving an opinion during the official consultation periods.

The goal of the project's communication and interaction is to give everyone who is interested information on planning and opportunities to participate in discussion about the future of Helsinki.

Materials are put officially on display during at least three different stages: when the work programme and this Statement of Community Participation and Involvement (CPI) are completed and during the plan draft and proposal phases. Information and discussion sessions will be organised during the consultation period, and there will be opportunities to express opinions on the plans. For four weeks, the plans will be on display in at least the following locations:

- Virka Info, Helsinki City Hall, Pohjoisesplanadi 11–13
- Laituri, the Helsinki City Planning Department exhibition space, Narinkka 2
- [www.hel.fi/ksv](http://www.hel.fi/ksv), in the section 'Currently on display'

There will also be other interactive events organised, including seminars, workshops, discussion sessions and personal meetings. The process will be launched with an open-for-all series of seminars on the future of the city and the various themes of the City plan. The seminars will be organised between November 2012 and May 2013. The themes will also be discussed in smaller events directed at special target groups. The City plan will also be on display in April 2013 at the city planning fair organised in the City Planning departments exhibition space, 'Laituri', directly opposite the Kamppi Centre.

The blog on the City plan website opens viewpoints into the city's growth and the themes of the plan. The persons preparing the project and experts from various fields will update the blog. Anyone involved may propose discussion topics. There will be a discussion for every blog entry, and people can participate at [www.yleiskaava.fi](http://www.yleiskaava.fi).

The Participation and Evaluation Plan and Work Programme will be on display from 22 November 2012 to 23 January 2013.

### Where can I get information?

All information connected to the City plan will be put on the project's website at [www.yleiskaava.fi](http://www.yleiskaava.fi). The website contains material and updates on the progress of the plan with up-to-date information on sessions and events. All the documents of the project can be found on the City Planning Department website at [www.hel.fi/ksv](http://www.hel.fi/ksv) in the section 'Plans on the map'.

The materials that are on display are also available on the City Planning Department website's section 'Currently on display'. The display times are also announced in newspaper advertisements in the publications currently approved by the City Council (Helsingin Sanomat, Hufvudstadsbladet and Metro). If necessary, local newspapers that are published in different neighbourhoods can also be used.





Newspaper advertisements can also be published on events and discussion sessions connected to the City plan. Information on sessions and events will also be published on the City Planning Department's Facebook page at [www.facebook.com/helsinkisuunnittelee](http://www.facebook.com/helsinkisuunnittelee).

More information on planning is available in the planning report that is published each spring. Current information is available from interaction planners or the planners who are preparing the City plan, who may be contacted by telephone or e-mail.

## Who can participate?

Anyone who is interested can participate in preparing the City plan. The Land Use and Building Act specifies that the involved parties include people who own or hold land in the planning area and the affected area, residents, housing co-operatives and real estate companies, businesses and self-employed persons operating in the area and people who work in the area, in effect everyone whose life or work might be significantly affected by the plan. Other involved parties include organisations, associations and communities that operate in the area as well as the officials with whose field the plan intersects. Involved parties include:

- Residents, people who work in the area, students
- Businesses
- Residents' associations and other non-governmental organisations
- Various other communities
- Departments and institutions of the City of Helsinki
- Helsinki Region joint municipal authorities
- Neighbouring municipalities and the other municipalities of the Helsinki region
- State authorities
- Other officials and public communities

## Who draws up the City plan?

The City Planning Department is responsible for preparing the Helsinki City plan. Participants include experts from various fields, such as urban planners and architects, researchers from various fields, landscape designers, planners acquainted with technical-financial matters, traffic planners and researchers as well as local detailed planners.

The City plan is prepared in collaboration between all Helsinki City administrative branches, the municipalities of the Helsinki Metropolitan Region and the Helsinki region, other official experts and public communities. In addition, there is collaboration with residents, businesses, educational institutions in the Helsinki Metropolitan Region, associations, etc.

During the planning process, separate negotiations, seminars and workshops are organised for officials and other experts, and there is close collaboration especially with neighbouring municipalities and regional and state authorities. Other negotiations are organised when necessary. Official statements are requested for at least the draft plan and the proposed plan.

There are at least two statutory official negotiations during the planning process between the Uusimaa Centre for Economic Development, Transport and the Environment, the Ministry of the Environment, municipalities and other necessary sector officials. The first official negotiation will be organised during the consultation period when the plan is on display in November 2012. The second negotiation will be organised after the proposed plan has been on display and opinions and statements on the proposal have been received.

# Contact information

## Helsinki City Planning Department

P.O. Box 2100 (Kansakoulukatu 3)  
FI-00099 CITY OF HELSINKI  
[www.hel.fi/ksv](http://www.hel.fi/ksv)

## City plan preparations

Rikhard Manninen, Director, Strategic Urban Planning Division, tel. +358 9 310 37160  
Marja Piimies, Master Plan Architect, Head of Master Plan Unit, tel. +358 9 310 37329  
Anne Karlsson, Senior Urban Planner, tel. +358 9 310 37444

## Traffic planning

Matti Kivelä, Office Manager, tel. +358 9 310 37145

## Technical infrastructure

Jouni Kilpinen, M.Sc. (Tech.), tel. +358 9 310 37251

## Landscape design, nature and cultural environments

Raisa Kiljunen-Siirola, Landscape Architect, tel. +358 9 310 37209

## Communications

Heikki Mäntymäki, Communications Manager, tel. +358 9 310 37368  
Marja Lintula, Communications Officer, Online Communications, tel. +358 9 310 37462

## Interaction

Maija Mattila, Interaction Designer, tel. +358 9 310 37435  
Juha-Pekka Turunen, Interaction Designer tel. +358 9 310 37403

## Publications and materials

Anniina Tolonen, City Plan Secretary, tel. +358 9 310 37438

## Direct e-mails to specific persons can be sent to e-mail addresses in the format:

firstname.lastname@hel.fi

A comprehensive list of those who participate in preparing the City plan can be found on the master plan website.

## Opinions in writing can be sent to this address:

City of Helsinki, Registry Office, City Plan  
P.O. Box 10, FI-00099 City of Helsinki,  
(Street address: Helsinki City Hall, Pohjoisesplanadi 11–13),  
E-mail: [helsinki.kirjaamo@hel.fi](mailto:helsinki.kirjaamo@hel.fi)



HELSINKI CITY PLAN WEBSITE

[www.yleiskaava.fi](http://www.yleiskaava.fi)

On the website, you can participate in discussions on the future of Helsinki, learn more about the themes in the blog and follow the progress of the project. Come and help us plan a great city!



