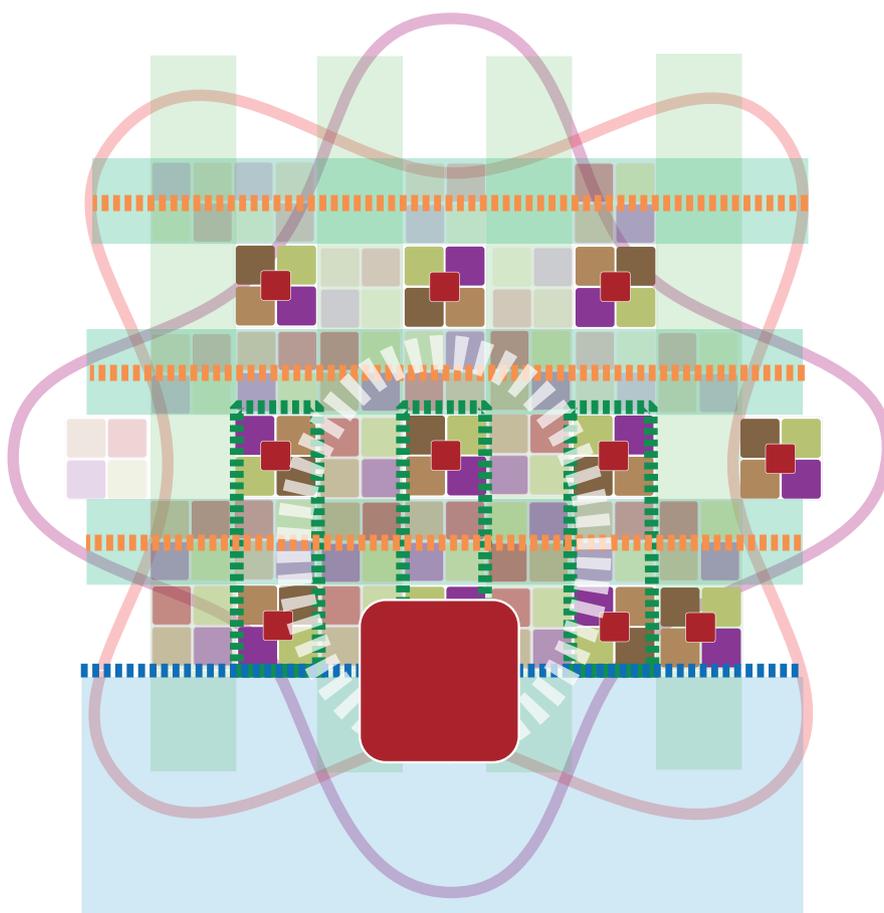


HELSINKI CITY PLAN

Vision 2050

Urban plan - the new Helsinki city plan



Reports by the Helsinki City Planning Department
general planning unit 2013:23



City of Helsinki
City Planning Department

HELSINKI CITY PLAN

Urban plan - the new Helsinki city plan Vision 2050

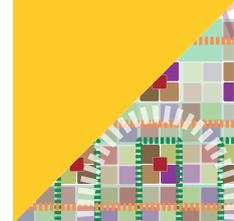
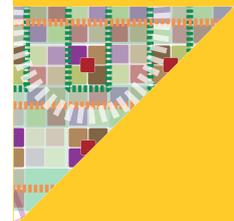
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INTRODUCTION - WHAT IS VISION 2050 AND WHY IS IT BEING IMPLEMENTED?

Vision 2050 gives us a goal-oriented future view of Helsinki in 2050. Various themes have been employed in Vision 2050 work to obtain an overall understanding of the direction pursued by means of the new city plan. The city plan guides land use, but the plan's underlying values, predictions and strategic guidelines are often overshadowed by the map presentation. Vision 2050 highlights these strategic goals.

When Vision 2050 was drafted, 2050 was 37 years away. However, on the scale of city planning, this is a surprisingly short period of time. Even though predicting the future so far ahead is almost impossible, we need a future horizon located sufficiently far ahead in order to estimate and construct a goal-oriented, realistic development path that can serve as the foundation for the city plan. The decisions made now must be based on a strong foundation comprising our long-term goals.

The basic message of Vision 2050 is clear. In the future, Helsinki will be an urban, rapidly growing rail transport network city with expanding central areas coupled with other developing centres. Commuter trains and the metro will offer fast rail connections between the central areas and other parts of Helsinki. The light rail network will complement this traffic system, making it a highly efficient network. The city will be concentrated along the transverse traffic routes, the expanding centres and in what are currently highway-like areas. First and foremost, Helsinki is a city with a human scale. Urban spaces will be designed on terms that suit pedestrians, not vehicular traffic. In the future, fun cities that are pleasant to live in, where everyday life runs smoothly, and where the range of opportunities is ever-expanding will be the successful ones.

The achievement of this vision requires a great deal from the planning process. Practices tied to the increasingly strict set of norms and the consideration of all values easily lead to compromises that serve no purpose. Vision 2050 determines a clear-cut target state whose achievement requires tough value choices. However, these choices have to be made, since the decentralisation of the region's community structure, increasing traffic congestion, and housing prices ballooning to a level beyond the reach of regular wage earners is to no one's advantage.

This report approaches the future of Helsinki through seven themes, each of which discusses a significant entity. Each theme includes a map presentation that depicts Helsinki in 2050 from the perspective of the theme in question. The "compiled vision", illustrated in the form of a graph, combines the core content of these vision themes. The procedural guidelines that will be taken into account when preparing the city plan are introduced in connection with each theme.

The theme pertaining to urbanism and urban culture depicts Helsinki in 2050 as a markedly more dense, ecological and vibrant metropolis. According to the attractive living theme, Helsinki is a socially balanced, dense and functionally versatile city, in which homes, workplaces, schools and services are close to one another and can be accessed easily. All everyday services are within walking or bicycling distance. A wider range of services can be reached in little time by public transport. The most comprehensive range services can be found in larger centres formed by several city

districts that are connected to one another by fast traffic routes. There are numerous housing options.

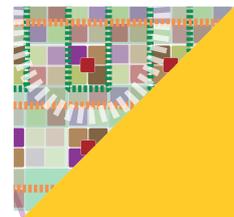
The traffic vision stresses the crucial role of public transport and, especially, the light rail network. In 2050, travelling within Helsinki's multi-centre community structure and the Helsinki region will primarily be based on a comprehensive network of traffic routes, especially the rail network and bicycle quality passageways. The business and centres theme depicts an internationally competitive, attractive urban area. High-productivity zones are concentrations of top business expertise, and their influence is felt in the success of the entire Helsinki area and Finland. The green vision emphasises the importance of Helsinki's proximity to the sea and that of its green spaces. The significance of green spaces is heightened in an increasingly dense city. In 2050, Helsinki will be a green-network city, in which green spaces, the sea and recreational services are easily available to city residents.

Helsinki's profile as a city by the sea is also identified as a separate theme in the vision. In 2050, Helsinki's seaside areas and the archipelago will be stages for active life featuring residential and working areas, parks, cafés and public saunas—without forgetting natural landscapes perfect for quiet relaxation. Helsinki is also discussed as part of the network of major cities. In 2050, Helsinki's location at the intersection of east-west and north-south development corridors, coupled with high-quality international air, rail, road and maritime transport connections as well as connections linking these to other parts of the city enable the potential of the city's growing investment zones to be unlocked in full.

The sections of text and map markings concerning the various themes include some overlap, since many of the future solutions proved worthy of support from several different perspectives. We need an urban structure that enables and provides space for new creative thinking and new technologies; we need more of the kind of city in which people meet, enjoy themselves and engage in recreational activities, and in which there are incentives to work and be an entrepreneur.

The starting points for the city plan and the work schedule, along with the related reports and initial information, accepted by the City Planning Committee on 20 November 2012, will serve as the basis for Vision 2050. A great deal of reporting material is related to the preparation of the vision; this material is included with this report in the form of reports or other attachments. However, the actual area reservation map is a draft plan that will be completed and submitted to the City Planning Committee for processing by the end of 2014. The starting point is growth that must be viewed as an opportunity. We must enable strong, collective growth in the Helsinki region. How we channel this growth is largely in our own hands.

Over the spring 2013, the vision themes were processed in interaction with city residents and interest groups by arranging, for instance, theme-specific seminars and discussion events at the Laituri exhibition space. City plan preparations were prominently on display at Laituri during the City Planning Fair, and the theme maps were presented and discussed at the city plan coffee meeting, held at Laituri in May. The theme maps, along with their explanations, have been online since the spring, prompting vigorous discussions.



IN 2050, HELSINKI IS THE URBAN CENTRE OF THE METROPOLITAN AREA

THE NEW HELSINKI CITY PLAN IS AN URBAN PLAN

ESSENTIAL VISION CONTENT

In 2050, Helsinki is home to around 860,000 residents and 560,000 jobs. Helsinki is an international city, and the robust urban centre of the metropolitan area. Urban life is born out of encounters between people, for which a great city offers spaces and opportunities. In the future Helsinki, the city and urban space are given much more weight.

A city with an extensive rail transport network is the targeted urban structure model. All parts of the city have become denser - but especially the areas around rail transport stations, junctions and important stops. Suburban centres have become urban centres. These compact, urban conglomerations of services, jobs and housing feature a variety of functions. Everyday services are close to residents, and a broader network of services can be reached quickly by public transport, especially the rail network. Moreover, the rail network has generated new centres. The network city also has a regional and international dimension. In addition to being the number one city in the region, Helsinki is also a part of the network of major European cities.

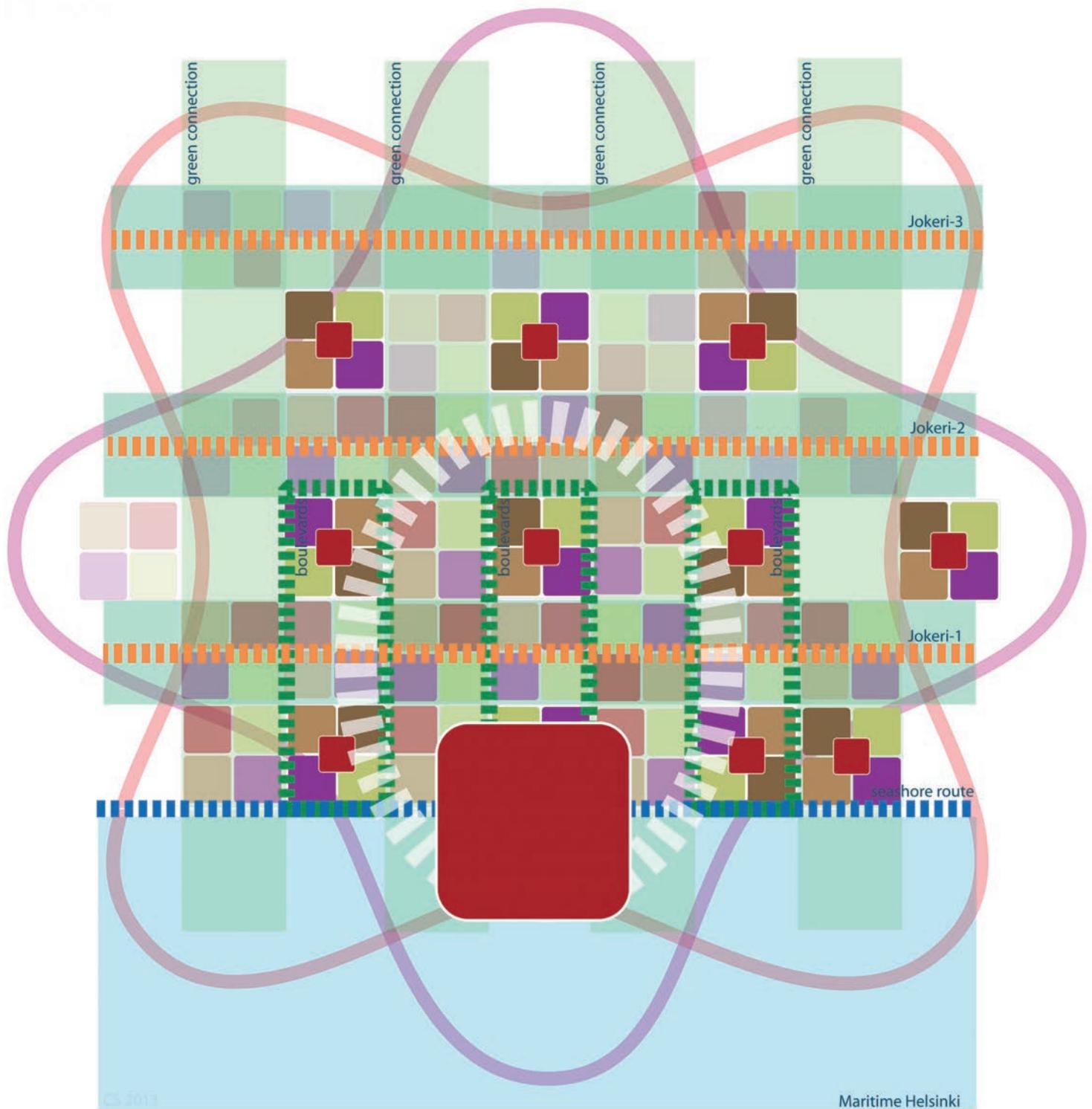
Helsinki is an international city, with good transport links to destinations throughout Europe and, via Helsinki-Vantaa Airport, other parts of the world. Helsinki is a part of the Gulf of Finland Growth Triangle, which provides St. Petersburg, Tallinn and Helsinki with benefits stemming from tourism, purchasing power and expertise within the area. Stockholm's direction is also important. In terms of international business, Helsinki is an attractive location due to its stable conditions and general safety.

Central Helsinki is still the centre of prosperity in Finland. It has expanded in a circular shape from its current position. In addition to being a business hub, it is also an attractive place in which to live. Central Helsinki offers a unique backdrop to urban city life, recreation, enjoyment and travel.

Highways and highway-like roads extend into the city proper. These have been transformed into city boulevards within Ring Road I—the Itäväylä road from Itäkeskus to the city limits. Some parts of these roads may be covered or channelled through tunnels. Significant new land use rights have been allocated along the city boulevards. These areas can be formed into new, more extensive housing and workplace construction project areas.

The conditions of industry and commerce have been ensured throughout Helsinki. The city is able to offer companies plots for business premises to suit different needs in good areas around the city. Integrated workplace areas that are also suitable for industrial use still exist within the city limits. The current business-premises areas have been retained, for the most part.

CITY PLAN VISION 2050



NETWORK CITY

-  new urban living and work development areas
-  thriving city centre diverse sub centres
-  extended city centre
-  new boulevards
-  improved transversal connections
-  green network
-  Maritime-Helsinki
-  seashore route
-  Jokeri-1, -2, -3 new tramlines
-  city-region

CITY URBANITY

-  living
-  connectivity and mobility
-  economy
-  green areas-recreation
-  sea
-  transnational
-  urbanism

Helsinki is a green network city. Recreational areas, the sea and recreational services are easily available. Parks and other public outdoor spaces embody high quality and diversity. The increasingly dense city has also been able to retain large unfragmented green spaces. That unique Helsinki feature, “the green fingers”, extends to the city’s large recreational areas. City forests and, on the other hand, cultural environments are strengths for Helsinki.

Helsinki’s role as a seaside city has been reinforced. Improvements to water traffic provide the opportunity to develop recreational and tourism services and other sea-related lines of business. Seaside housing is also part of the future Helsinki. Different kinds of attractive housing experiments have been enabled in certain marine areas.

Helsinki is a public transport city based on a rail network and fast traffic routes. Walking and bicycling are attractive ways to get around the city. The city’s bicycle quality routes form an efficient network for travelling longer distances. The pedestrian is given special treatment in the Helsinki of 2050.

In the future Helsinki, the street space is not just for travelling from one point to another; it is a place where residents can meet one another. The expanded central city areas and numerous other district centres act as stages for urban life. There are more areas of the city that you can reach on foot and in which you can walk.

The densifying public transport city creates a framework for an ecologically sustainable community. The future city enables sustainable energy solutions, while also taking regulations and requirements pertaining to climate change control into account.

Population growth

Urbanisation will continue its onward march throughout the world, including Finland. The population forecast drafted for the city plan puts Helsinki’s growth at some 600,000 residents by 2050. According to the projection selected as the starting point for determining the scope of the new city plan, a little less than half of this will occur within the current administrative borders of Helsinki, provided that Helsinki is able to absorb all the growth.

Population growth requires a plan reserve and the densification of the city structure throughout the area, especially its central parts—irrespective of municipal boundaries. The plan reserve of the 2002 city plan is running out. There are few city planning opportunities left after the planning of the current project areas, freed from the harbour, and these represent supplementary construction, which is more difficult to plan and, partially, slow to implement. The planning of the Östersundom area answers housing needs partially on a local basis and for a short period of time.

In accordance with the logic of the city economy, the benefits gained from concentration pushes the location of most businesses and housing construction into the central parts of the city. Enhanced by so-called economies of agglomeration, additional productivity and the dynamics of concentration result in a situation where a large part of the increase in value in the Helsinki subregion (GNP) is generated in central Helsinki and its fringes. If we were to heavily restrict these tendencies, the highest urban productivity potential would be left untapped, while the opportunities for an improved employment rate, income development, purchasing power and tax income are left unused. Therefore, the growth of the city should be enabled in order to improve urban productivity, first and foremost. Heavy densification of the city structure will lead to direct and indirect benefits to city residents, industry and commerce, and the Finnish economy. Helsinki is a top productivity area in Finland. This must be safeguarded.

Sustainable community structure

Densification of the urban structure supports the development of an ecologically efficient urban structure. Traffic emissions can be minimised since public transport can be made more appealing and organised more comprehensively yet profitably. Owing to the dense structure, city residents' commutes and travel times spent on other activities can be kept at a reasonable level. Services can be arranged efficiently and in such a way that they are inexpensive to access. Urban city life and the various activities and functions that are part of cities will be more frequently available outside the central parts.

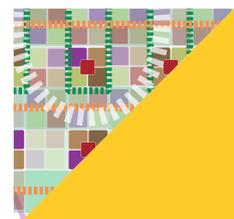
"A new urbanity" has also started to awaken in Finland. More people have started to want a more urban community structure. At the time of the vision's drafting, families with children had rediscovered living in the city's central areas, but there are a limited number of dwellings in these areas. There are not enough of these residences for all those who want them, which has the effect of raising their prices beyond people's capacity to pay for them. The city's central areas must be expanded. A natural way of doing this would be to expand the urban structure in a circular shape around the current central areas.

Space for construction can be created by transforming entry routes, originally designed for fast access into the city, into city boulevards farther away from the current central areas. In some cases, motorways can be covered or channelled via tunnels. This will allow us to turn large fringe areas with good locations, currently mainly used for traffic, into construction space, thus expanding attractive urban cityscape into the fringes of the current central areas. This will also allow us to connect the various districts, currently linked by express roads. Connections to the rest of the street network can be made more efficient. City boulevards will also provide an urban walking and bicycling environment, streetside business premises as well as public transport and private-car traffic typical of the urban environment.

Motorway-like areas within the city are remnants of a time when the city was much smaller than it is now. Today, the numerous entry routes do not serve their original purpose as motorways. As traffic volumes grow, these routes do not provide fast access from the drivers' perspective either—especially during peak rush hour. As the city grows, the natural development path is the retreat of high-speed vehicular routes farther away from the central city areas, giving way to the expansion of these dense urban areas.

In the future Helsinki, suburban centres have developed into urban centres, enabling an urban lifestyle also outside the conventional central-city areas. These centres are linked by efficient and appealing modes of public transport, particularly a comprehensive rail network and bicycle quality passageways. In order for sustainable transport to become a real option between longer distances too, the centres must be connected by rail with one another throughout the entire Helsinki region. This network city model enables optimal accessibility of services, efficient public transport, a high-quality network of bicycling, walking and recreational areas, good urban life, and the best opportunities for developing businesses. By allocating already-built areas from the heart of the region for efficient construction use also improves the preconditions of the survival of unfragmented, valuable green spaces for future generations.

The urban structure in these centres is mixed. Everyday services are nearby. This also means favouring an urban environment dotted with street-level shops in blocks of flats. Construction of the current kind of hypermarkets, based on private-car use, in a densifying urban Helsinki can no longer be justified due to its traffic-generating, land-hoarding nature. Even large stores can be located within a dense urban



structure, and land use can be further enhanced by including housing or business premises on upper floors. The development of online shopping will in all likelihood also support the organisation of commerce and services in an urban setting.

Planning of the transport environment and street space must be performed on pedestrians' and bicyclists' terms. The pedestrian parts of the city's central areas must be expanded, while also creating pedestrian streets in the other centres. Servicing and maintenance of business premises can be ensured in the pedestrian parts by favouring low-emission vehicles and determining dedicated facilities and operating hours for distribution-related traffic. The street space should be viewed as a common urban space, a meeting place, not just an environment for moving from one point to another. There will be more areas of the city that you can reach on foot and in which you can walk. Pedestrians have a special status in the Helsinki of the future.

The networked city also features a regional and international dimension. In addition to being the number one city in the region, Helsinki is also a part of the network of major European cities. It is the nation's dynamic, internationally competitive and well-regarded centre, which is growing as a centre for first-rate business operations and as a stage for cultural and recreational events. Helsinki's international high-quality international air, rail, road and maritime transport connections enable easy access to other parts of the metropolitan area, other Finnish cities and across national borders. Rail and maritime transport connections via Tallinn to Europe and the developing Asian flight connections are particular strengths for Helsinki tourism and business travel. Helsinki is a part of the Gulf of Finland Growth Triangle, which provides St. Petersburg, Tallinn and Helsinki with benefits stemming from tourism, purchasing power and expertise within the area. Stockholm's direction is also important.

The densification of the urban structure requires Helsinki to stress quality instead of quantity with regard to recreational areas. The densifying urban structure requires unfragmented green spaces and city parks of high functional quality, since the importance of these as recreational environments will increase. In the future, green spaces, the sea and recreational services are easily available to city residents. The densified city has also been able to conserve natural environments and city forests. There are "green connections" from all parts of the city to larger green areas such as the Sipoonkorpi and Nuksio national parks.

Helsinki's status as a city by the sea, along with its natural and cultural-history sights will be the city's specialities and strengths also in the future. The sea and nature are important to Helsinki's residents, but they also serve as competitiveness factors, distinguishing Helsinki from other European capitals. Helsinki's historic city centre is unique among many of the world's metropolises when, for instance, approached by sea via the South Harbour. Its values will be preserved in the future. The arrival of passenger ships and international cruise liners in the heart of the city is a factor that bolsters Helsinki's image as a seaside city. The current suburbs also contain cultural environments that should be preserved for future generations. The construction of tall buildings will be concentrated in predetermined locations.

Efforts will be made to ensure the preconditions for enterprise activities throughout Helsinki. Helsinki's new city plan is being drafted in a situation in which housing prices have skyrocketed. There is a desire to transform business premises into residential use throughout the city thanks to the higher profits generated by housing. This also applies to situations where the entrepreneurs using these premises would be willing to continue running their business out of the premises. Detailed surveys show that, primarily, the current workplace areas need to be preserved. Different kinds of activities require different premises. For instance, activities that entail a high volume of transports are not best suited to residential areas or mixed urban structure.

The return of industrial production from developing countries due to increased transport costs is already evident in North America. Finland and Helsinki must also prepare for this kind of thing. There still has to be a sufficient plan reserve and location options for businesses' various types of needs throughout the city. The city plan must show the city's strong determination for developing its business areas. The city must comprise various kinds of areas also from the perspectives of the reduction of the need for transports, reachability and a versatile urban structure. This is how the city remains interesting.

New sustainable technology solutions will be supported and enabled in order to improve the functionality of everyday life. These include, in particular, new climate-friendly solutions such as robot cars and Demand Responsive Transportation. These solutions also make it possible to save space while also enhancing the efficiency of land use, since parking will no longer define the urban structure to the same extent that it now does. It will be possible to give up car ownership without giving up your individual needs for car use. Significant new service solutions are currently being developed on the international stage. These solutions will transform modern trade, logistics and work—and even the care-giving and service sectors—as a whole.

Climate-change control and adaptation to climate change are key elements taken into consideration when the city plan is drawn up. The densifying public transport city creates a framework for an ecologically sustainable community. The future city enables sustainable energy solutions, while also taking regulations and requirements pertaining to climate change control into account. Helsinki is committed to reducing its greenhouse emissions by 30 per cent from the 1990 level by the year 2020. Helsinki is aiming to achieve greenhouse emission-free operations by 2050. The methods of city planning for reducing climate emissions include the densification of the city structure, promotion of sustainable transports, and the enabling of sustainable energy solutions in the city.

The majority of housing in Helsinki was located in the central areas as recently as the 1950s. Suburbanisation and the development of non-urban centres, which has taken place over the last decades, have significantly transformed the Helsinki region's structure and focal point, with the importance of the central areas and Helsinki's role diminishing, in contrast to the rest of the region. The city has become fragmented.

What is essential with regard to the fragmentation of the community structure, generally considered negative, is that by 2050, Helsinki has grown significantly inward. Irrespective of the region's future development, municipal boundaries and the model of administration, significant densification of the region's central areas is crucial with regard to climate change control and the sustainable growth of Helsinki and the entire region. At the same time, Helsinki has strengthened its role as the main city in the region.

The Helsinki of 2050 is an international city and the robust urban heart of the metropolitan area. The city has been injected with more urbanity. Urban life is born out of encounters between people, for which a great city offers spaces and opportunities. The new Helsinki city plan is the master plan.

SEVEN VISION THEMES



HELSINKI IS AN URBAN METROPOLIS PULSATING WITH LIFE

The Helsinki of 2050 is a boldly urban metropolis pulsating with life. Urban Helsinki means: more street-level shops in blocks of flats, bicycle lanes, the clatter of trams, coffee at the market place, international flavour, urban productivity, beach saunas, district events and pedestrian streets.

Urban Helsinki means more city in the city. In terms of structure, Helsinki is a denser city, with more centres formed out of layers of workplaces, housing and recreational activities resembling small towns. These "towns within the city" are socially and geographically equal. Next to rail traffic, riding a bicycle is one of the more efficient means of transport for moving between these centres. In the centres, the pedestrian is king. Pedestrian streets and facilities opening up to the street can be found throughout Helsinki. People gather in public places to hold their own events, meet one another, spend time and work, regardless of the season and time of day. Helsinki is also a lively city in the winter.



HELSINKI CITY PLAN

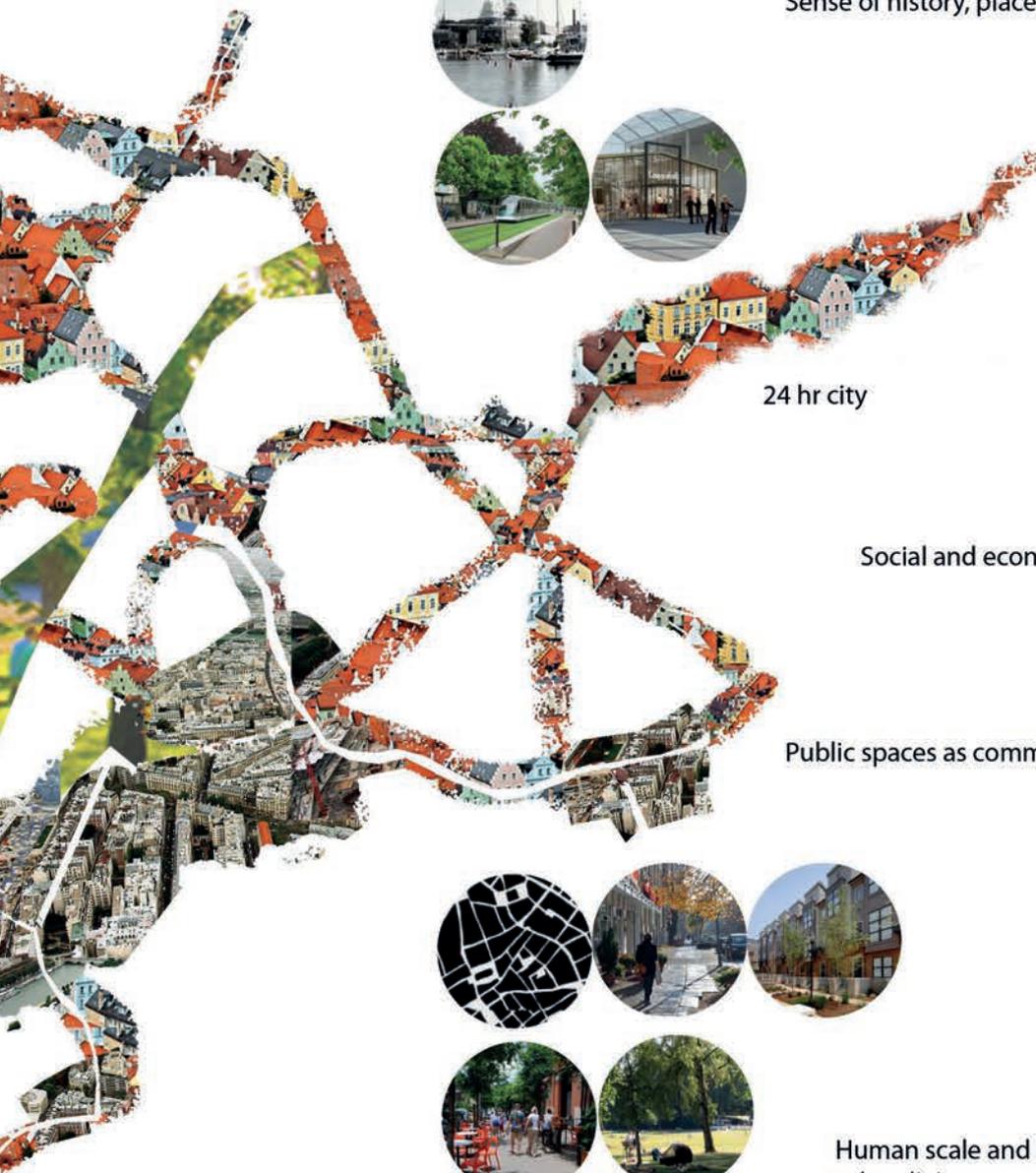
VISION 2050

URBAN HELSINKI 16.8.2013



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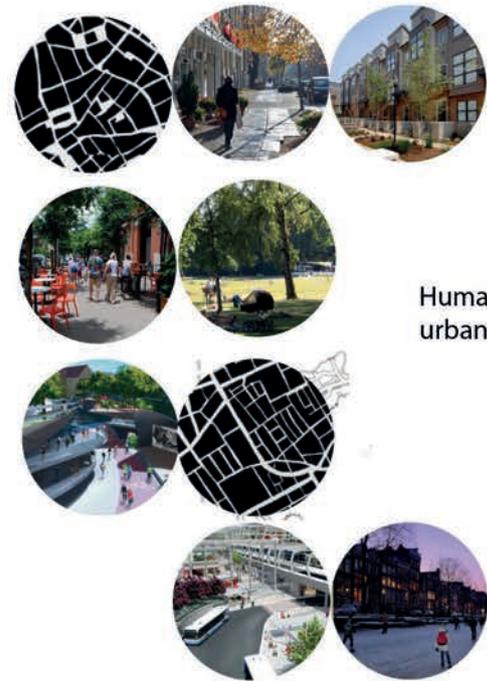


Sense of history, place and time

24 hr city

Social and economical balance

Public spaces as communal places



Human scale and active streets for urban living

Urbanism and urban culture

The urban Helsinki of 2050 has seen marked growth owing to the expansion of its central areas. In the urban Helsinki, there is more city in the city. It is more densely structured city, in which high population and workplace density enable easy access to nearby services. In addition to the expansion of the central city areas, urban centres in the current suburbs will see substantial development, enabling an urban lifestyle outside the traditional central areas of Helsinki. The new, more urban city comprises a network of original, attractive and distinctive small towns.

The urban living environment creates opportunities while also providing stimuli with indisputable value to the appeal and thus the competitiveness of the city. It is characterised by density, a mix of services and functions, public urban space, things are scaled to suit pedestrians, interesting street space, top-quality recreational environments, easy access to services, historical layers, efficient public transportation, etc. Demand for urban living environments has been particularly high over the last two decades, as evidenced by the huge price increases in Helsinki's central areas. Despite this, there has been no significant increase in the size or amount of urban living environments available.

The tighter intertwining of housing, work and services enables the creation of a vibrant urban environment, with people enlivening the streets regardless of the hour. A lively urban environment also increases people's sense of safety, a key requirement for the creation of an attractive urban environment.

A more urban Helsinki is a city with increased social and regional equality and substantially easier access to services and workplaces, especially in the suburban areas currently occupying an unequal position.

Central living in Kruununhaka
Picture by Matti Tapaninen





In 2050, Hämeenlinnanväylä is an urban “Mannerheim boulevard”, picture by 3dRender

Urban Helsinki is a sustainable city

Traffic and the transport environment have a significant impact on the urban space. In 2050, transport in Helsinki is based on sustainable means of transport, walking, cycling and public transport, with private cars serving as a complementary means of transport on journeys best suited to this. The expanded rail network and bus routes form the backbone of the public transport system, enabling Helsinki to disengage from timetables, which makes sustainable transport easy and competitive. Moving around in the central areas has been designed with an eye on pedestrians and cyclists. On this scale, it is crucial that the street space is interesting and facilities open up to the street. The street network is developed in the direction of a traditional grid street plan, reducing the blocking effect of motorways and turning separate suburban cells into increasingly unified functional entities.

As the share of the urban population grows around the world, the role of cities becomes increasingly important in resolving the global climate crisis. A dense urban structure reduces the need for transport, thus reducing the climate emissions caused by traffic. An urban community structure is better at enabling a climate-friendly lifestyle than a decentralised, fragmented structure. Therefore, the urban city is also an ecological city.

The structure and location of commercial services substantially affects the formation of the urban environment. Hypermarkets, based on private-car use, were a phenomenon characteristic of the turn of the millennium. In the mid-21st century, services have migrated into suburban centres, close to their residents. In spite of their size, even large stores have been able to find suitable premises in the urban

environment. Shopping streets have become places for people to meet, while the suburbs have been transformed into urban small towns.

As the city becomes denser, the significance of its green spaces is emphasised in terms of both recreational activities and ecological balance. The densifying urban structure benefits from the green spaces and recreational areas nearby. On the other hand, the urban environment may include lots of greenery, in the form of urban gardening and green roofs, for instance.

Guidelines

In order to create a more urban city environment, a clear course correction will be required on all levels of city planning. Areas will be developed with an urban perspective in the expanding central areas as well as the former suburban-centre areas. This means a dense urban structure, with high-quality public transport connections to all parts of the city.

An increasingly urban city requires denser built-up areas and the mixing of services and functions on different scales. The generation of diverse urban life is contingent upon having a high enough number of people, a critical mass. Without people, the city is just a backdrop. The extension of urban life into current suburban areas will, in some cases, require emphatic changes.

Urban Kirkonkyläntie in future Malmi?
Idea plan by Kristian Kere



In order to create a lively urban and shopping environment, services will be steered more heavily into central areas, into the middle of residential areas and workplaces - instead of hypermarkets and shopping centres that are located away from everything else and that can only really be reached by private car. Instead of detached store buildings, commerce will be more emphatically directed to street-level premises in blocks of flats, where it will also serve to enliven the street-level space, so crucial to pedestrians and cyclists. Even large shopping centres will be integrated into parts of centres and housing, while retaining a human scale.

The urban environment does not have a lot space, meaning that sustainable modes of transport - walking, cycling and public transport - must be favoured over private cars. This will require changes to parking policy, with fewer parking places eating up space. Extensive parking lots will no longer be constructed in residential plots. Parking will be concentrated in basements, underground, centralised facilities and along streets.

Planning of the transport environment and street space must be performed on terms that suit pedestrians and cyclists. Interesting street space along with street-level shops and smooth and efficient routes reduce the experienced length of the journey. The role of walking will be supported by expanding the currently pedestrianised parts of the central city areas. This can be achieved by turning the seaside areas, currently occupied by traffic, into "living rooms" for Helsinki residents. Pedestrian streets will also be created in the other centres.



The urban street network entails a less strict hierarchy, and streets are more easily interconnected thanks to the grid plan-like structure. The street network will be developed in a grid plan-like direction also in the suburban areas. The role of the street as a stage for urban life rather than a framework for residential buildings and a sterile transport environment will be recognised more clearly.

Motorway-like areas will be transformed into high street-like city boulevards that tie the urban structure together instead of driving wedges into it. The initial starting point will be to exclude motorways from the dense urban structure altogether. The city boulevards will be knitted into the fabric of the city's sustainable traffic system via a light rail network and park and ride arrangements.

Urban environments are also vital recreational environments as stages for urban culture. In addition to safe, first-rate green spaces located nearby, this also means such attractions as restaurants, seaside boulevards and market places. In order to enable urban culture, we need public space, which creates room for community activities.



HELSINKI - A CITY OF APPEALING LIVING OPTIONS

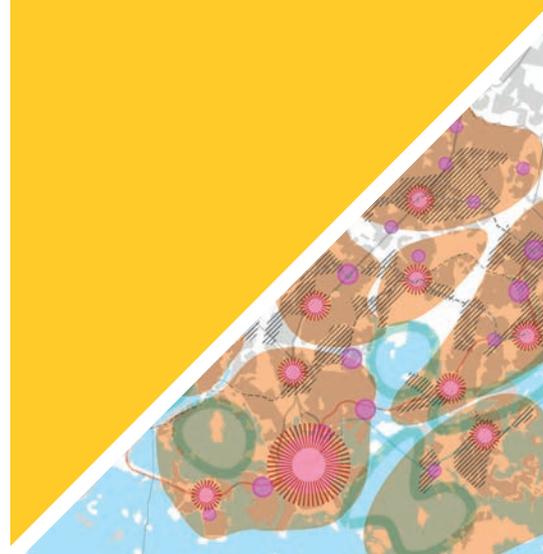
In 2050, Helsinki is a comfortable, interesting and safe city boasting a high quality of living and smooth everyday life. The urban structure supports various kinds of family structures and styles of living on an equal basis. It is socially balanced and dense, and features mixed services and functions. The city has an adequate supply of various kinds of housing. Helsinki is a city in which people want to and can afford to live.

The Helsinki of 2050 comprises ten large districts with their own identity and positive image. These districts develop into functionally independent neighbourhoods featuring their own nearby services in urban centres that resemble small towns. This structure also comprises a robust urban city centre that is larger than the other centres and offers a more extensive, mixed range of services, workplaces and housing. Turning the multiple, distinctive city centres into urban environments will reduce the need to move around, while increasing smooth functionality in everyday life. A new innovative layer of the city will be generated.

Much-needed flexibility is included in housing options in the city. As housing options have evolved, Helsinki's appeal and visibility as a travel destination and centre for education and work has seen a substantial increase. More varied styles of living co-exist in the city.

Housing options are available among the hustle and bustle of the city's central areas and district centres, and in the distinctive residential areas supported by these centres. The human scale and urban green spaces are ever-present in the urban areas and among smaller-scale housing.

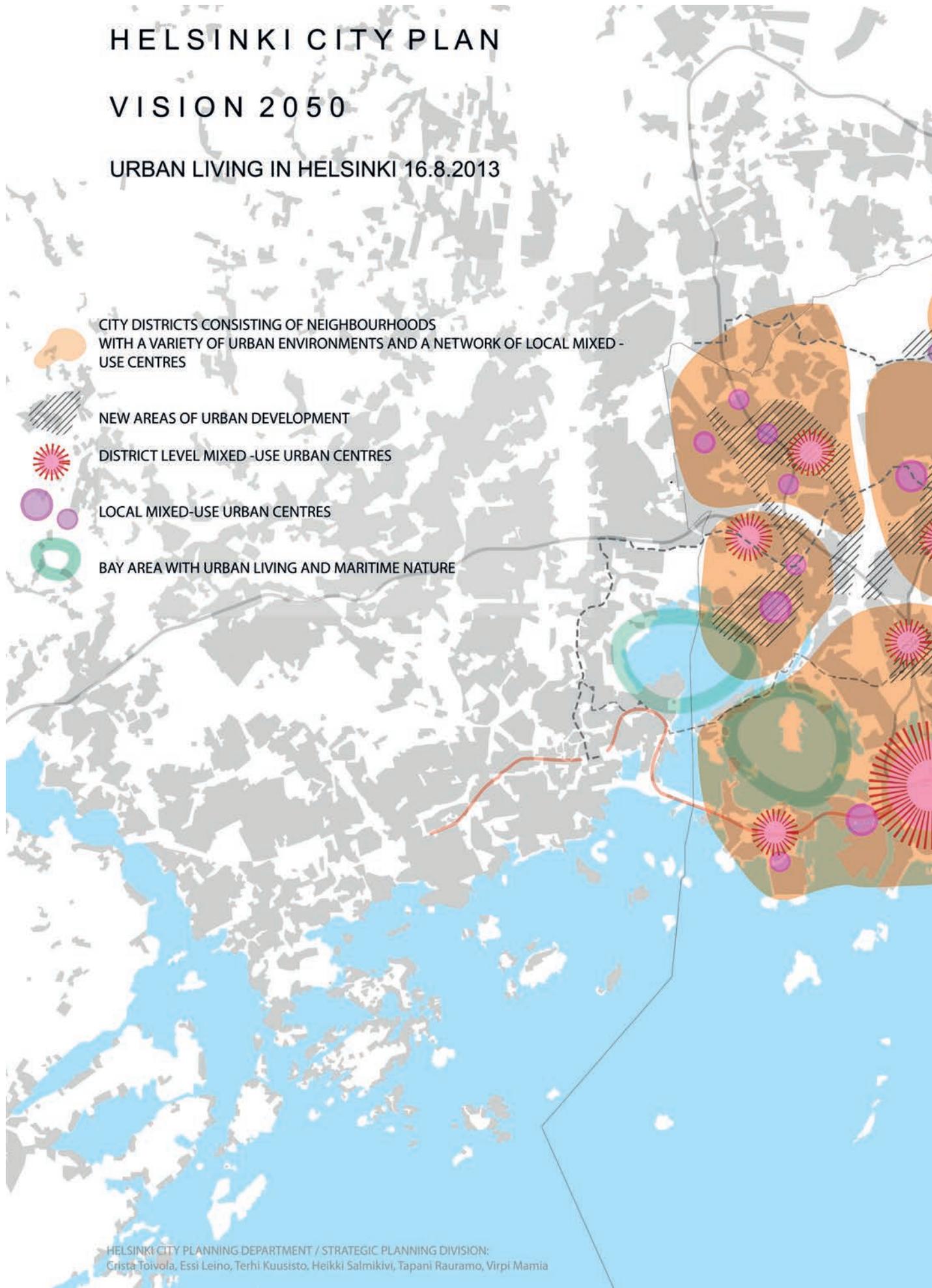
Living in Helsinki is characterised by easy access to nearby services as well as the comfort and communality associated with the urban environment. The quality, as opposed to the quantity, of green spaces has seen an increase.



HELSINKI CITY PLAN

VISION 2050

URBAN LIVING IN HELSINKI 16.8.2013



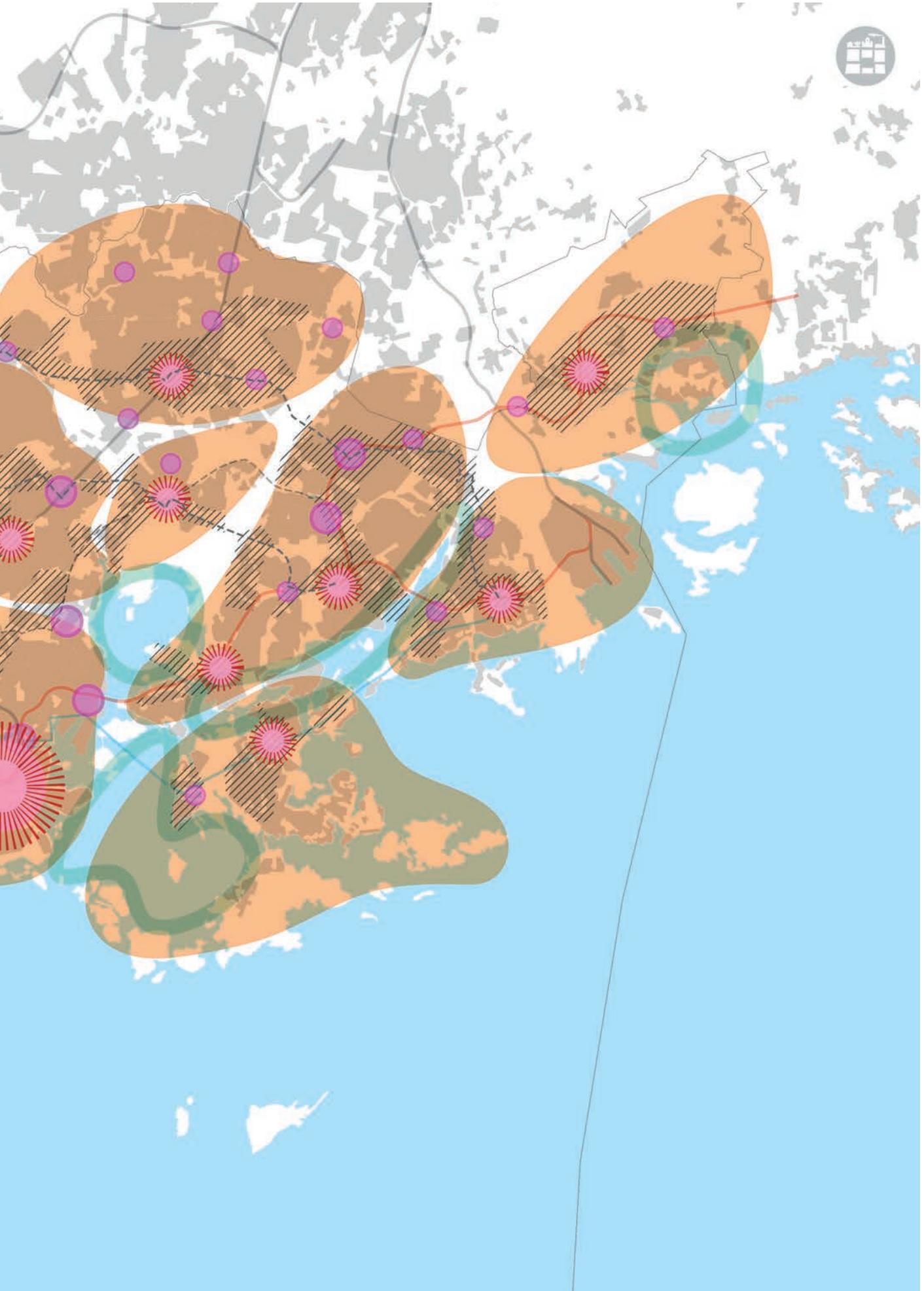
CITY DISTRICTS CONSISTING OF NEIGHBOURHOODS WITH A VARIETY OF URBAN ENVIRONMENTS AND A NETWORK OF LOCAL MIXED-USE CENTRES

NEW AREAS OF URBAN DEVELOPMENT

DISTRICT LEVEL MIXED-USE URBAN CENTRES

LOCAL MIXED-USE URBAN CENTRES

BAY AREA WITH URBAN LIVING AND MARITIME NATURE



Living network city

The Helsinki of 2050 comprises several centres. The city has moved away from the distinction between central city areas and suburbs. The creation of a networked urban structure based on rail traffic and the evolution of district centres into genuine, urban centres have increased the opportunities for housing construction, while enabling a diverse framework for living. This has also enabled the generation of urban hustle and bustle, a precondition for good city life. Moving around is fast and easy. Great access to residential areas also promotes the reduction of regional inequality. Land use based on the rail network is ecological and efficient. The range of services on offer has increased due to more efficient land use.

Transformation of the centres and, in particular, the cores of district centres into urban environments is essential with regard to life in the city. Increased construction rights and the reduction of traffic zones have been used to support the enhancement of land use and urban land use solutions. In justifiable cases, renewal through supplementary construction—selective or partial demolition of the old structure—may have been used to replace old, inappropriate building stock. In the future, the district centres are the public transport network city's key nodes in which several rail routes intersect. Not only do these represent the ultimate in workplaces and services but housing as well.

The urban environment has been developed from the pedestrian's and cyclist's perspective. At the same time, a stricter parking policy has been adopted in the centres, while also creating zones of pedestrian streets.

Transforming motorway-like areas into residential use

In districts interspersed by express roads, these routes require detours via ramps, overpasses and underpasses for residents travelling by car or bicycle or on foot. This makes using services within your own district difficult. In 2050, large protective zones around express roads have been adopted for construction use. Turning these canyons surrounded by noise barriers into streets, with diverse residential and workplace buildings, has allowed for a whole new way of perceiving the city. The opportunities for moving around have proliferated due to the elimination of blockages, with plenty of new land adopted for residential use in good locations. The transformation of express roads into streets has made services easier to access, while also facilitating everyday living.

With coherent entities this extensive, the threat of homogeneity looms large. On the other hand, the current uninviting surroundings may generate entirely new kinds of construction solutions. The quality of construction is, therefore, a particular point of emphasis in these areas. In 2050, the new city boulevards will host diverse housing of the future. There are different kinds of implementation models, and funding and tenancy are widely distributed.



Urban housing along Hämeenlinnanväylä ("the Mannerheim boulevard") in 2050, picture by 3dRender





Supplementary seaside construction and a new seashore park envisioned for Puuskaniemi in Laajasalo, Hanna-Maria Kiema

Ensuring services and the diversification of housing by means of supplementary construction

Viewed on the city level, the benefits of supplementary construction are indisputable. Existing areas comprise an infrastructure, services and connections, meaning that construction in these areas will generate fewer costs than in entirely new areas. Viewed on the district level, supplementary construction maintains or increases the number of inhabitants, thus enabling the retention or improvement of services. For their part, new inhabitants get access to services immediately after moving. Viewed on the housing cooperative level, supplementary construction can be used to fund such things as the renovation of buildings. Accordingly, plot-specific supplementary construction has produced new and new types of housing layers in the future Helsinki.

Ideas for townhouse housing near the Longinoja stream in Malmi, Salla Ahokas, Crista Toivola, picture by Kristian Kere





Idea plan for supplementary construction in Puuskaniemi, Laajasalom Hanna-Maria Kiema

In addition to plot-specific supplementary construction, particular attention has been paid to supplementing unbuilt areas existing outside plots. At present, the majority of the green spaces—particularly in suburban areas—comprise formless idle land between plots or alongside roads and streets that could be used for construction purposes.

Strategic choices have been made and workable methods developed to promote efficient high-quality densification and supplementary construction. This requires functional processes crossing the boundaries of administrative bodies. The key with all supplementary construction is the quality and diversity of construction. The homogenous housing and population structure must be diversified. The new structures must impart a positive image on the districts.



Transformation of the Laajasalontie road into a city boulevard would significantly increase construction opportunities in the Laajasalo centre, city boulevard construction review work phase, summer 2013, Petteri Erling



Idea plan on Puuskaniemi,
Hanna-Maria Kiema

Development and enabling innovative housing options

Housing in the future Helsinki is desirable, there are enough flats to meet diverse and changing needs. Residential areas are different—not unequal. Different kinds of residential areas provide people in different life situations with housing services. Helsinki features a number of distinctive areas with their own strong identities.

The currently most sought-after places to live in Helsinki are located in the central areas and by the seaside. In other parts of the city, proximity to a park or recreational area increases the appeal of a residence.

In 2050, housing options in seaside areas and the archipelago have been substantially improved. People live by the seaside and the archipelago on both a permanent and temporary basis. "The city by the sea" offers more innovative housing solutions from floating houses to car-free island communities. Melkki could be one of these future island communities. There is also room for mobile housing such as house boats. Floating structures provide an alternative to filling in sections of the sea. In terms of marine nature, they also offer a better method for constructing seaside residential areas. However, fill-ins may also be considered on a small scale.



Planning-phase picture of housing construction
on Purjeentekijänkuja,
picture by Arkkitehdit NRT Oy

Seaside housing may also mean constructing entire buildings—possibly entire blocks, complete with passageways—as sort of pier structures supported by pillars standing on the seabed. This has been tested on a small scale at Purjeentekijänkuja in Helsinki's Lauttasaari district. Extensive fill-ins are not required, and the outcome may be extremely desirable seaside housing.

In the future, the central areas of Helsinki are still attractive in terms of housing. The recent trend of families with children moving back into the central areas has continued at speed. Owing in part to this, the 2050 population in these areas is diverse. Supplementary construction is limited, since Helsinki wishes to retain its low silhouette in the old central areas and conserve its valuable cultural environment. However, attic construction, use of yard buildings and other forms of small-scale supplementary construction have enabled the creation of new and interesting housing solutions in the capital's central areas.

In Helsinki's inner areas, where sea views are not available, appeal must be generated by means other than the development and implementation of new, innovative and as-yet-unthought-of forms of housing, construction methods, block solutions and implementation methods. Even small landscape elements and the identity and history of regions may provide the optimal starting point for increasing the appeal of new residential areas or blocks.

Guidelines

Sufficient housing production requires significant construction volumes and extensive area reservations. If we wish to preserve Helsinki's green areas for future generations, we cannot only build on the outskirts of the current areas; we need a new way of perceiving the city. In addition to any possible new project areas, the emphasis of city investments will be placed on revamping and supplementing the existing ones. To promote supplementary construction, regional supplementary construction projects, resembling current project areas, will be initiated. These projects will entail the drafting of comprehensive development plans.

Supplementary construction near Longinoja in Malmi, Crista Toivola, Salla Ahokas, picture by Kristian Kere



Central Helsinki living, picture by the City Survey Department

To enable healthy competition, the diversity of plot supply will be ensured in addition to its adequacy. Plenty of plots will be allocated in plans for cohousing and independent builders and small and medium-sized construction companies alike. New and flexible operating practices for construction will be developed, while also striving to favour residents' own construction models. Cohousing must be transformed into a real option.

Supplementary construction will be supported on all levels. In some areas, the increase in construction rights may be significant, which, in itself, will change the nature of these areas substantially. Many of the areas feature a very homogenised building stock, as they were constructed at once during a short period of time and using the same materials. A new structure would enable the introduction of different kinds of housing solutions into a given area, which would support lifespan housing as well as the diversity and appeal of residential areas. However, the building heritage and identity of areas must be taken into account when performing supplementary construction. Supplementary construction must be of high quality. It must improve the image of current areas.

Plot-specific supplementary construction must be further encouraged. To date, the most significant obstacle hindering supplementary construction has been space required for parking. As public transport options improve, residents will have to be more flexible with their parking demands. As far as methods outside land use planning are concerned, use of the property tax as a control measure and the elimination of land use fees should be considered.

Various norms will have to be treated flexibly on a case-specific basis in order to build distinctive areas and meet residents' wishes. One solution does not fit all cases. Alternative solutions include the application of flexibility to parking space norms, and yard construction or accessibility regulations in the event there are accessible options nearby.

The densifying city strives for a socially and structurally mixed community structure. The city's nodes, in which as many modes of transport as possible intersect, play a key role. Balanced construction of flats with various types of tenancy in different areas plays an important role.

The quality of the environment and construction are significant factors in increasing an area's appeal. Pleasant living environments and residents' opportunities for active urban living in their neighbourhoods must be enabled by, for instance, providing space for urban gardening, improving children's playgrounds and young people's opportunities for activities, and by supporting outdoor life.

Residents' chances to influence their housing arrangements will be increased. Test construction opportunities are supported regionally or locally to find innovative housing construction solutions. A lively city with attractive housing does not come about by duplicating the residence of the average family or inhabitant. The variety and diversity of the future Helsinki residents' life styles must be recognised, while enabling the proliferation of different styles and forms of housing. Not every area has to have the same kind and size of buildings; it is okay for areas to be radically different. The ultimate goal is high-quality, diverse housing that emphasises the particular characteristics of any given area. Distinctive areas are Helsinki's strength. The formation of different kinds of local identities must be supported.



HELSINKI - CITY OF ECONOMIC GROWTH AND JOBS

The Helsinki region of 2050 is an internationally attractive metropolitan area, with the City of Helsinki at its heart. The city has developed a multi-centre structure. These centres have become urban areas with a heightened sense of the importance of good urban life and environment. The centres represent versatile concentrations of functions, with housing and services coexisting with workplaces. Travel from one place to another is easy, especially on foot or by public transport or bicycle. The centres are linked to one another by an efficient rail network and bicycle routes, which has made sustainable transport a competitive alternative throughout the city.

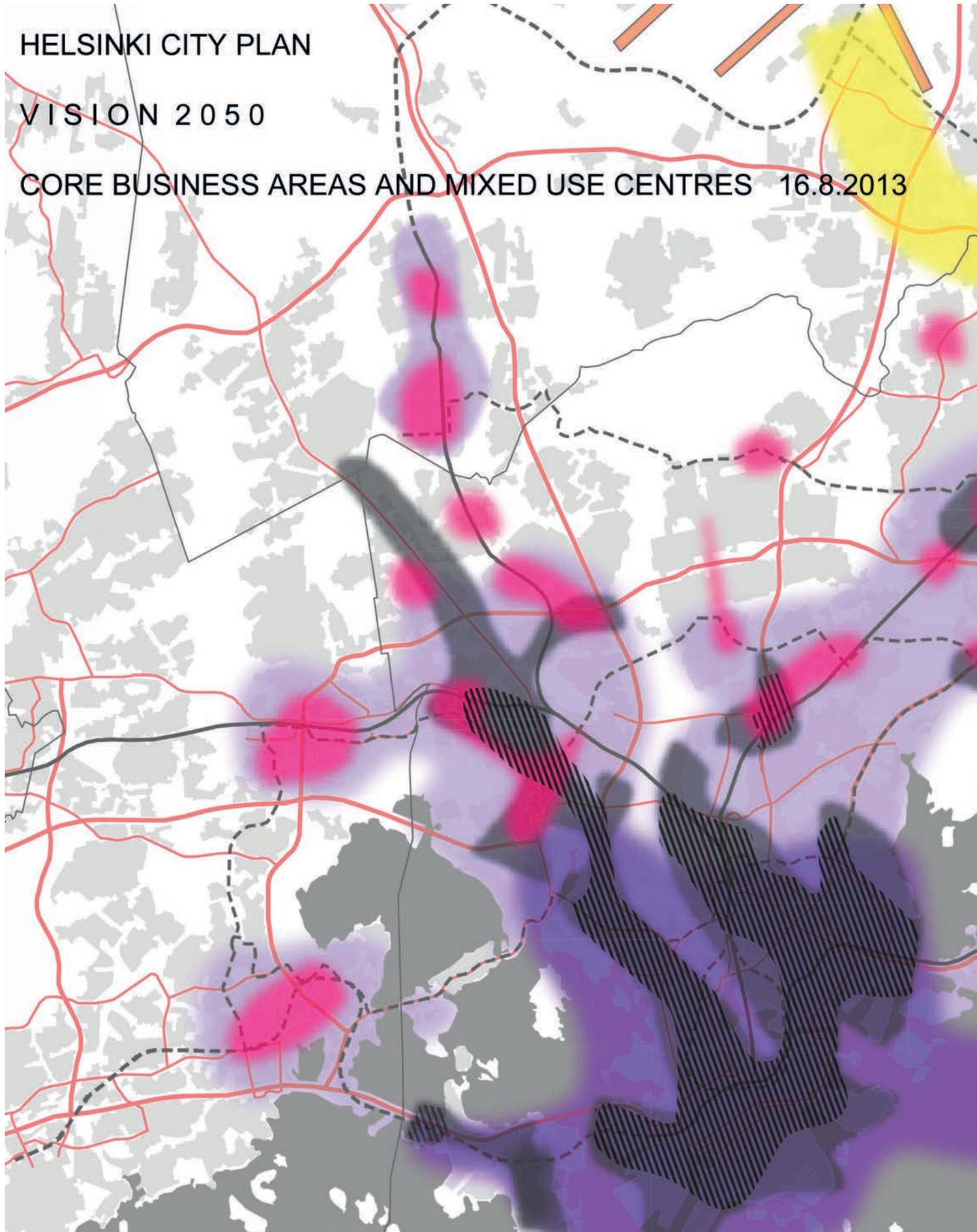
Thriving industry and commerce provide the foundation of the city's vitality. The future Helsinki is a city with a diverse economic structure, in which functionally different businesses can find attractive operating environments. While the central areas may have the highest productivity, thriving business operations can be found throughout the city. The starting point is the strengthening of existing industrial and commercial areas. Significant investments in public transport have significantly improved access to key business zones, reinforcing business hubs.

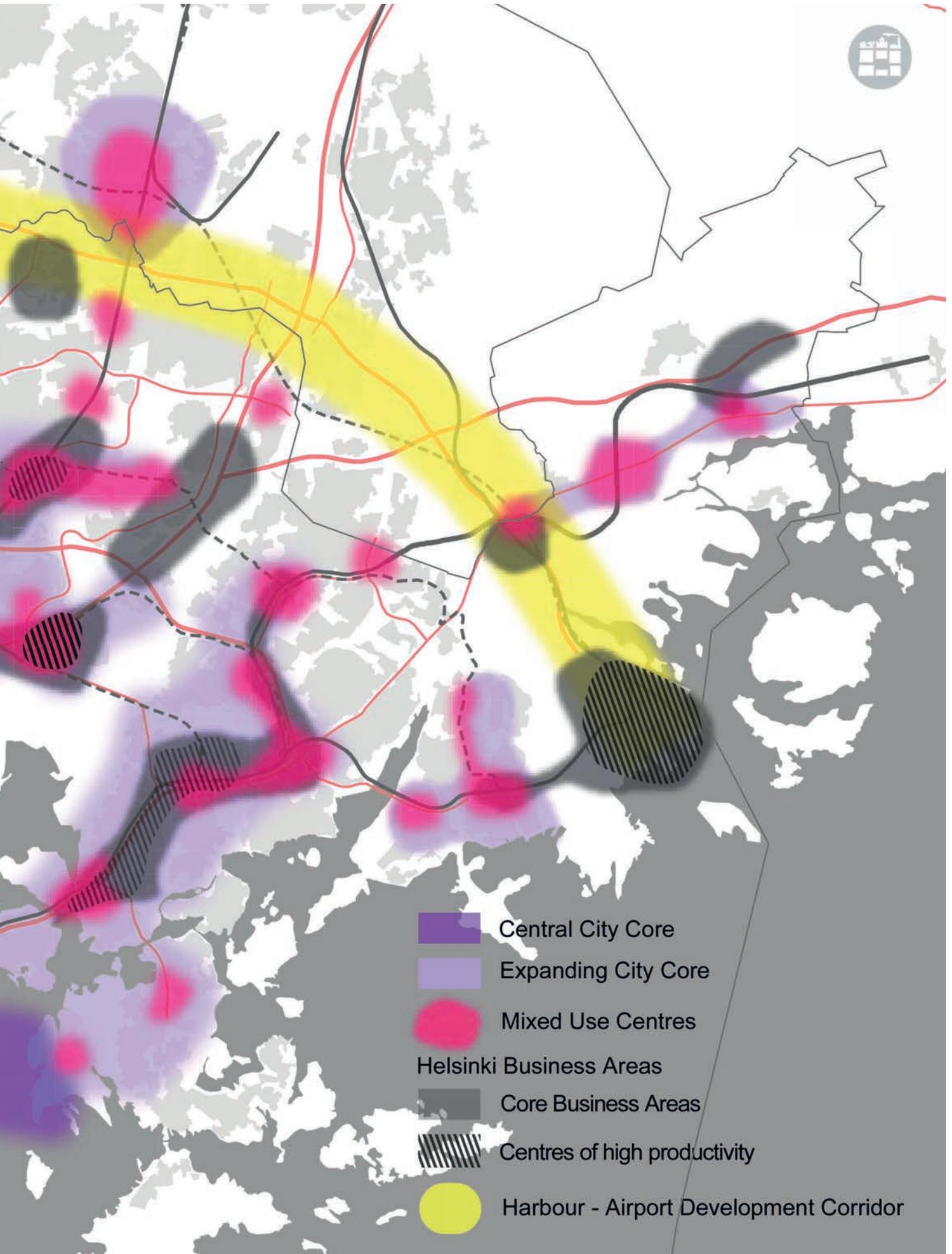


HELSINKI CITY PLAN

VISION 2050

CORE BUSINESS AREAS AND MIXED USE CENTRES 16.8.2013





From suburban to urban centres

The Helsinki region of 2050 is an internationally attractive metropolitan area, with the City of Helsinki at its heart. The region has a multi-centre urban structure, with several attractive and diverse centres in addition to Helsinki's central areas. The starting point is the development of existing centres. The objectives are good local services and easy access to services. There is a heightened sense of the importance of good urban life and the environment.

The centres are concentrations of mixed housing, work, services and recreational activities. They offer suitable facilities for small and medium-sized businesses and organisations. Building efficiency is high, and construction enables the development of urban street space. Larger concentrations of commercial services are located in the centres, where they can be easily accessed on foot or by public transport or bicycle.

These centres are also easy to reach from other parts of the city. The centres are interwoven into a tight network by means of efficient rail and bicycle routes, making efficient transport a competitive alternative throughout Helsinki. Transport has been designed in terms of walking and cycling: they offer a competitive alternative to both the private car and public transport.

The centres form a tight, functional network, yet are distinctive. The expanded central city areas are still the heart of the region. The growth in specialisation and urban productivity experienced in these parts of the city benefits the entire nation. Even though dependence on one centre has been reduced, and the region comprises centres other than central Helsinki, it still represents the strongest, most attractive core for business, job density, trade, commerce, specialised services, tourism, culture and the urban metropolis. Central Helsinki is also a place for high-quality, attractive housing. The central areas are very easy to reach on both the regional and international level.



Central Malmi, picture by Simo Karisalo

Development vision for the surroundings of the Kåpylä station, Christina Suomi



Commerce and services

In 2050, nearby services in Helsinki are easy to reach. Daily services such as groceries and other necessary services are located within walking distance. Almost all city residents have a grocery store within 500 metres' walking distance. Specialty stores are concentrated in regional and local urban centres and, partially, nearby centres.

The expanding central Helsinki will be the nation's nerve centre also in the future. The largest centres outside central Helsinki constitute independent centres with their own services, workplaces, specialised services and commerce. People from other areas visit these centres to use services. They may have a regional impact. The district centres (local centres) have a large population base and increasingly independent services. They also feature specialty stores and services. The objectives for these areas include the placement of workplaces, increasingly varied services and a mixed urban structure, including streetside business premises. The district centres primarily serve the residents of the district in question and the nearby areas, but they are partially specialised, distinctive urban centres. This means that not all centres need to have all possible services; people can use services located in other centres in the region. Nearby services centres, on the other hand, are important concentrations of everyday services located near stations and the more significant malls, for instance. The supply of groceries and other everyday services is emphasised in these.

New central Myllypuro, housing and business premises next to the metro station, picture by Marja Piimies



Aleksanterinkatu, picture by Marja Piimies





Salmisaari is a developing top productivity area in Helsinki, picture by Suomen Ilmakuva Oy

Internationally competitive Helsinki

Thriving industry and commerce provides the foundation of the city's vitality. The Helsinki region of 2050 is an internationally competitive and attractive metropolitan area. Industry and commerce in the region are specialised, and urban productivity is increasing. The economic structure is diverse, and different kinds of businesses can find attractive operating environments. Helsinki operates from the starting points of reinforcing current concentrations of workplaces and businesses being easy to reach. The city has also developed into a stronger tourism destination.

Successful business operations require a versatile and competent labour force. The Helsinki of 2050 offers an abundance of attractive and varied housing options, preventing the availability or price of labour from becoming hindrances to successful business operations. In addition to the most productive area, central Helsinki, other parts of the city also feature successful businesses. From the perspective of sustainable transport, the key business zones are very easy to reach.



The Herttoniemi business area in winter 2010, picture by Simo Karisalo



Containers in Vuosaari Harbour, picture by Vuosaari Harbour

If we adopt the goal of the future Helsinki having the same number of jobs in proportion to its population now, Helsinki should have around 560,000 jobs with a population of 860,000. This would mean around 180,000 new jobs and an estimated 5.4 million km² of additional commercial facilities by the year 2050 in Helsinki. The majority of these facilities would be office and business premises, with the rest being industrial, warehouse and other facilities.

The large conglomerations of workplaces are central Helsinki and its expansion zones the Jätkäsaari-Ruoholahti-Meilahti area, the Pasila-Ilmala-Käpylä-Metsälä area, Vallila-Kalasadama, the Roihupelto-Herttoniemi area, and the Pitäjänmäki workplace hub project and are the key business zones of the future. These are also the top productivity areas, in which so-called economies of agglomeration, resulting from density, can be utilised. The Vuosaari Harbour business area and the related Ring III logistics area have seen development and expansion as logistically significant areas.

The placement and development of functions related to maintenance, repair and manufacture that are essential to a diverse economic structure is still possible in the dense Helsinki of the future. Helsinki is home to diverse business areas aimed at new and fledgling businesses. These functions are rarely located in the most expensive central zones; they require smaller, more inexpensive premises.

Pitäjänmäki, picture by Pirjo Ruotsalainen



Community maintenance

Now and in the future, the operations of organised communities and, particularly, urban environments are based on efficient maintenance provided for residents and other communities by state and private sector operators. Examples of maintenance functions include health care, provisioning, commodity supply, energy supply and technical maintenance. The city plan's vision and, through that vision, the realisation of the urban structure is significant with regard to the arrangement and efficiency of maintenance.

The city grows and densifies within its boundaries. At the same time, the need to provide various kinds of maintenance and construction services grows. These entail the procurement and delivery of production factors, production, distribution, and the processing and final disposal of material left over from these activities. All maintenance activities require a physical infrastructure.

In order to carry out maintenance, we need different types of reserved spaces. From the perspective of maintenance, the densification of the city's land use activities means increased likelihood of conflicts related to lack of space. Lack of space may be physical or functional, in which case activities causing environmental disturbances in the maintenance chain fit increasingly poorly in the proximity of other land use activities. Lack of space may easily result in tasks in the maintenance chain's beginning and end being transferred farther away from the geographical location of the maintenance need in question. Regarding this, maintenance will become regional, while its internal urban structure is spread out.

In a densifying city, maintenance activities near the actual maintenance needs will increasingly move underground. In the maintenance chain, the need for automatic maintenance and clarifying the utilisation potential of surplus material will increase. In this respect, the likelihood of the maintenance infrastructure becoming more expensive will grow.

Regional, comprehensive maintenance that requires a physical infrastructure requires increasing investments in maintenance reliability and the management of exceptional conditions. Centralisation increases the need for information maintenance.



Roadworks in Itäkeskus in 2010,
picture by Simo Karisalo

Maintenance provision requires planning, organisation and cooperation. As the urban structure densifies, the likelihood of the appearance of friction factors related to the implementation of maintenance will increase, making maintenance provision more challenging and more case-specific.

Maintenance provision requires funding; the current primary models of funding are tax funds and fees collected from parties requiring maintenance. The city's growth will increase the need to tend to maintenance infrastructure repair needs and adaptation flexibility. In meeting these needs, funding models are sensitive in different ways, since they react to economic fluctuations in a different manner.

According to the vision, the amount and proportional share of areas constructed as urban areas will increase. This will increase the need for the provision of top-quality maintenance services that are the most expensive to implement.

The region will grow and densify alongside Helsinki. This will further increase the need to review the possibilities of implementing the maintenance provision infrastructure in a decentralised rather than centralised manner. The likelihood of unit sizes growing will increase in the actual provision units of regional maintenance. However, this does not automatically signal a decrease in provision unit costs. Decentralisation of the urban structure at the beginning and end of the maintenance chain is likely to increase maintenance unit costs. Regionalisation may increase the operational costs of those parties directly in need of actual maintenance provision facility services.

The further centralisation of actual maintenance provision units will increase the need to focus on operational reliability. Centralisation will increase the need for system-level long-term planning in order to ensure the capacity of central facilities used for maintenance operations currently implemented in this manner. Examples of maintenance operations currently implemented on the scale of Helsinki include water and waste management and public transport.

Guidelines

Helsinki will be developed in the direction of an urban network city by means of the city plan. The city's dense, urban and mixed structure will be expanded beyond the project areas, increasingly farther away from central Helsinki and, simultaneously, in the surroundings of the other centres by densifying their structure and enabling services and workplaces in these areas. In addition to the urban environment, being easy to reach on foot or by bicycle or public transport will be stressed when allocating locations for commercial services.

The centres will be connected by means of the city's rail network or bus routes. In addition to the region's internal connections, the Helsinki region will be more tightly linked with the international transport network via Baltic Rim sea and rail connections and by maintaining Helsinki-Vantaa Airport's role as a node between East and West.

The structure of the centres will, in some cases, undergo significant revisions in order to create an urban environment. The urban environment will be developed from the perspective of pedestrians and cyclists. At the same time, a stricter parking policy will be adopted in the centres, while also creating zones of pedestrian streets. The network of pedestrian streets in central Helsinki will be expanded.

The role of streets within centres will be transformed from a divisive factor into a unifying factor; land use will open up to the street instead of turning its back to it. The identities of the different centres will be reinforced by applying different plan

solutions in these centres and taking cues from their historical layers and local appeal factors. The development of these centres into urban environments will raise the quality of green spaces, while also creating urban recreational environments.

The key factors for achieving a dense service network are adequate population density and store unit size. Services will benefit from proximity to one another. These easy-to-reach services are also diverse; there are many services within walking distance in one place. They form clusters in the urban structure, especially at intersections of pedestrian traffic and various modes of transport, and in conglomerations of housing and workplaces. These locations should be favoured with regard to the placement of services, while also enabling services in the locations. Regarding store and service construction, a style of construction featuring other functions such as housing or workplaces in the same buildings should be favoured.

To ensure successful business operations, the city plan must enable and support the creation and placement of businesses and jobs in Helsinki. This will require a sufficient supply of suitable facilities, and a high job density in the most attractive areas. An adequate supply of business facilities will particularly be ensured in the city plan in the highest productivity areas, central Helsinki, and the areas indicated in the theme map, such as Roihupelto, Herttoniemi and Pitäjänmäki.

A diverse economic structure will be enabled and ensured in business areas suitable for various kinds of business. The key business zones will be identified, while showing commitment to their future development. The diversity of industry and commerce will be ensured by means of the city plan.

Since the demand for housing is always high, competing for space with business activities, Helsinki will prepare itself for the transformation of some business zones into an environment with mixed activities, in case changes within business sectors result in the relocation of business operations to more optimal locations.

Being easy to reach is crucial with regard to business activities, albeit that the definition of this changes from sector to sector. Access to key business zones will be improved by creating an efficient rail and bus route network. The preconditions for business activities will be enhanced in the centres, featuring good transport links. Business activities will also enrich and diversify these centres.

Synergy between business and universities will be reinforced by creating the preconditions for business activities in the proximity of research and by forging good connections between these worlds. The positive effects of the harbour and airport will be utilised by enabling business activities near them.

Sufficient space reservations, adapted to other land use functions, will be allocated to maintenance and various maintenance chain tasks. The operational reliability of maintenance will be maintained and improved, while also seeking new funding solutions and regional operation and implementation models.

Service, pickup and delivery traffic related to commercial premises will be taken into account in the planning phase, enhancing the efficiency of operations and minimising the adverse effects arising from these by allocating predetermined delivery places and times.

CITY OF SUSTAINABLE MOBILITY

In 2050, Helsinki's internal, national and international reachability is primarily based on fast and efficient public transport connections. Transport is principally based on sustainable modes of transport: walking, cycling and public transport.

Pedestrian zones have been expanded in central Helsinki and the network city's other centres. The city is a place for people to meet, gather and live. The pedestrian city is a good city. All planning starts with the pedestrian, since walking is part of every travel chain.

Helsinki's transport system complies with the city's strategic goals. The objective is to enable the development of an ecologically and functionally sensible city on the basis of the current infrastructure. Unrestricted freedom of movement by any mode of transport will not be possible. The overall efficiency of the transport system has been improved, with the various modes of transport having been more closely integrated with one another. Park and ride parking for bicycles and private cars is easy and fast.

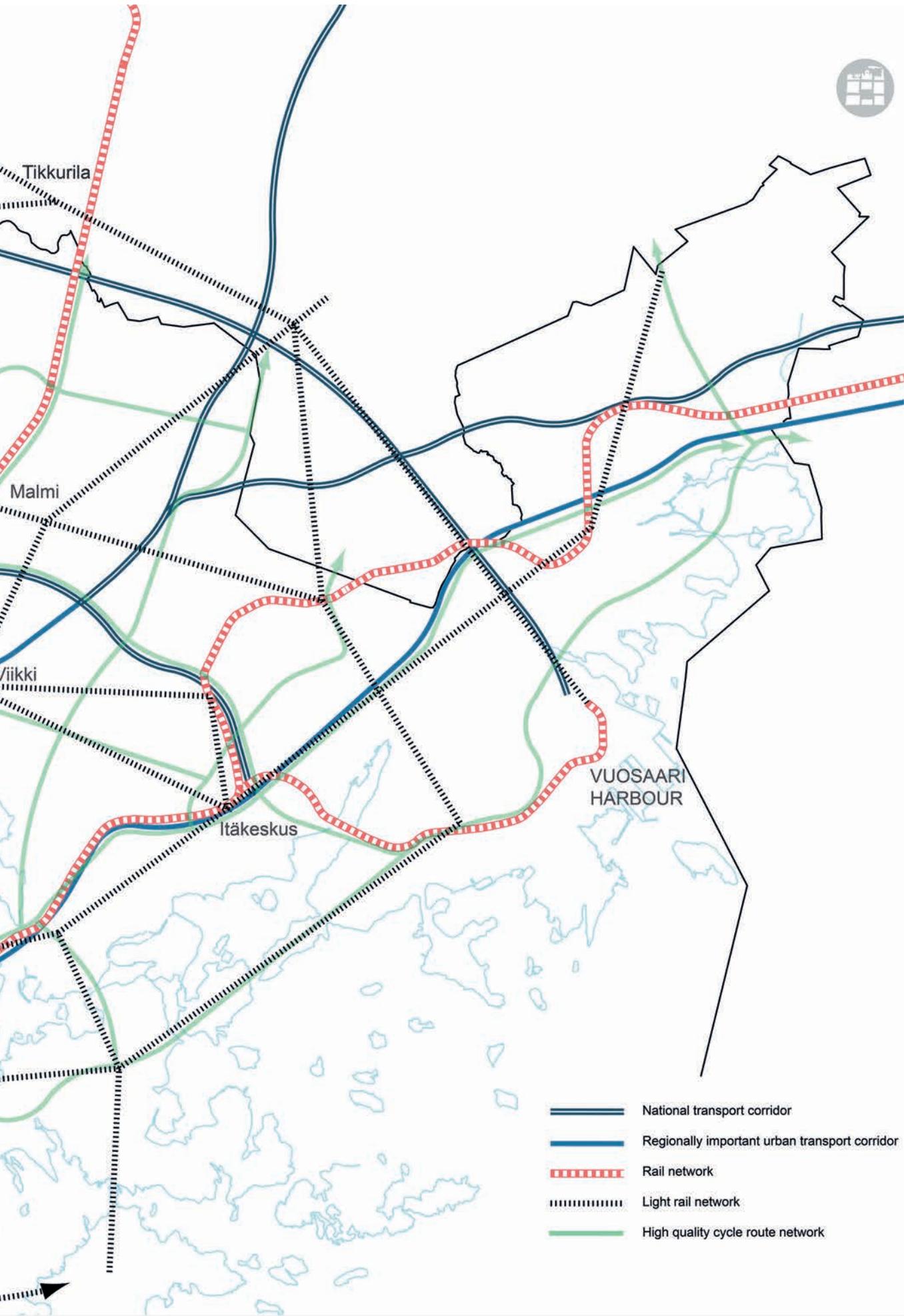
Substantial investments in public transport and cycling have rendered car ownership unnecessary for many people. Using your private car is still an option, but sustainable modes of transport provide genuine competition. Pricing is used to influence people's choice of transport mode. Projects promoting public transport, walking and cycling are prioritised in connection with transport investments. The majority of private cars are electric or hybrids. The electrically assisted bicycle, the electric scooter and other electric means of transport have become more common. Goods delivery and distribution occur in accordance with schedules by means of delivery methods suited to the urban environment. Dedicated delivery places and delivery times exist for these purposes. Deliveries have been assembled into more efficient units, and maintenance traffic has been banned from pedestrian zones.

The service level of water transport has increased along with the development of the city's seaside areas and archipelago. The water transport network has been effectively integrated with the rest of the public transport network. Moving between marine areas and the mainland is easy.

The 2050 transport system integrates an uncomplicated public transport network, cycling, private cars, Demand Responsive Transportation, shared vehicles, city bikes and walking into a seamless whole, in which travel chains have been optimised via efficient transfers. City residents can purchase the "transport package" of their choice, similar to current mobile call/data packages. Smart transport is a part of everyday life.







Public transport network city

Helsinki is a networked public transport city featuring smooth and comprehensive internal and regional transport connections. In 2050, sustainable transport can be used for reaching most destinations falling under everyday transport. These conditions have been achieved by investing in and prioritising sustainable modes of transport and dense construction that is based on public transport. Traffic emissions have been reduced by means of cleaner vehicle technology and by increasing the share of sustainable modes of transport.

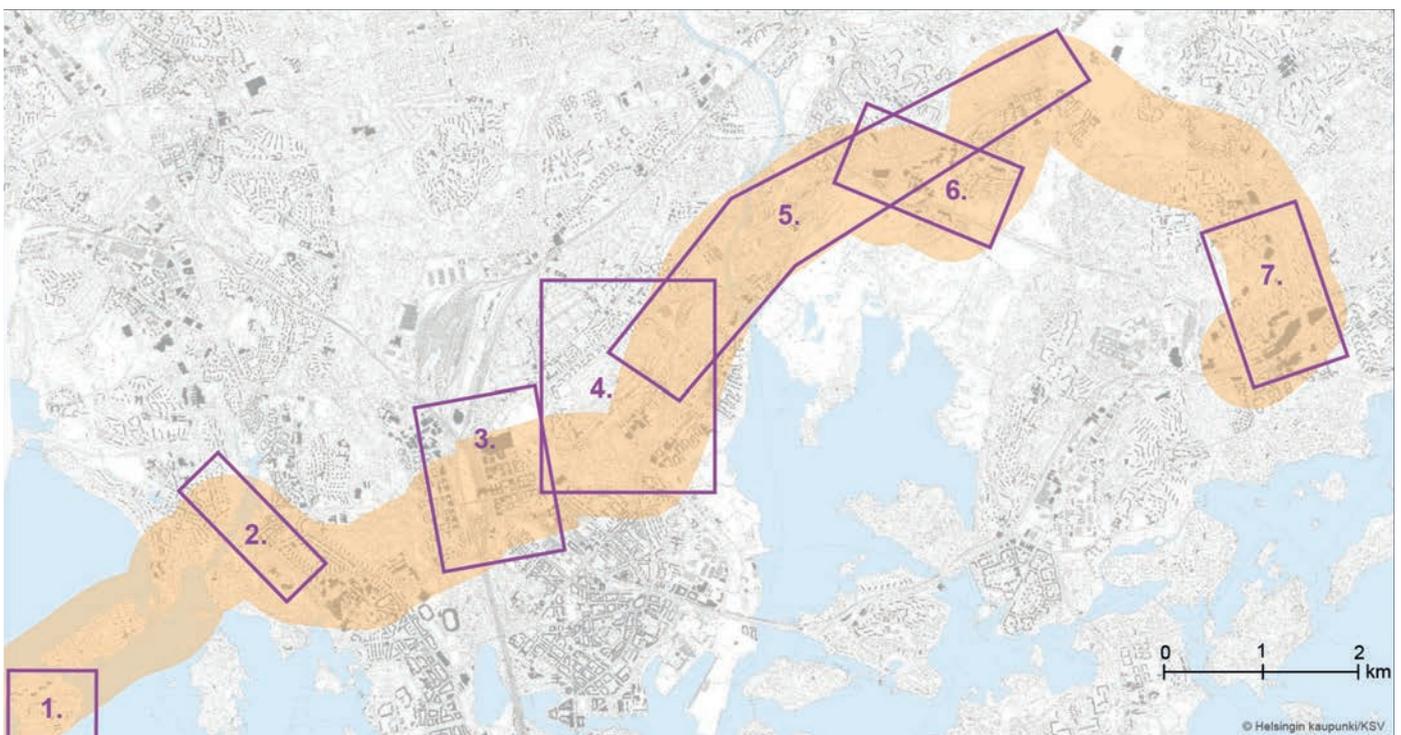
In the current circumstances, reachability by car is substantially higher than reachability by public transport. In 2050, residents have been provided with significantly better options for reaching their desired destinations and services by means of sustainable modes of transport. City residents must have equal opportunities for reaching different services regardless of factors such as car ownership, income level or their area of residence in Helsinki.

Public transport routes are primarily based on the rail network, complemented by bus connections. The train and metro networks have been developed to serve the most heavily trafficked routes. A light rail network complements the heavy rail system, especially on transverse routes. It is comprehensive, linking together the most significant centres, business zones and recreational services. The public transport system is not only substantially easier to understand, it is also more reliable and flexible. Central Helsinki is still very easy to reach, but the number of buses running directly to these central areas has seen a significant drop.

Supplementary construction in the suburban centres will have a significant impact on the transport system outside the current central parts of Helsinki. Supplementary construction has transformed the current suburban centres into centres featuring mixed services and buildings located along streets. The transport system has adapted to the city's development. Many express roads have become more street-like, and a tramline has been constructed in the same transport corridor. Local tram traffic also exists outside Helsinki's current central areas.

Key business zones are very easy to reach by means of public transport. Comprehensive connections exist between centres.

The so-called science tram's development corridor - key development areas and intersections, Sakari Jäppinen



The street network and car transport

The principle behind Helsinki's street network is to conjoin the most significant centres in a network-like formation. The street network has evolved to cover the entire city in an integrated manner. New connections have been created in the developing centres and between the current city districts. The transport system will develop to resemble a network as the central areas expand. Street hierarchy is used for directing traffic also within a dense urban structure. As the city densifies, the service level associated with public transport and the cycling network has increased, while the share of private cars among the modes of transport has fallen. Car owners, no longer all residents, are responsible for the costs of residential parking. Parking associated with business and office premises is controlled by means of maximum norms, in addition to minimum norms.

Expansion of the densifying structure outside current central areas has been supported by reducing the total area reserved for transport and freeing up space along major express roads for construction purposes. The main express roads running within the city's structure are an integral part of the urban environment, and their blocking effects have been markedly reduced. The entry-route environments located within Ring I have been transformed from something resembling an express road into urban streets, where new construction demarcates the street space. The transport corridors featuring entry routes often also include a tramline. Driving speeds have been reduced.

The adverse effects from traffic emissions and noise have been reduced from their current levels. The reduction of driving speeds and strict norms for engine noise, including heavy traffic, have brought traffic noise levels down. Air quality has improved as the growth of traffic volumes has stalled. At the same time, use of studded tires has decreased, while the efficiency of street cleaning has been enhanced. The restriction on heavy traffic and partial replacement of buses with trams have contributed to the reduction of particulate emissions. Owing to technological development, car engine emissions are but a fraction of the current emissions, which helps in bringing construction closer to the street.

New land use envisioned for
Hämeenlinnanväylä - "the Mannerheim
boulevard" - in 2050, Tapani Rauramo



The expanding central areas and transforming suburban centres require the street network to be adapted. In 2050, dense urban environments demarcated by buildings also exist outside Helsinki's current central areas. The principle of urban transport planning is applied in transport planning, with the quality and safety of the street environment prioritised over the transfer capacity of transport.

The number of accidents has continued to fall due to the reduction of driving speeds and other measures improving traffic safety.

Central Helsinki areas can still be reached by means of a private car, but their reachability by means of public transport has improved in proportion to private cars.

The cycling city

Bicycle riding is a genuine option, supported by the dense urban structure and first-rate bike routes in the urban environment and recreational areas. Cycling's benefits to society are undeniable, meaning that the extensive investment programme has paid for itself many times over. Dedicated bike lanes are reserved for bicycle traffic on all busy streets, facilitating efficient and safe bicycle riding. Forming a significant part of the street network, quiet local streets provide cyclists with the opportunity to share the carriageway safely with other vehicular traffic.

The share of cycling has seen substantial growth thanks to the developed quality passageway network, improved winter maintenance, and the proliferation of electrically-assisted bicycles. In addition to shorter journeys, bicycle commutes of over 10 kilometres are also common and popular.

The cycling network has two different levels. One of these is the local network whose purpose it is to enable transport to rail network stops, workplaces and services. The other is the quality passageway network, especially designed for moving fast over longer distances.

Cycling quality passageways connect the growing suburban centres with one another and central Helsinki areas. The quality passageways are straight high-standard routes that feature excellent signage and are kept clear throughout the year. These passageways enable fast, safe and evenly-paced cycling by using current park, rail and main-road corridors as well as those under construction. Cycling conditions in the street network have also been markedly improved.

City bikes are a part of the efficient public transport system. All rail transport stops provide residents with the opportunity to park their own bicycles. Major stations also have bicycle centres which, in addition to supervised parking, also offer maintenance services.



Cycling to hobbies, Myllypuro Sports Park, picture by Simo Karisalo

National and international connections

Helsinki boasts world-class national and international sea, land and air transport connections. Helsinki in 2050 is still Finland's most significant hub for internal rail, car, bus and air transport. Rail transport connections to other major Finnish cities are fast and frequent. Efficient motorway routes exist between the largest cities. Rail transport has the particular advantage of offering direct connections between centres.

In 2050, Helsinki is one of the major interchange stations in the Nordic region. Connections between key international-transport hubs, such as the airport, ports and central Helsinki, are well-designed and efficient. The advantages of Finland's short flight times to Asia will be diminished if the interchange connections to boats, trains and other parts of the city are not fast and efficient. The rail transport network links traffic junctions together, while also providing connections to destinations outside the Helsinki region. The reliability of international interchanges has been ensured by bringing together several modes of transport at the major international traffic junctions.

Connections to St. Petersburg and Tallinn are particularly rapid and efficient. The construction of a Helsinki-Tallinn railway tunnel would connect Finland with Central Europe. In addition to the previously built motorway, a high-speed track to St. Petersburg has been constructed. The connection between Turku and Stockholm has been covered by means of a motorway, ships and trains. Helsinki's location at the intersection of the European development corridors running from east to west and from north to south has been utilised in full.

South Harbour, picture by the City Survey Department



Guidelines

A comprehensive, well laid-out rail transport system in which a light rail network complements the heavy rail network will be constructed in Helsinki. The service level of public transport routes will be maintained at a good level throughout the day. The overall reachability of workplaces and services by public transport will be enhanced. This will require substantial investments in new traffic routes and better designed interchange stations.

Solutions that prevent the growth of private-car traffic will be favoured and supported by means of land use decisions. The preconditions for parking will be assessed with an eye to increasing the share of sustainable modes of transport and promoting supplementary construction.

Traffic congestion in central Helsinki will be discouraged by raising the service level of public transport, planning sufficient park and ride facilities and restricting parking by pricing and other means. Some of the growing car traffic brought into central Helsinki by ship traffic will be transferred to Vuosaari Harbour.

The efficiency of land use in transport areas will be enhanced. Express roads slicing through the city will be turned more street-like, with space along these streets adopted for construction use. The dimensioning of streets will also be used to enable a dense urban structure. At the same time, driving speeds will be reduced to improve traffic safety and cut down noise pollution.

Improved efficiency of maintenance, delivery and pickup transport will be enabled, while also enabling the reduction of noise pollution and other environmental effects stemming from this traffic. The control and restriction of delivery, pickup and maintenance transport occurring in central city areas and, especially, on the street level in pedestrian zones, will be supported, while taking other street operations into account.

The planned cycling quality passageway network will be designated in the city plan. Cycling conditions in the street network will be improved.

Helsinki's international and national connections will be enhanced. Key international traffic junctions will be linked with one another and central Helsinki. Preparations will be made for the possible construction of a railway tunnel to Tallinn and a high-speed railway track to St. Petersburg.

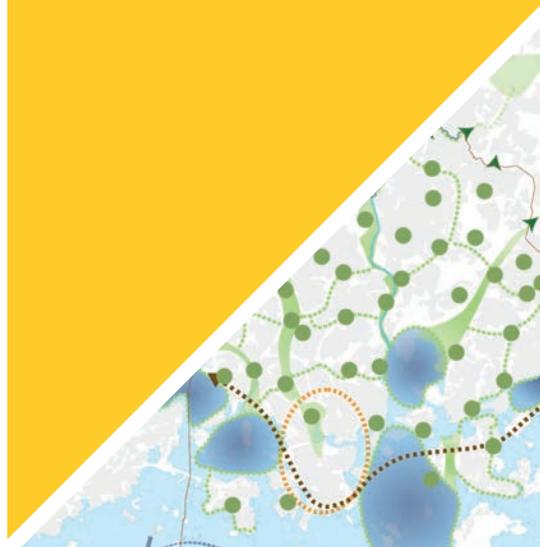


RECREATION, URBAN NATURE AND CULTURAL ENVIRONMENT

In 2050, Helsinki will be a green network city, in which green spaces, the sea and recreational services are easily available to city residents. The diversity of recreational areas and urban nature are international appeal factors for Helsinki. The goal of the city's recreational areas is to provide ecological, social and economic sustainability, quality of life and the benefits of nature to people.

The recreational network of the future comprises well-functioning recreational areas, easily accessible nearby parks, exercise and recreational services, district parks, large green spaces extending through the region ("the green fingers"), regional hiking and camping areas, safe recreational trails, and a seaside recreational zone. Various kinds of urban spaces, such as market squares, open spaces, beaches and parks, are residents' "living rooms". A comprehensive and connected green structure, including cultural environments, conservation areas and forest networks, promotes the preservation of biodiversity.

Helsinki's layers and sustainability are evident in the city. The values of cultural environments essential to Helsinki and Finland will be conserved. The cultural heritage related to Helsinki's developmental phases and the new landscapes create the living city.



HELSINKI CITY PLAN

VISION 2050

Nuuksio national park

GREEN AND BLUE HELSINKI 16.8.2013

GREEN NETWORK

-  EXTENSIVE REGIONAL "GREEN FINGERS"
-  REGIONAL RECREATIONAL AREAS AND NATIONAL PARKS
-  DISTRICT PARKS AND SPORT GROUNDS / MARITIME SPORTS ACTIVITIES
-  REGIONAL AND HORIZONTAL GREEN ROUTES

HISTORIC URBAN PARKS AND PUBLIC SPACES



MARINE RECREATIONAL ZONE



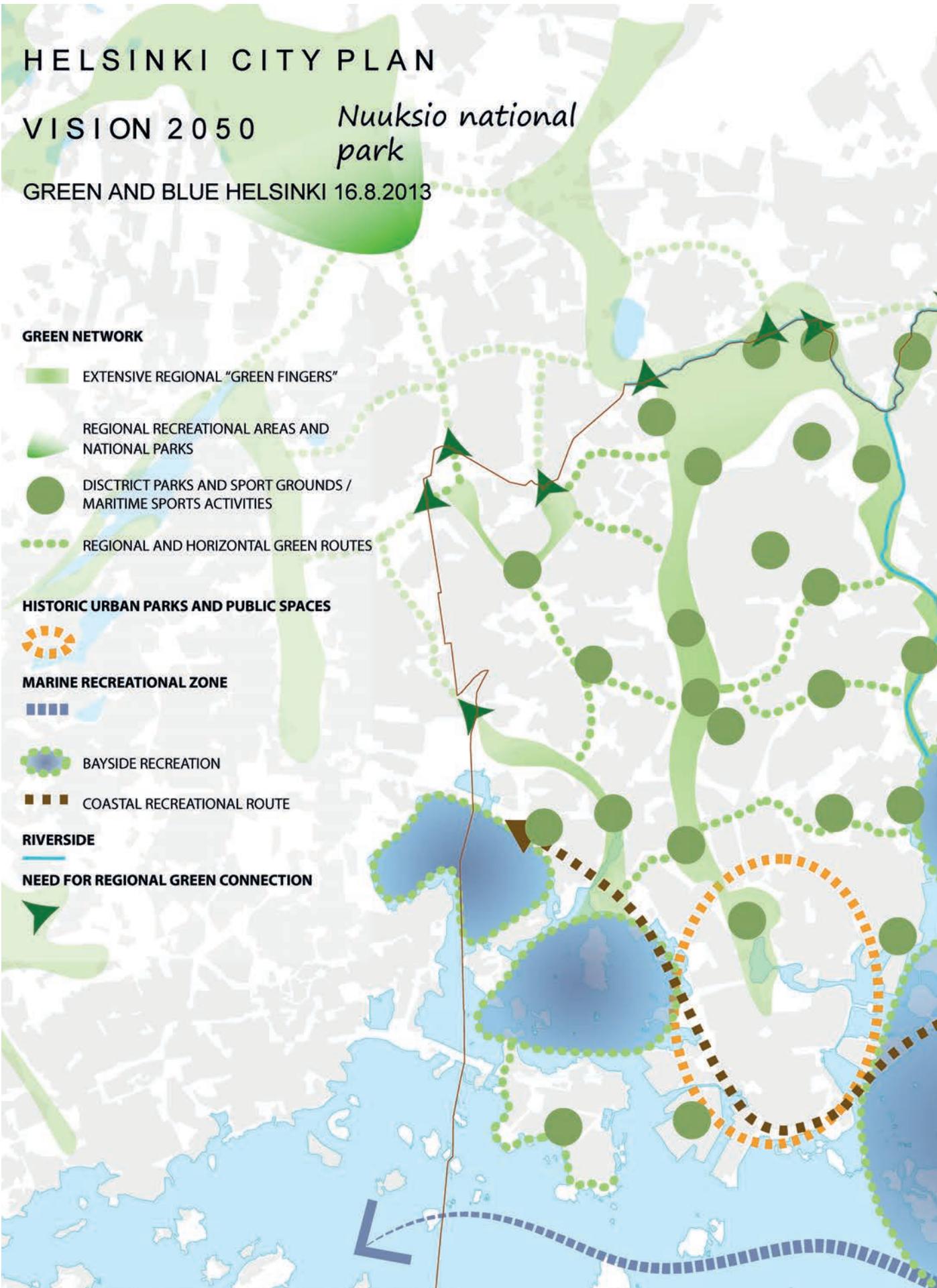
BAYSIDE RECREATION

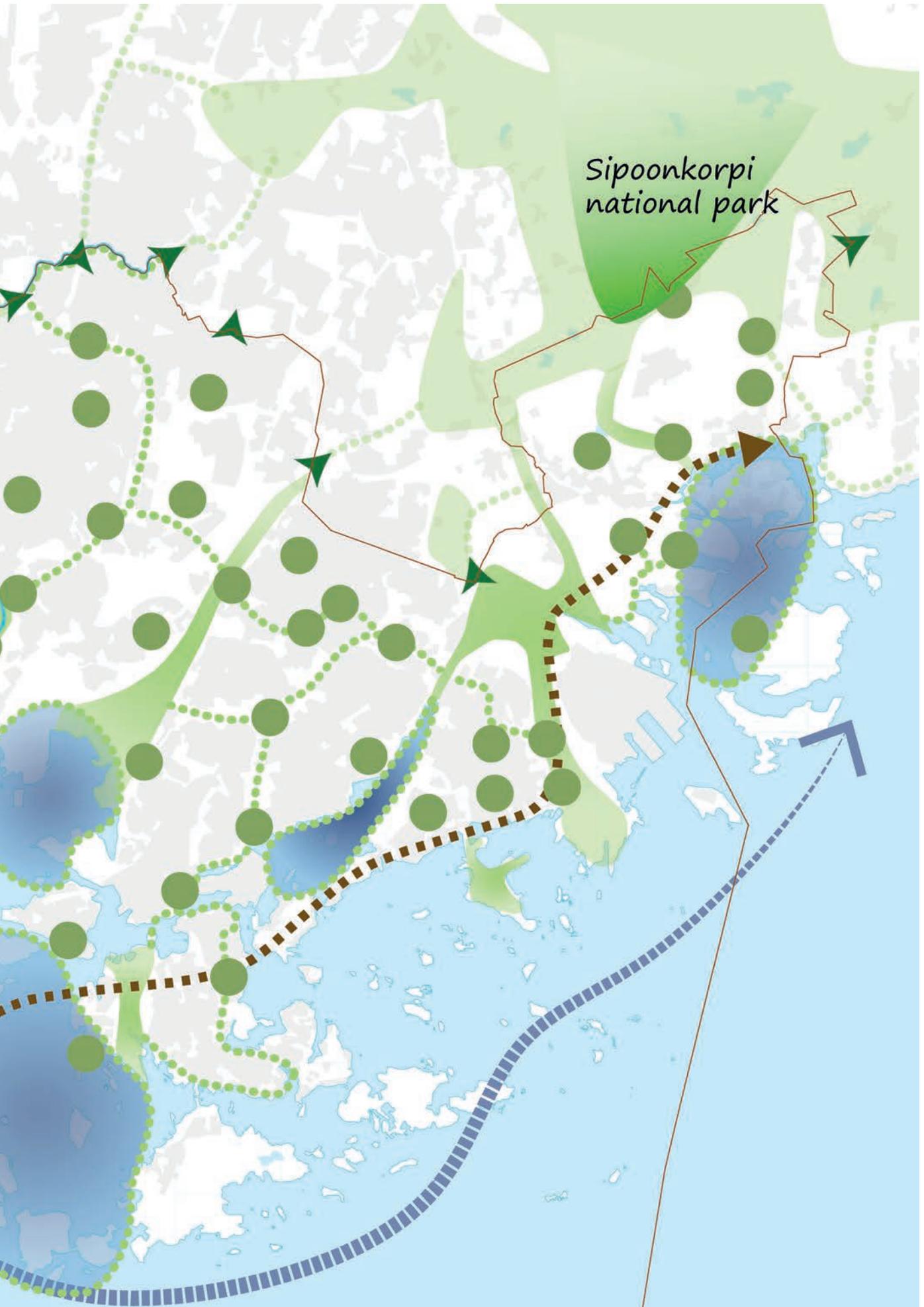


COASTAL RECREATIONAL ROUTE

RIVERSIDE

NEED FOR REGIONAL GREEN CONNECTION







Maunula, picture by Simo Karisalo

Green network city

In 2050, Helsinki is a green city by the sea. The diversity of recreational areas is an international appeal factor for Helsinki. The new city plan has enabled the green network city, in which green spaces, the sea and recreational services are easily available to city residents. The goal of the city's recreational areas is to provide ecological, social and economic sustainability, quality of life and the benefits of nature to people.

The recreational network of the future comprises well-functioning recreational areas, easily accessible nearby parks, exercise and recreational services, district parks, large green spaces extending through the region ("the green fingers"), regional hiking and camping areas, safe recreational trails, and a seaside recreational zone. Green spaces will be developed as functional entities, especially within the dense urban structure. Seaside pathways, promenades and the pedestrian zone in central Helsinki, together with related services, and the recreational and exercise services that are easily available throughout Helsinki also provide recreational possibilities.

Comfortable and beautiful surroundings and first-class public outdoor spaces provide a backdrop to diverse urban life and the promotion of physical and mental health. Seasonal changes add colour to outdoor activities. The landscape draws people to live, visit and operate their business in Helsinki. Urban landscapes typical of Helsinki will be developed in accordance with Helsinki's characteristics.

Various kinds of urban spaces, such as market squares, open spaces, beaches and parks, are residents' "living rooms". Pleasant residential environments and residents' opportunities to engage in active and sustainable urban life are a key element in planning.

The sea and nature are important to Helsinki's residents, but they also serve as appeal factors, distinguishing Helsinki from other European capitals. As the urban structure



East Helsinki is home to many mansion parks.
The Jollas mansion in Laajasalo, picture by
Marja Piiimies

densifies, the sea and the recreational zone comprising Helsinki beaches and the archipelago will provide opportunities for developing recreational services. Use of the sea, beaches and the archipelago for recreational and tourism-related purposes will be promoted. Seasonal changes, as they relate to the sea, will enrich the range of recreational possibilities.

The densified city has also been able to conserve the natural environment and city forests. There are “green connections” from all parts of the city to larger green areas such as the Sipoonkorpi and Nuuksio national parks. Urban forests are one of Helsinki’s strengths that should be considered as a competitiveness factor and part of the recreational network also in the future. A comprehensive and connected green structure and forest network promote the preservation of biodiversity.

Cultural environment

The historical layers of the built environment, and the various types of built environments created thus are key identity factors for Helsinki. Helsinki’s unique characteristics as a European capital include the Cape of Helsinki, forming a valuable area with notable significance in cultural history. This area represents Helsinki’s oldest building stock, featuring diverse architecture. Key parts of the Cape area are based on the Empire grid street plan. Regarding the entire city, Helsinki’s architectural heritage stands out because of its young age, as compared to continental Europe. Twentieth century modern architecture is an essential element of Helsinki’s image and identity.

The key points with regard to Helsinki’s history and the development of its architectural heritage are its characteristic low-slung silhouette and the fact that it is located by the sea. Helsinki has a robust legacy of garden art, including mansion and villa culture and historical parks. Helsinki is home to one World Heritage Site, the Suomenlinna island.

The values of cultural environments essential to Helsinki and Finland have been conserved. Layers, architectural quality and sustainability are evident in Helsinki. The cultural heritage related to Helsinki's developmental phases and the new landscapes create a living city in 2050.

Guidelines

The densification of the city requires the determined development of recreational areas. A development projection for recreational areas (VISTRA) will be drafted to serve as the basis of the city plan. Its central themes include the green network city, the valuation and operational and qualitative development of green spaces and recreational areas, the preservation of the cultural values of the landscape, responding to climate-change challenges in urban spaces, the protection of the biodiversity and the landscape, rain water management, and the development of beaches, the archipelago and marine areas.

The densification of the urban structure requires Helsinki to stress quality instead of amount with regard to recreational areas. The densifying urban structure requires unfragmented green spaces and city parks of high functional quality, since the importance of these as recreational environments will increase.

Green spaces, the sea and recreational services must be easily available to all city residents. Multifaceted recreational areas and exercise parks attract people to engage in exercise and activities, while allowing them the chance to maintain their physical and mental well-being. Urban parks are active environments for activities, culture and nature. Biodiversity and the diversity of the landscape must also be safeguarded in the future. Helsinki's green spaces will have an even more significant role with regard to climate change control and adaptation to it and the preservation of biodiversity.

The large unfragmented green spaces extending through the region ("the green fingers") will be developed as diverse recreational and outdoor areas, while taking into account sites that are significant with regard to cultural history, the landscape or biodiversity. The forest network, conservation areas, and areas significant with regard to biodiversity are included in the recreational network.

Public transport links to regional hiking and camping areas and national parks as well as recreational trails within them will be improved. Outdoor recreational and ski trails located within "the green fingers" will be connected to the regional network. The number of safe and efficient pedestrian and recreational trails will be increased, in addition to cycling trails. Transverse recreational connections will also be developed.

Urban historical parks and new public urban spaces serve as everyday meeting places for city residents and stages for culture, events and tourism. The seaside trail and trails located in recreational areas will be developed, while utilising the marine cultural environment for recreational and tourism-related purposes. Helsinki's status as a city by the sea, along with its natural and cultural-history sights will be the city's specialities and strengths also in the future. Helsinki's status as a seaside city must be enhanced by increasing the opportunities provided by the sea, the archipelago and marine recreation, and by making Helsinki's marine environments easier to reach from all parts of the city.

The values of cultural environments essential to Helsinki and Finland will be conserved as part of the changing and densifying city.

HELSINKI'S SEASIDE AREAS

In 2050, Helsinki's seaside areas form an active part of the city and can be easily reached by city residents. The city's seaside areas will be developed as functionally versatile places offering opportunities for recreation, entrepreneurship and housing throughout the year. Coastal areas and islands are easy to reach as the water transport network is integrated into the public transport system.

Helsinki's seaside areas provide great opportunities for vibrant and successful business operations that efficiently use local specialities.

Helsinki is an important port city, serving as both an export and import port and a passenger cruise port. All of Helsinki's ports feature efficient transport links to central Helsinki, railway stations and airports. Marine and seaside recreational activities are flourishing, and the city offers great conditions for growing small-craft boating and diverse water sports.

More Helsinki residents have the opportunity to enjoy a seaside living environment and a wider range of seaside housing options. Living by the sea is a popular option. Housing supply has increased, while the range of housing options has grown. People live by the seaside and the archipelago on both a permanent and temporary basis.

The city by the sea offers top-flight recreational areas that are easier to reach than currently. Helsinki's valuable seaside architectural heritage has been preserved. It functions as part of the recreational and tourism service network, providing reference points to Helsinki's history as a seaside city.

The city's extensive seaside trail ties all the seaside recreational areas together. New islands opened up for recreational use offer inhabitants and visitors the chance to get to know the Helsinki archipelago.

The Gulf of Finland's vulnerability has been taken into account on a long-term basis in all activities, and the ecological status of the Baltic Sea has improved.

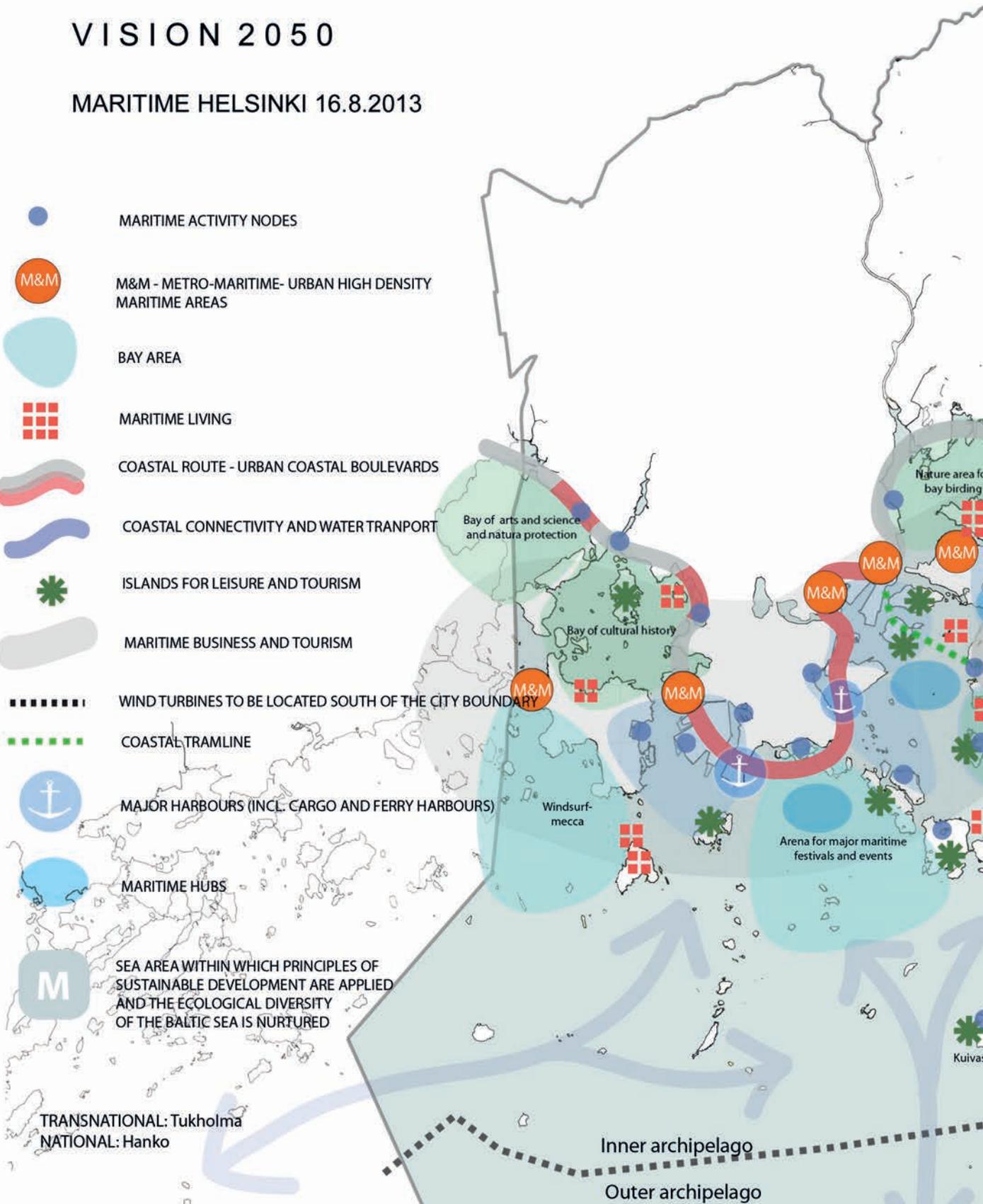
Helsinki is prepared for the potential consequences of climate change, including increased sea levels and extreme weather.

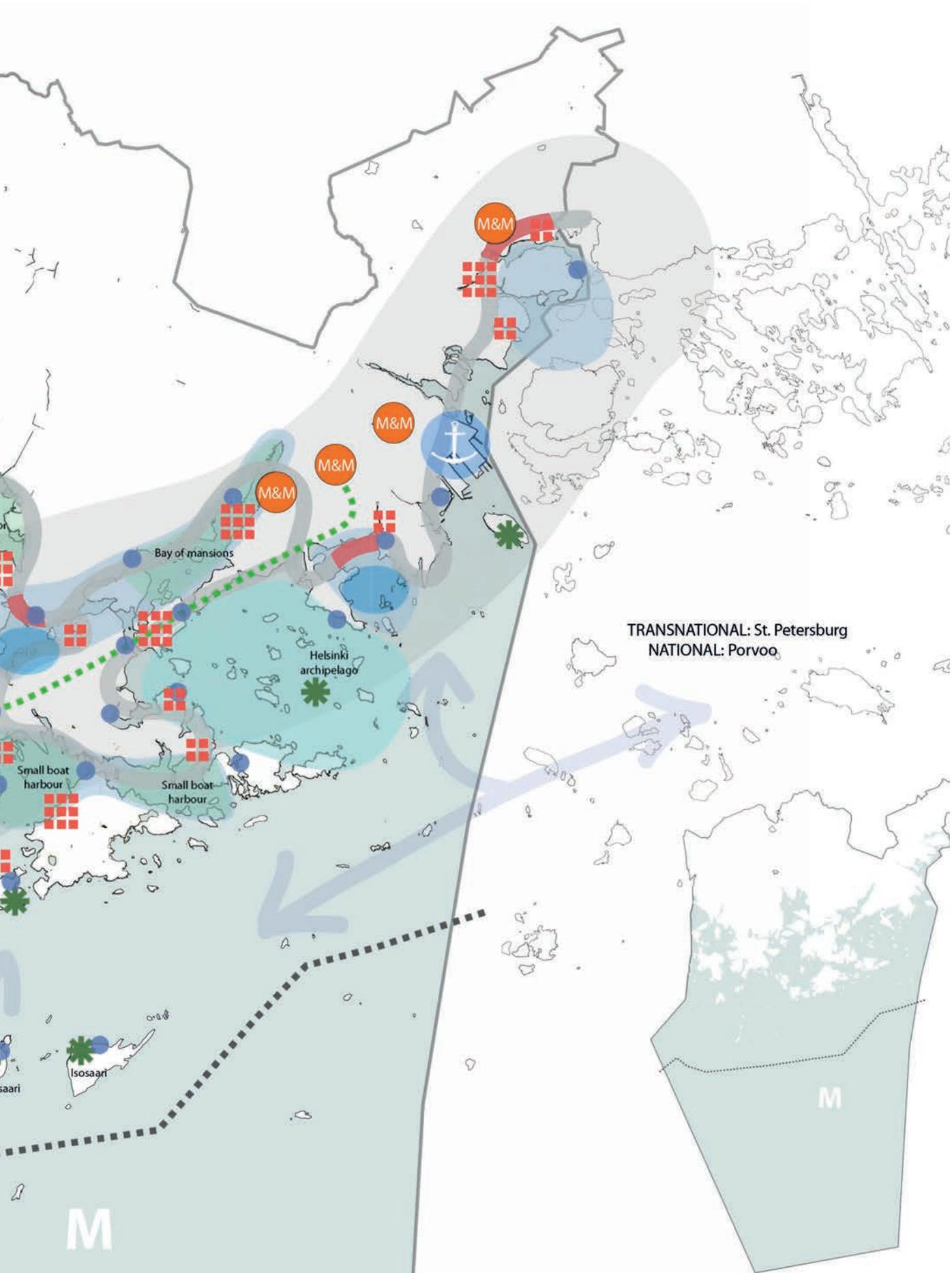


HELSINKI CITY PLAN

VISION 2050

MARITIME HELSINKI 16.8.2013





Seaside areas: easy-to-reach, active places for residents

Helsinki is known as the Pearl of the Baltic Sea. Helsinki's seaside areas are, accordingly, some of Finland's nationally important landscapes. Helsinki's seaside location has been a part of the local mental landscape since the inception of the city. Still today, the sea is very much present in everyday life in Helsinki, with all residents living within 10 kilometres of it. The sea will continue to offer unique opportunities for Helsinki's residents in the future.

In the future, city residents will find seaside areas easier to reach and use. This will ensure the development of Helsinki seaside areas as vital parts of the city. They will provide diverse opportunities for recreation, entrepreneurship and diverse housing.

The water transport network will be integrated into the public transport system, ensuring efficient connections between marine and mainland Helsinki. The efficient public transport system will extend from the network city's "sea & metro" junctions to Helsinki's coastal areas and beyond, to the archipelago. The fact that they are easier to reach will improve the development options in seaside areas and the Helsinki archipelago. New transport links will enable transport by sea more than is currently possible; new pier networks, bridges and routes will be integrated with other development.

In 2050, seaside areas constitute a part of the city that is open to everyone and whose spatial features range from busy urban beach boulevards to untouched natural environments. The coastal zone and archipelago are stages for active life, featuring residential and working areas, parks, cafés and public saunas—without forgetting natural landscapes perfect for quiet relaxation.

Helsinki's seaside areas feature recreational values unsurpassed anywhere in the world. The seawater's low salinity and the fact that the sea freezes over, a trait typical of arctic latitudes, only add to the uniqueness of these areas. The archipelago is a delicately-featured mosaic of land and water, divided into the following landscape zones: landlocked bays, open waters, the inner and outer archipelago and the open sea. The quality of Helsinki's seaside recreational areas has improved, with new transport links guaranteeing they can be reached from places farther away. The activation of the coastal zone has created new services for recreational users. The coastal trail, covering the entire city, ties the seaside recreational areas together. It can also be easily connected to neighbouring municipalities' own coastal trails, thus integrating it into the Baltic Sea's great network of coastal trails. New islands opened up for recreational use offer inhabitants and visitors the chance to get to know the Helsinki archipelago.

Helsinki's valuable seaside architectural heritage has been preserved. It functions as part of the recreational and tourism service network. Numerous areas that are significant in terms of cultural history, architecture, and landscape culture—including mansions, parks, gardens, national parks, and parts of the naval and mainland fortress chain—offer reference points to Helsinki's history as a seaside city.





Seaside winter living in Aurinkolahti, Vuosaari,
picture by Simo Karisalo

Urban living in the summer in Aurinkolahti,
picture by Simo Karisalo

Expanding range of seaside housing options

In the future, more of Helsinki's residents will have the opportunity to enjoy a seaside living environment. In 2050, people live by the seaside and the archipelago on both a permanent and temporary basis. Housing supply on the coast has increased, while the range of housing options has grown. "The city by the sea" offers more innovative housing solutions from floating houses to car-free island communities. In addition to floating housing, different and attractive housing experiments have been enabled in certain seaside areas. There are also opportunities for new types of solutions in coastal areas. There is room for mobile housing, for instance. Instead of cars and parking spaces, the city's most significant seaside areas are populated by residents and recreational users.





Sea port in September 2013, picture by Marja Piimies

Helsinki ports and maritime activities contribute to well-being

Helsinki is a port city that acts as both an export and import port and a passenger cruise port. Cruise liners bring multitudes of tourists to Helsinki, while also ferrying Finns away to the Baltic Sea's coastal cities. The West and South Harbours serve tourists and business travellers in particular, while Vuosaari is mostly reserved for freight traffic, although some passengers, especially those travelling by bus or private car, also pass through. All Helsinki ports feature efficient transport links to central Helsinki, railway stations and airports. Helsinki's stable political conditions and reliable high-quality services ensure excellent operational preconditions for shipowners.

The Port of Helsinki is Finland's foremost consumer goods port, serving the entire country. It is linked with the entire country's logistical system via efficient, environmentally friendly transport routes. Harbours also reinforce Helsinki's position as one part of the Tallinn-Helsinki twin city.

Small-craft boating is a popular pastime. The dense network of small-craft ports, which are easy to reach by public transport, provides urban boat owners and visitors alike with berths and boat ramps. Annual summer boating events also bring joy to residents not lucky enough to own a boat. Challenges related to the docking and winter storage of boats will be taken into consideration.



Vuosaari Harbour, picture by the City Survey Department

A more active seaside Helsinki provides great preconditions for flourishing business operations

The city by the sea offers diverse opportunities for successful business operations. Helsinki's handsome seashores support exceptional business endeavours. Business operations range from the vibrant restaurants of the urban beach boulevards to nature tourism in the archipelago and local-food production—fishing! Visitors' marinas and small-craft and archipelago maintenance functions are dotted seamlessly along the coastal trail. Local specialities have been taken advantage of. Among the world's capitals, Helsinki's clean waters, seasonal changes, and canoeing and boating opportunities have gained a reputation across the oceans.

The ecological status of Helsinki's marine nature improves

The valuable landlocked bays and the archipelago not only offer recreational opportunities for Helsinki's residents, but also have enough space for genuine nature. The Natura areas and the archipelago's multitudinous birdlife and diverse flora provide residents with experiences and opportunities for nature tourism and camping. The conservation islands' ban on landing during nesting periods, the protection of the islands crucial to the outer archipelago's flora, and channelling of recreational activities to sustainable trails have served to preserve the islands' unique natural environments for future generations.

In addition to nature above ground, the condition of the seabed has improved, enabling the recuperation of underwater nature. The vulnerability of the Gulf of Finland has been taken into account in planning on a long-term basis, and the ecological status of the sea has improved. In 2050, seaside Helsinki is known for its clean waters.

Helsinki is prepared for the potential consequences of climate change. In spite of the performed corrective measures, climate change will advance for some time. However, Helsinki is well prepared for its consequences, such as rising sea levels and extreme weather phenomena.



The Hietalahti dock in winter 2013, picture by Marja Piimies



Tourist water bus transport next to the Market Square, picture by Marja Piimies

The Helsinki archipelago, picture by Eira Seppälä



Guidelines

In the city plan, seaside Helsinki will be developed as an active part of the city. The formation of urban seashores will be promoted by reserving less space for traffic and more for people. The city's central areas will be cultivated as urban seashore areas, while natural shores are developed as first-rate recreation hubs and quiet zones. Maintained and untouched urban local beaches will be planned for the recreational needs of residents living nearby. The natural features of sea bays will be emphasised with regard to the development of housing, recreation and business operations.

Seashore functions and services will be gathered along the coastal trail, covering the entire city. The versatile, easy-to-reach "sea & metro" junctions will be developed as concentrations of seaside operations, bringing together land and sea.

The development of the archipelago will be enabled by creating the basic infrastructure required for services, workplaces and housing. New islands will be opened up for recreational use and developed on the basis of these islands' characteristics as residential, summer-living, cultural, recreational, exercise and sport or retreat areas, for instance.

The seaside network city needs good connections. Efficient rail transport links will be created in Helsinki's ports to ensure the operational conditions of industry and commerce.

The development of Helsinki's ports and maritime activities in maintaining the region's well-being will be supported.

From the perspective of residents and tourists, extension of the Kruunuvuorenranta tramline to Vuosaari via Vartiosaari would create an impressive seaside transport connection, contributing to the idea of the network city. Along the archipelago tram route, new residential areas would alternate with glorious natural landscapes.

The operational conditions of water transport will be expanded by developing seaside and marine tourist attractions and constructing a comprehensive network of piers. The number of visitors' marinas, local winter-storage facilities and archipelago service docks will be increased to maintain the infrastructure related to the development of archipelago tourism.

New and alternative locations for seaside housing will be sought in the coastal areas, marine areas and the archipelago. Floating houses and other innovative housing options will be seen in certain marine areas in the future. Vartiosaari and Kivinokka can be sites for high-quality seaside housing and recreation in the heart of the region. Further into the future, Melkki could enable an altogether novel concept for seaside housing.

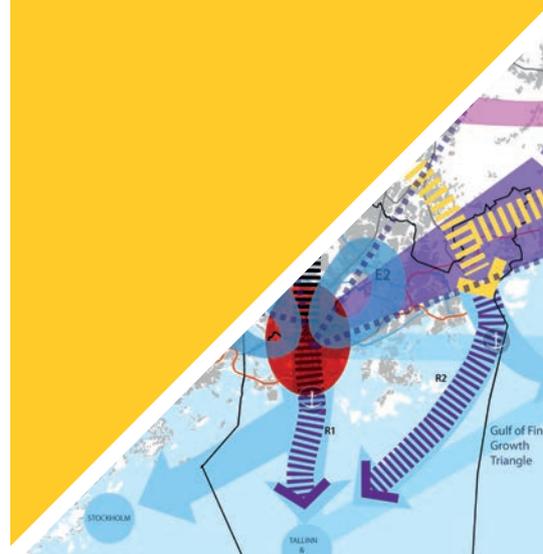
The placement of large-scale windpower installations in open-sea areas will be enabled to curb climate change and provide cleaner energy solutions.

INTERNATIONAL HELSINKI AND HELSINKI AS PART OF THE REGION

The Helsinki of 2050 is a dynamic, internationally competitive and well-respected main national hub and a part of the international network of cities. Helsinki is growing as a centre for high-quality business operations and a stage for cultural and recreational events. Helsinki's international high-quality international air, rail, road and maritime transport connections enable easy access to other parts of the metropolitan area, other Finnish cities and across national borders. Rail and maritime transport connections via Tallinn to Europe and the developing Asian flight connections are particular strengths for Helsinki tourism and business travel.

Supported by public transport, central Helsinki is a densely built, easy-to-reach premium-quality environment providing international companies with an attractive location. Moreover, the key suburban hubs have become diverse centres serving as vital links between international and local activities. Helsinki's profile as a city by the sea will develop, with the city's coastal areas offering gorgeous backdrops to entrepreneurship, pleasant recreational spots, attractive housing locations and access to the sea.

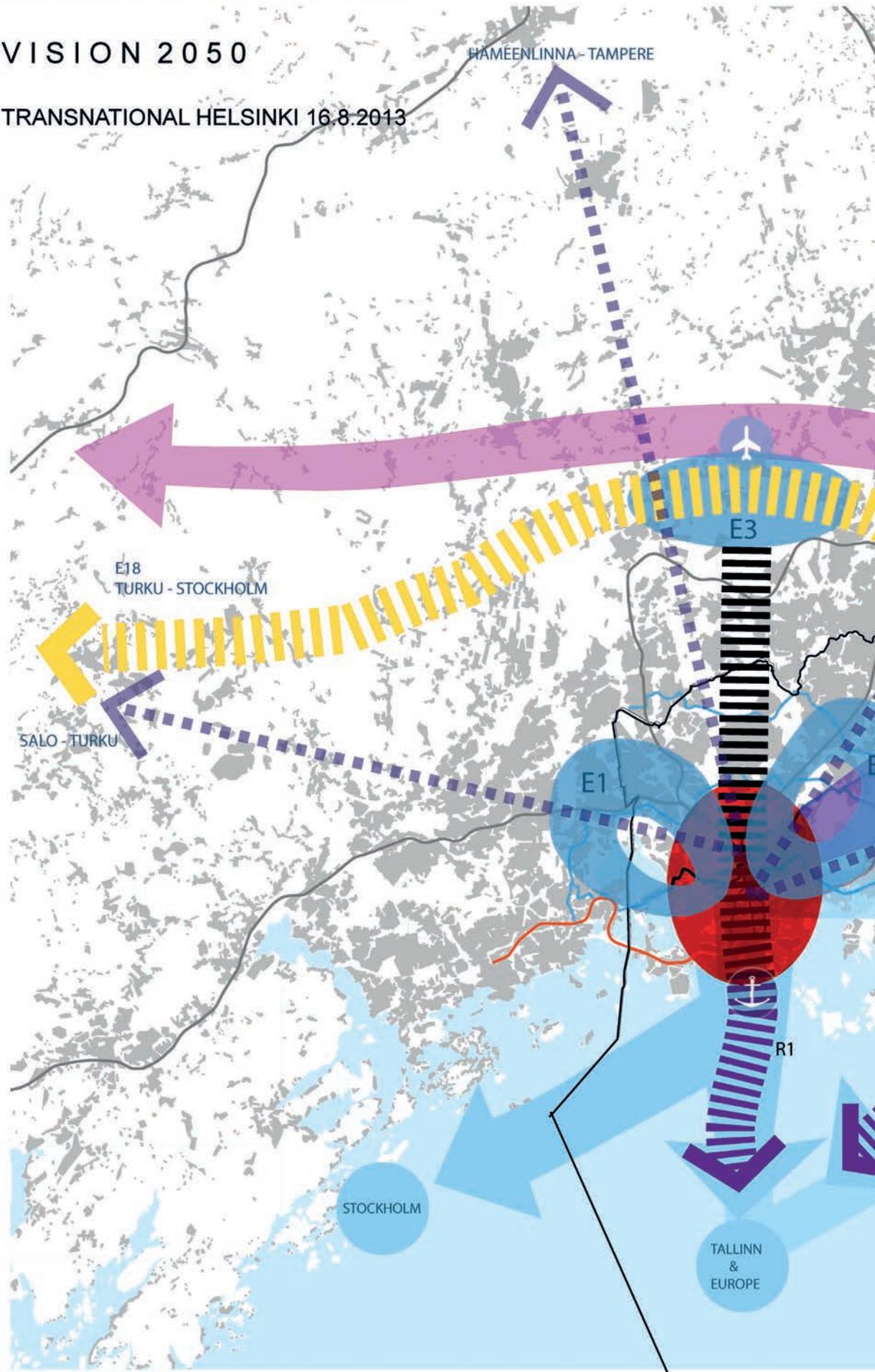
Helsinki is a part of the Gulf of Finland Growth Triangle, which provides St. Petersburg, Tallinn and Helsinki with benefits stemming from tourism, purchasing power and expertise within the area. The growing market area of St. Petersburg will generate added value in business sectors based on goods and passenger traffic between Finland and Russia. International flows of goods can be appropriately delivered to end users by using the port and the Northern European E18 logistics corridor, which combines delivery and collection flows to central Helsinki.

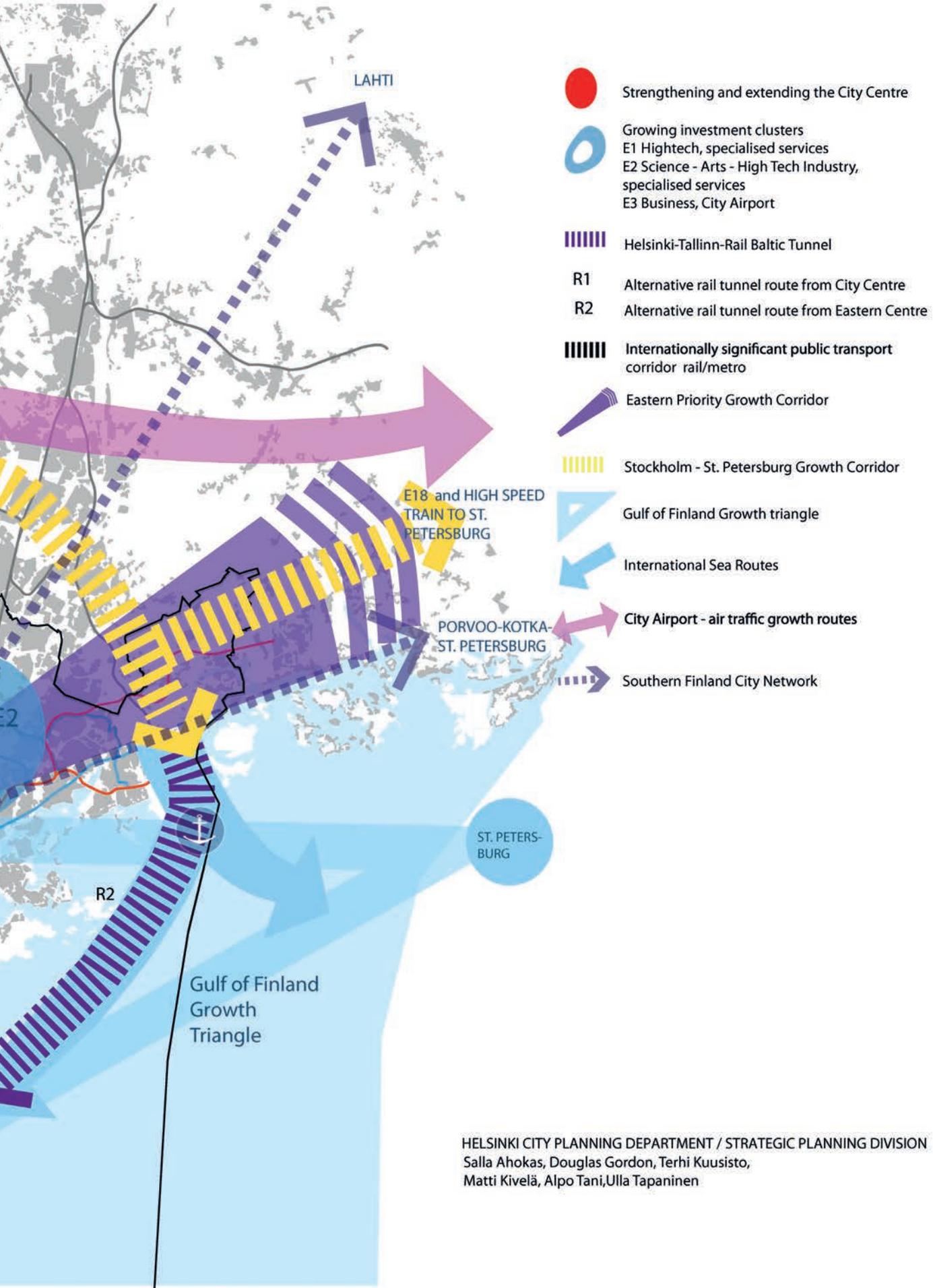


HELSINKI CITY PLAN

VISION 2050

TRANSNATIONAL HELSINKI 16.8.2013





Increasingly strong central Helsinki and expanding urban areas

In 2050, central Helsinki is still a prestigious area. It has an excellent image, it is easy to reach and its land prices are high.

The area has been reinforced as the centre of business operations by reserving extra space for growth. The operational conditions for diverse retail trade, specialty trade, and cultural, recreational and tourism services as well as significant national and international events and education have been ensured in central Helsinki. New residential areas in the city's central areas are based on urban environments and continue the tradition of dense housing dominated by blocks of flats. A mixed structure provides diverse services and additional activities in these areas.

Central Helsinki is also a hub for tourism. Central, identifiable sights draw local, national and international tourists alike. Helsinki's profile as a city by the sea is emphasised in central Helsinki. Developing sea routes take tourists to the Helsinki archipelago, and away to foreign destinations from Helsinki's premium-quality passenger ports. For day trippers, a visit to Helsinki's historical centre may represent the sum total of their Finnish experience.

The Esplanadi park, picture by Marja Pimies



Growing international investment zones and the eastern growth corridor

The investment zone sections shown on the theme map have attracted significant national and international investments that will require new construction. High-level expertise and synergy benefits have spurred on the development of a vibrant, urban operating environment, while also reinforcing regional identities. The fact that the zones are easy to reach from both regional and international locations coupled with the available plot potential has enabled strong development in these areas. Dense business-premises construction, intertwining with housing, spreads the urban structure, while also supporting the creation of an interesting, multi-centre Helsinki region.

The primary axis of development, densifying intensely, east from Helsinki. This development is primarily based on new, dense small-house areas supported by public transport, and the development of the community structure between Helsinki and Porvoo. The availability of labour has improved and business sectors have diversified. One additional factor contributing to the zone's development is the growing market area of St. Petersburg, which will generate demand in business sectors based on goods and passenger traffic between Finland and Russia.

Internationally significant city centre at the intersection of development corridors

In a global operating environment, cities will increasingly network with one another. International hubs such as the airport and ports have grown in importance, while access to these in relation to the rest of the urban structure has become increasingly crucial. Public transport links from central Helsinki to the airport and Vuosaari Harbour are fast and efficient. Seamless mass-transport interchange links to other parts of the city have been implemented.

International flows of goods require a well-functioning infrastructure around them. This enables the commodities arriving by various means to Finland to be delivered appropriately to end users. The development of the Northern European E18 logistics corridor, a route starting in Scandinavia and running east via Helsinki, has created opportunities for the development of mode-of-transport interchange centres, sorting and storage operations, and efficient connections and, further, for transit traffic heading east. Delivery and collection flows are also combined in this area.

The development of connections and operational networks between Southern Finland's most significant urban regions has provided Helsinki and other cities in the region with good opportunities for growing into strong centres on the Baltic Sea and European conglomerate cities. The achievement of this goal has required closer co-operation throughout Southern Finland. The combination of the strengths of different cities has created the conditions for the reinforcement of regional competitiveness.

Helsinki is a port city. Ports have enabled the Helsinki-Tallinn twin city to gain strength until the construction of a rail link between the cities. All Helsinki ports feature efficient transport links to central Helsinki, railway stations and airports.

The key maritime-transport passenger corridor leads to the passenger ports, located near central Helsinki. Central Helsinki's vitality is partially based on increasing tourism and business travel, helped along by the emphasis on Helsinki's profile as a city by the sea.

The Port of Helsinki is the nation's number one import port for consumer goods, and one of its most significant export ports. It is linked with the entire country's logistical system via efficient, environmentally friendly transport routes.

Vuosaari Harbour is directly linked to the logistics zone running along Ring III and from there north via the Lahdentie road. This zone offers efficient connections to all parts of Finland. Vuosaari Harbour is also available to passengers who do not find it necessary to land in central Helsinki - in other words, passengers travelling to places other than the centre by private car or public transport. Public transport links to Vuosaari have been improved. The high-speed standard-gauge Rail Baltica railway line that will be constructed between Warsaw and Tallinn will emphasise Vuosaari's key role as Finland's import and export port in the future.

The Gulf of Finland Growth Triangle and the railway line between Helsinki, Tallinn, the Baltic Rim and Central Europe

Focusing on the development of its innovation and service structure, Helsinki will grow alongside the Baltic Rim and St. Petersburg economic areas. Efficient rail and ship transport connections are necessary. What is most important is linking them with the city's transport network. Helsinki-Vantaa Airport connects the Gulf of Finland Growth Triangle to the global operational network.

The significance of international connections from Helsinki to Tallinn, and to the rest of Europe via the Baltic states, will be emphasised as the economic area develops and gains importance on the international stage. In association with the realisation of the Rail Baltica vision, a railway tunnel between Helsinki and Tallinn has become a real possibility, provided that its profitability in terms of social economy has been proven. A direct connection between city centres is absolutely essential with regard to the development of the Helsinki-Tallinn twin city. Connections via central Helsinki and East Helsinki are the alternative options for a railway link between Helsinki and Tallinn.

Vuosaari Harbour, picture by the Port of Helsinki



Guidelines

Functions and services in central Helsinki will be strengthened, while ensuring the area's appeal by reserving space for growth.

The growing investment zones' optimal accessibility from both regional and international locations and free area of land enable robust development. These conditions can be achieved by creating a multi-centre, urban structure, good transport links and space for growth.

Good connections and operational networks will be created and maintained with the most significant urban regions in Southern Finland. Transport connections and co-operation will also be ensured on the European and global levels. Important elements include connections between Helsinki and Tallinn, links to Central Europe via Rail Baltica as well as connections to St. Petersburg and to Stockholm in the west.

Besides rail transport, efficient international connections also require well-functioning air transport and ports. Maritime transport operations will be developed while emphasising Helsinki's profile as a seaside city. Public transport links to Vuosaari Harbour will be improved by extending the metro line all the way to the Harbour Centre and adding connections to the airport and the growing Östersundom area.

International flows of goods require an efficient infrastructure around them. The Northern European E18 logistics corridor and other logistics networks will be improved.

The Gulf of Finland Growth Triangle will be bolstered by offering businesses plots located in Östersundom and along Ring III. These plots, intended for production and business facilities, feature optimised rail, road and public transport connections to central Helsinki, the airport, St. Petersburg, Tallinn and to other sea routes via the port.

URBAN STRUCTURE MODEL: THE RAIL NETWORK CITY

The greatest land use potential in the city plan can be found along the current express roads, and in the airport area once Malmi Airport's operations are relocated. Finding new project areas in these areas is possible. The land use potential of motorway-like environments is estimated at millions of squares metres of floor area. Housing could be constructed for 60,000 new inhabitants.

In other parts of the city, supplementary construction plays a big role. Regarding land use assessment, the key supplementary construction targets are the areas based on the current and planned transverse public transport links. The focus is particularly on rail transport junctions, the surroundings of stations, and significant stops on the new transverse transport links. These areas comprise extensive land use opportunities, provided that the existing urban structure is boldly overhauled.

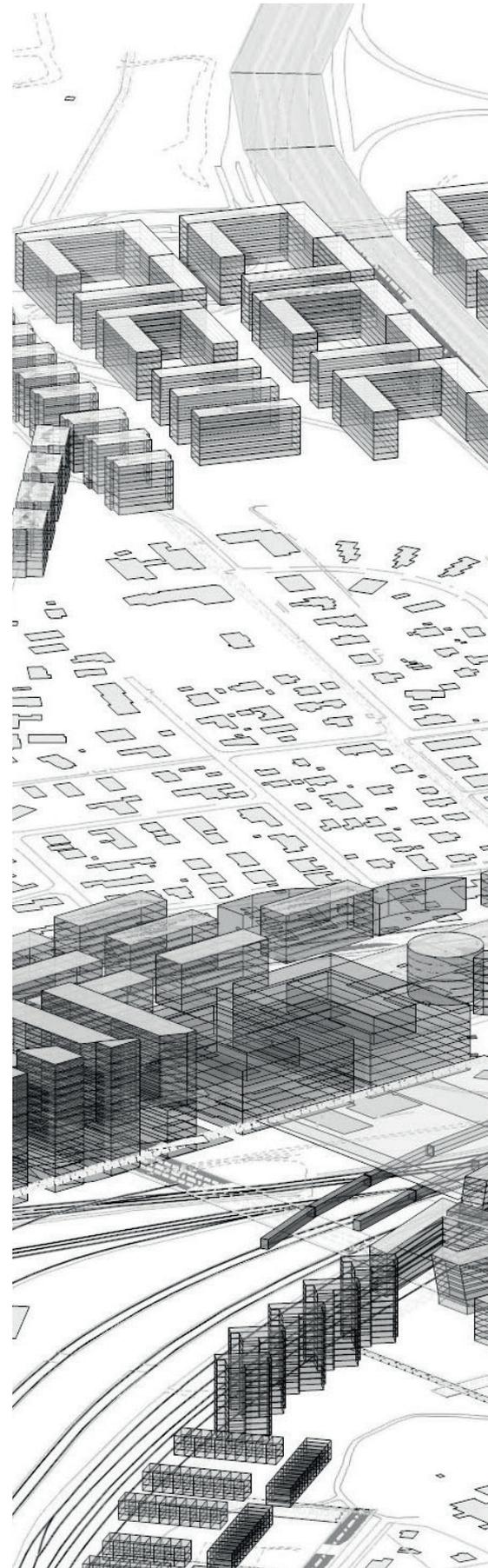
EXPANDING CENTRAL HELSINKI – INCREASING THE EFFICIENCY OF LAND USE IN MOTORWAY-LIKE ENVIRONMENTS AND TRANSFORMING THEM INTO URBAN CITY SPACE

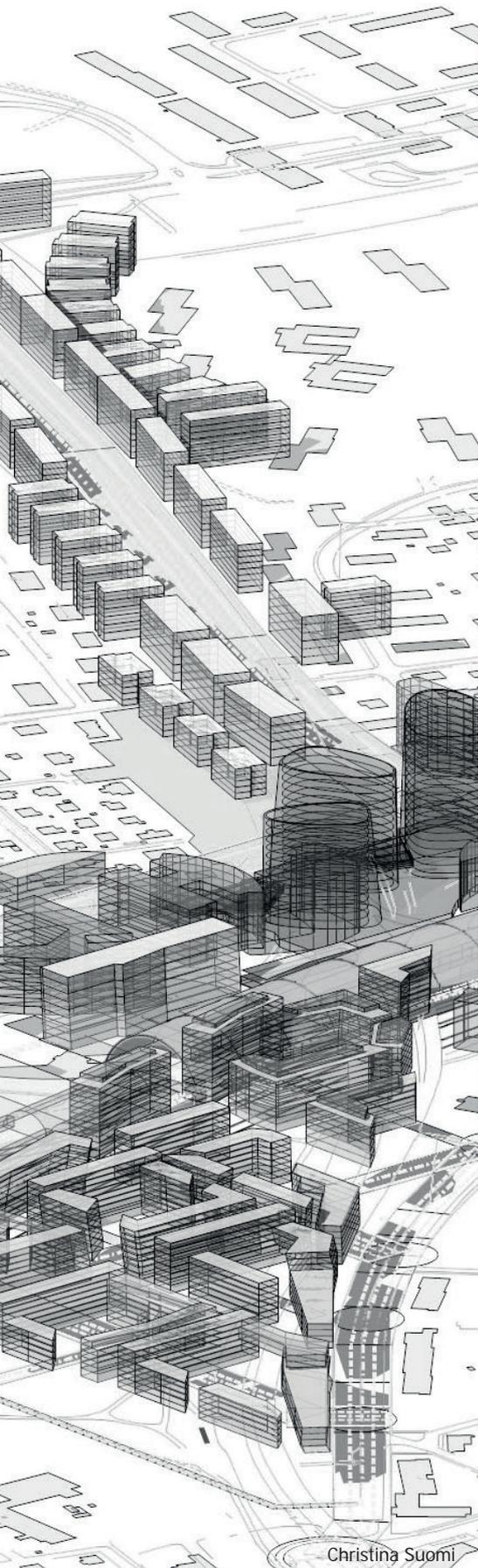
At the moment, Helsinki's largest unbroken unused areas or ones going to waste can be found in the surroundings of motorways. Due to environmental health reasons (exhaust fumes, particles, noise) and low comfort of living, housing and business premises basically cannot be constructed near these routes from the current starting point.

The Helsinki region is divided into "islands" surrounded by motorways immediately outside central Helsinki. Whole districts are isolated in between major express roads. Places are often difficult to reach, since the express roads feature exits at infrequent intervals that are implemented by means of multi-level solutions, requiring a great deal of space. Currently, motorways may even cleave districts in half, making services more difficult to reach and may, in some cases, contribute to inequality between districts. A one-level street network in which all land use, services and function are easily available is an integral part of the great urban city.

As the region expands, so do its central areas. The popularity of urban city living is on the rise in Finland. The dense and attractive block structure of central Helsinki can be expanded by putting motorway-like environments into more efficient construction use. It is a natural and ecologically efficient development path in a growing city. At the same time, the blocking effect of major express roads can also be eliminated in the suburbs. New, comprehensive solutions can be sought for reducing noise pollution on express roads.

A natural way to add to the dense urban block structure is to expand it in a circular shape around central Helsinki. This will enable smoother connecting to the street network farther away from the current central areas. The preconditions for streetside business premises, better public transport and, also, private-car traffic can also be simultaneously created. It must be recognised that the numerous entry routes no longer serve their original purpose. As traffic volumes grow, these routes no longer provide fast connections during peak rush hour—even from the perspective of motorists. Instead, driving speeds on the routes are in actual practice quite low.





Christina Suomi

Traffic in the current central Helsinki area is expected to become very congested as new project areas are constructed—even if the development suggested by current scenarios becomes reality. The transformation of motorways into city boulevards will inexorably reduce the transport capacity of private-car traffic into current areas. However, it is possible to achieve a sufficient street network transfer capacity by means of arrangements that develop public transport operations (fast tramlines and bus route connections). If an increasing number of city residents start using public transport, the remaining private cars will be able to fluently travel in the new street and urban space, despite reduced driving speeds.

Attitudes to urban transport are changing in the Helsinki region. Young people are increasingly less likely to obtain a driver's licence in Helsinki; in Stockholm, this trend is already apparent. Time spent and consumption will be directed to pursuits other than car ownership. However, urban transport requires great public transport links. The conversion of motorways and motorway-like environments into city boulevards cannot be the only solution; this whole transformation will require substituting public transport connections, such as a radial light rail network and a well-functioning transverse public transport network, preferably based on rail transport. Road tolls may also support this solution.

Reviews have been drafted concerning the transformation of motorway-like areas into city boulevards, and, consequently, the adoption of land into efficient construction use. According to preliminary estimates, this would provide a minimum of six to eight million square meters of floor area in new residential and workplace construction. This constitutes substantial land use potential, covering almost half of the residential floor area required by the city plan—even in the event that some of the buildings constructed along the former express roads are business premises.

Tunnel and cover construction are usually expensive solutions. City boulevards are cheaper to construct and they provide the most urban experience. However, they also significantly reduce the socioeconomic effects of traffic, modelled with software designed for traffic planning. In the case of some express roads, the most viable solution may be found by combining different options. However, it has been already established that the transformation of segments within Ring I into building land is justifiable in terms of social economy due to the high value of plot land in the region's central areas, provided that these areas are constructed with sufficient efficiency and primarily comprise residential construction. From the perspective of city economy, the solution also supports the utilisation and amplification of central Helsinki's economies of agglomeration.

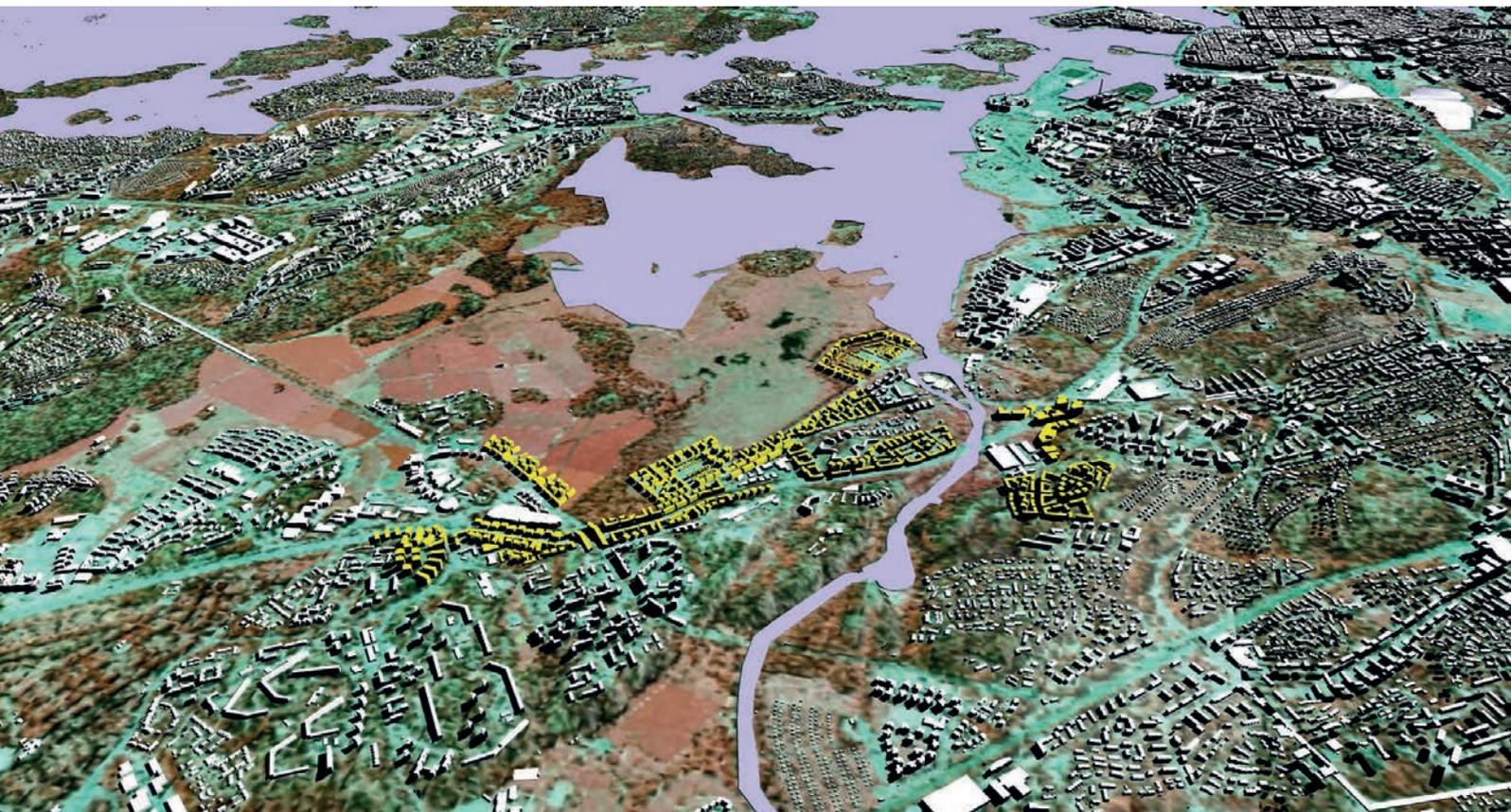
Efficient construction of areas would enable the opening of new connections between city districts, the creation of new service hubs and improved utilisation of recreational areas. The benefits gained through the integration of the city may be extensively reflected in the city's usability and appeal. The launch of direct transverse transport connections would reduce distances and make everyday life in the city easier. Routes originally built as motorways have been covered, channelled through tunnels and transformed into city boulevards all over the world to realise the economic benefits gained through increased land values and to improve urban comfort.

The surroundings of all entry routes within Ring I and Laajasalontie have been reviewed in connection with vision work. Laajasalontie is already a city street but, owing to its multi-level connections and protection zones, resembles a motorway.



Granularity image of Tuusulanväylä now and in the future in case this road is transformed into a city boulevard with an abundance of new housing and workplaces constructed along it, Virpi Mamia

A vision for Lahdenväylä boulevard plans, Jaakko Kaarala





Munkkiniemi-Haaga in 2050 according to one vision, Tapani Rauramo

SUBURBAN CENTRES TURNED INTO A CENTRE NETWORK

The Jokeri 1 bus route will become a rail line in 2020. Jokeri 2 will start operations as a bus route in 2015. The goal of the new city plan is to increase land use based on these key transverse transport routes in a manner that enables their conversion into rail lines. The route of the so-called science tram line, currently under planning, running from Otaniemi to Viikki and perhaps as far as Myllypuro or Itäkeskus and the surroundings of current stations are essential review targets.

It is crucial to transform public-transport junctions and the surroundings of key rail stops into district centres with essential services within walking or cycling distance. Travelling to services and workplaces not located in one's home district must be possible by efficient public transport. On the other hand, services and a well-functioning public transport system must be supported by dense residential and workplace construction.

The City Planning Department has drafted land use development principles for both Jokeri routes. Both are based on a light rail line. The Jokeri 2 route, initially operated with buses, will later be replaced by a light rail line. The rail link is based on the vision of a rail network city, in which various services and functions are easily available via a comprehensive rail transport network.

The land use development principles for Jokeri 1 were approved by the City Planning Committee at the end of 2011. These principles highlighted the following as the most important land use development areas: Haaga-Pitäjänmäki, North Haaga-Lassila, Oulunkylä-Maunula, Viikki-Pihlajisto and Roihupelto-Myllypuro-West Herttoniemi.

Kuninkaantammi-Kuninkaankolmio, Torpparinmäki-Tuusulanväylä-Tammisto, Malmi, Kivikko, Mellunkylä and Keski-Vuosaari are the most significant development areas associated with Jokeri 2.

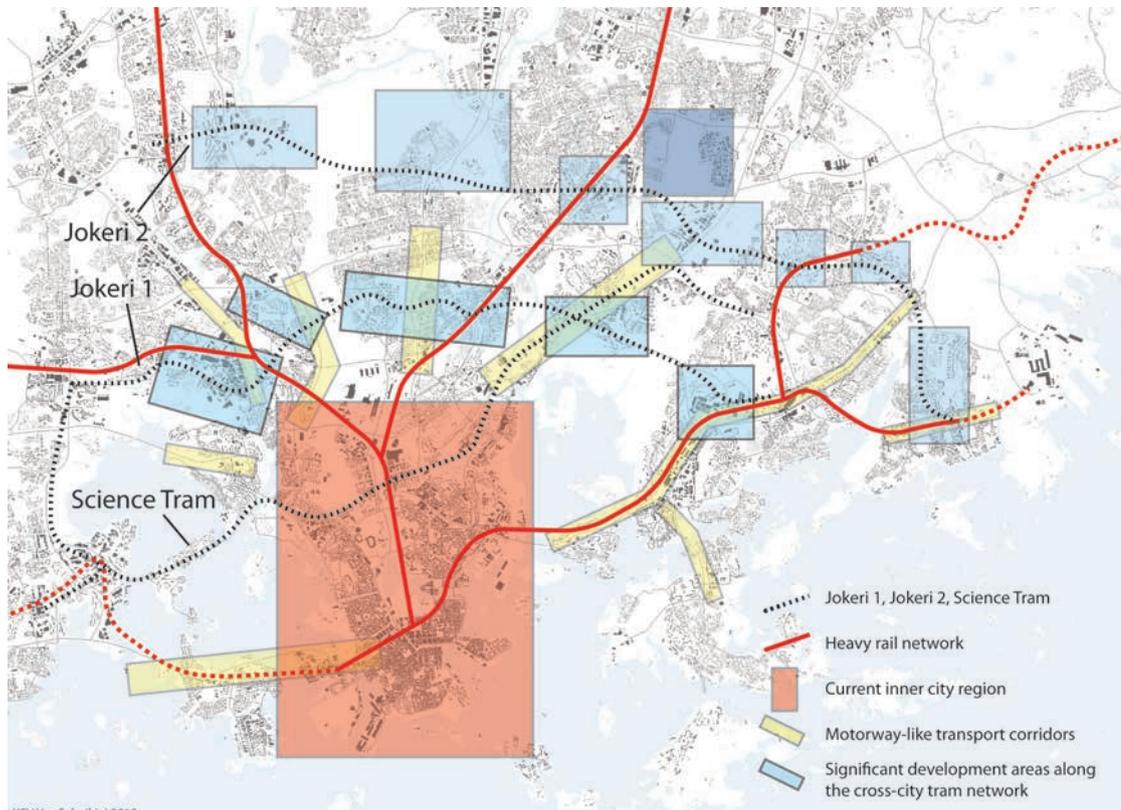
At present, the “science route” is a local bus route that primarily travels through an urban city structure, connecting together several Helsinki-region university campuses and key workplace areas between Tapiola and Viikki. The Helsinki Region Transport System Plan includes preparations for the transformation of the science route into a rail link between Tapiola and Viikki between 2021 and 2030. A longer alternative in which the “science tram line” would be extended from Viikki to Itäkeskus via Latokartano and Myllypuro is being reviewed in the preparation work for the city plan. Valid reasons for this option include, for instance, the fact that the construction of a 6,000-student Metropolia university of applied sciences is being planned in Myllypuro.

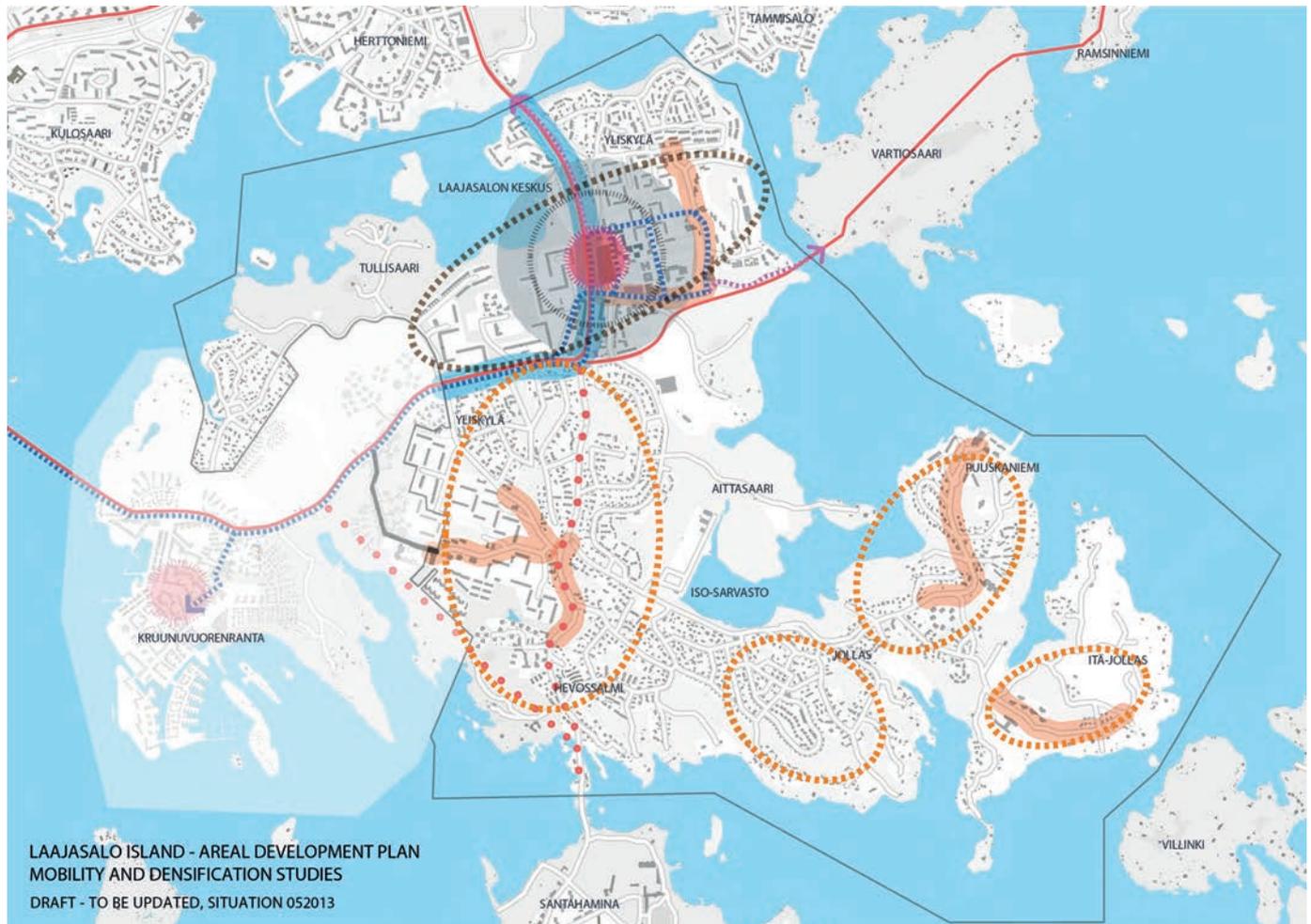
There are numerous potential rail transport junctions along the science tram line. In Tapiola, the science tram line connects with the western section of the metro and the Jokeri rail line; in Otaniemi, it intersects with the western metro section; and in Pasila, it provides a link to all rail traffic in Finland. Junctions between the Jokeri rail line and the science tram line will be created in Viikki and Itäkeskus, since the eastern section of the metro will intersect with the science tram line at Itäkeskus and Myllypuro in case the line is extended south-east from Viikki. Creating a link with Jokeri 2 will also be possible in the future. In addition to rail transport, the science tram line will intersect with several major entry routes, enabling smooth interchange connections.

The areas of emphasis for land use development along the science tram line are Lehtisaari, Meilahti-Munkkiniemi-Munkkivuori, Pasila, Käpylä-Kumpula-Koskela, the surroundings of Lahdenväylä, Viikki-Pihlajisto, and Itäkeskus-Myllypuro.

The land use development reports for the Jokeri 2 route and science tram line are attached as reports to the City Plan Vision.

Intersecting points and significant development areas along the Jokeri routes, the science tram line and motorway-like areas, Heikki Salmikivi





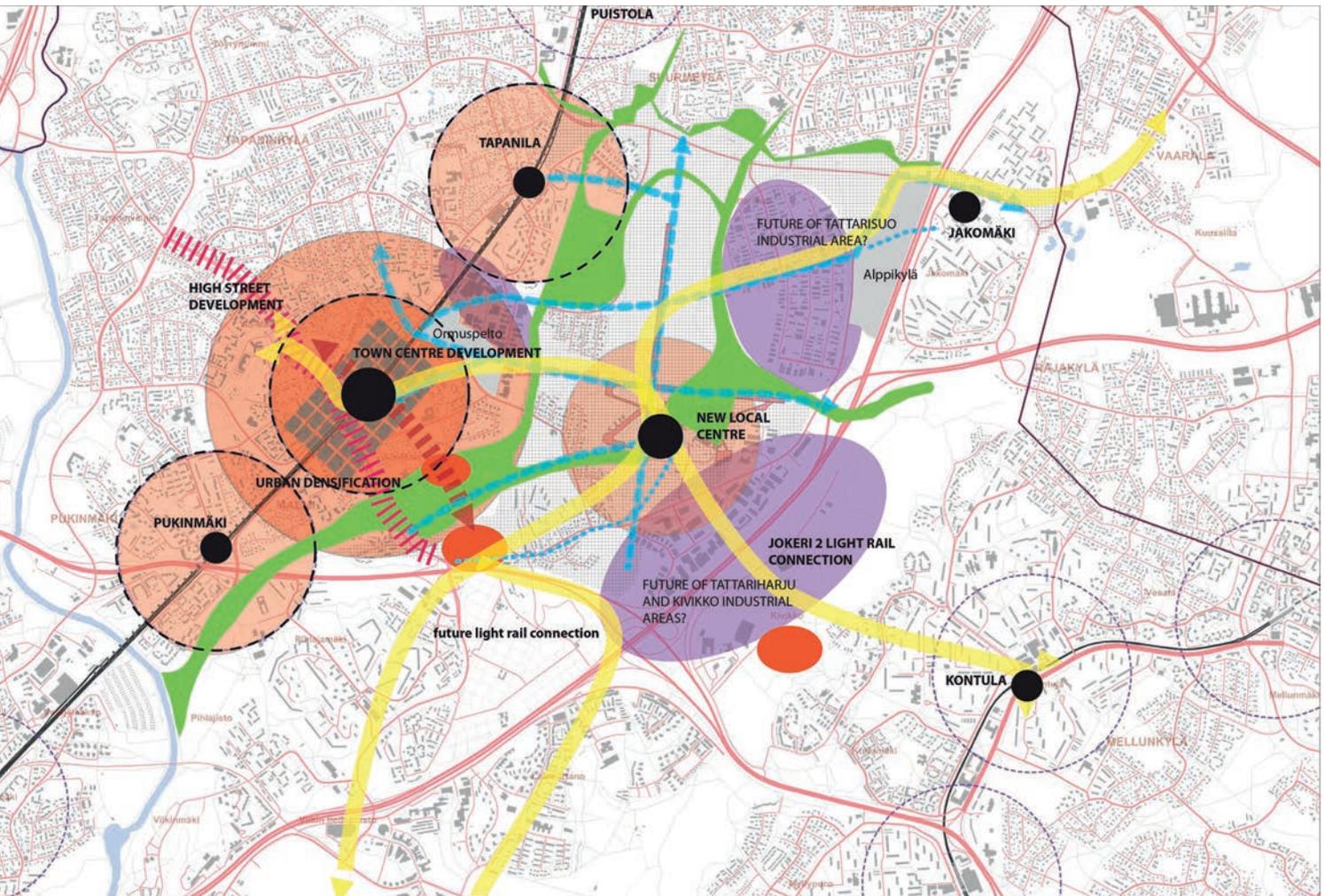
Regional development plan for Laajasalo, Terhi Kuusisto

The City Planning Department has previously, in connection with the Suburban Renaissance project, drafted land use development goals and land use reviews for the rail transport and Jokeri route zones in **Oulunkylä**, **the Kannelmäki-Lassila-North Haaga** area, **Mellunkylä** and **Vuosaari**. These plans have been approved by the City Planning Committee (Kslk 10.2.2011, 22.11.2011, 12.6.2012), and they serve as initial data for the city plan. Taking advantage of the fast routes by densifying the urban structure near stations is of paramount importance in all of the aforementioned areas.

Regional development principles for **Laajasalo** are currently being drafted. Laajasalo's significance will increase along with the construction of the Kruunuvuorenranta residential area. In case residential construction is planned for Vartiosaari, this significance will only be further enhanced. A Kruunuvuorenranta rail link along the bridge from central Helsinki via the Laajasalo centre to Meri-Rastila would bring a whole new dimension to the seaside city, while also supplementing the transverse routes in southern Helsinki. Laajasalo could be fashioned into an entire sister city for central Helsinki.

The densification of land use in Malmi occupies a key position in city planning work. At present, Malmi is already the centre of north-eastern Helsinki. In the future, it will also be major intersection point for Jokeri 2 and the main track. The area is located at a distance of around 10 kilometres from central Helsinki.





Development plan for Malmi, Salla Ahokas and Crista Toivola

Malmi's diverse range of services makes it a significant centre serving a larger area, but over the last decades it has fallen behind other suburban centres in terms of development. The future operational conditions of commerce and services in Malmi must be supported, while also developing public transport links, improving the functionality and quality of the physical urban space, and enabling the centre to hold an abundance of additional residents and jobs.

The lease agreement for Malmi Airport will run out by the end of 2034. The long-term goal of land use reviews is the conversion of the Malmi Airport area into housing use by 2050. A new district comprising as many as 20,000 inhabitants can be located in the airport's area. This district would be supported by central Malmi and it would unite the fragmented urban structure of the north-eastern greater district. According to the vision, the airport will be transformed into an urban garden district featuring new types of housing, interesting park areas, recreational activities, services and workplaces. The surrounding Tattariharju and Tattarisuo workplace areas will also be developed.

Malmi's history as the centre of the Helsinki parish, coupled with the airport's history, will be witnessed in the cityscape and identity of the new Malmi. North-East Helsinki has benefited from the unified urban structure. Malmi's appeal has grown due to strong, urban centre featuring mixed services and functions.

Käpylä-Metsälä-Oulunkylä-North Pasila is an important chain of centres based on rail transport that must be better integrated as part of Helsinki's central areas.

The area surrounding the Käpylä station could be considered Helsinki's gateway from the airport. Its location at the junction of rail and vehicular traffic, easy availability, and the development potential related to the unification and densification of the urban structure and ecological efficiency make it a crucial area.

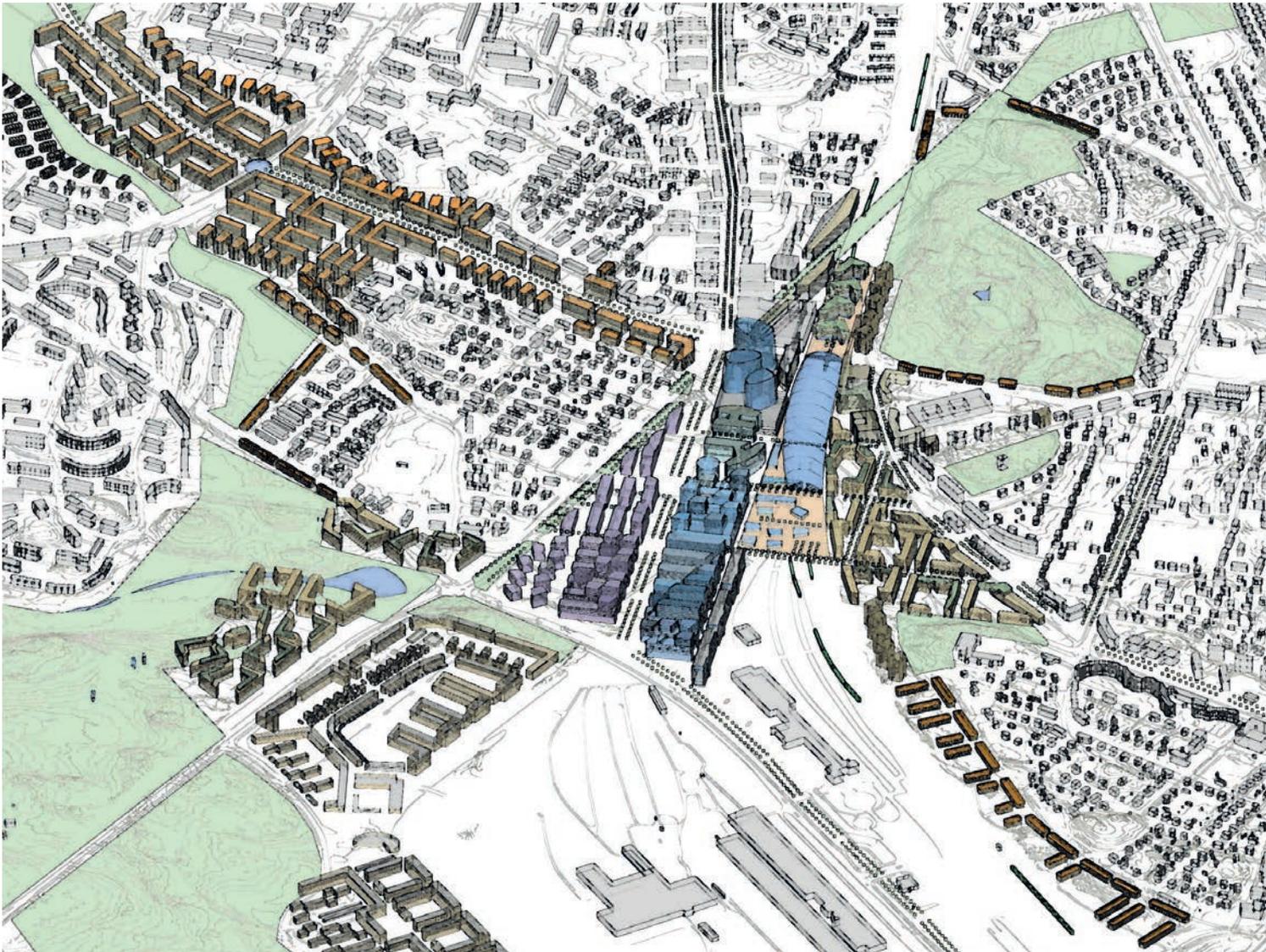
In 2050, an independent and distinctive centre has been created around the Käpylä junction. Its public-transport terminal on Tuusulanbulvardi serves as an impressive gateway to Helsinki. Development of the station's surroundings has also improved accessibility between Metsälä, Oulunkylä, Käpylä and the green spaces and recreational areas, while also diversifying their services. In the future, people who choose an urban lifestyle that enables car-free life will make their home in this busy centre. Meeting diverse housing, entrepreneurship and recreational needs, the area is one of Helsinki's key light-transport centres.

At the time of the Vision's drafting, the north-eastern interchange terminal for the Pissararata line was being planned for Käpylä. It will have a great impact on the pedestrian flow of Käpylä station. It will also generate opportunities for developing the surroundings of Käpylä station from a whole new perspective.

The Metsälä workplace area will remain in its current location. Providing companies with business premises in central locations will also be necessary in the future.

The main prerequisites for this development are the rerouting of the Tuusulanväylä express road to Pasila, north of the main track, and the construction of the Pissararata and Lentorata rail lines.

One vision for the surroundings
of the Käpylä station
Christina Suomi



The land use development principles for **Oulunkylä** were approved on 22 November 2011 by the City Planning Committee. In the future, this district, closely tied to Käpylä, will be one of the key targets for land use reviews.

Herttoniemi–Roihupelto–South Myllypuro is an important public-transport junction. The Herttoniemi business area and Roihupelto are already some of Helsinki's most notable conglomerations of workplaces. On the other hand, West Herttoniemi and South-West Myllypuro enable supplementary housing construction along the Jokeri 1 route, a short distance from Helsinki's central areas. This ensemble of districts must be reinforced.

On the theme map on business and centres, Herttoniemi business area-Roihupelto is marked down as a key business zone, but also a future top productivity area. At the moment, it plays host to major international companies, and its development potential is still considered great due to its location, connections, accessibility, the surrounding seaside residential areas, and the recreational opportunities already provided by the area.

Regarding the city plan's land use reviews, the Herttoniemi business area and Roihupelto area will be reinforced. West Herttoniemi and South-West Myllypuro will be developed as residential areas, while mixed services and functions will be promoted in the surroundings of the Herttoniemi metro station and the upcoming Roihupelto metro station. The possibility of a substantial amount of new housing around the Viilarintie–Myllärintie stop, located along the Jokeri 1 route, will be assessed.

Described above were land use reviews in progress in the vision phase. Areas positioned at very significant traffic intersection points, or ones that are otherwise crucial to the vision's goals, were primarily selected as targets. These also include the following: Pitäjänmäki, North Haaga-Kannelmäki, Viikki-Pihlajisto-Pihlajamäki, better overall integration of Jakomäki into the urban structure. Targets under closer scrutiny also exist in the Siltamäki-Suutarila and Pakila-Tuomarinkylä areas, at the least. Some of the targets are closely tied to the reviews of motorway-like areas. In addition to Malmi, Oulunkylä and Käpylä, other centres along the main track should also be more closely reviewed in the future.

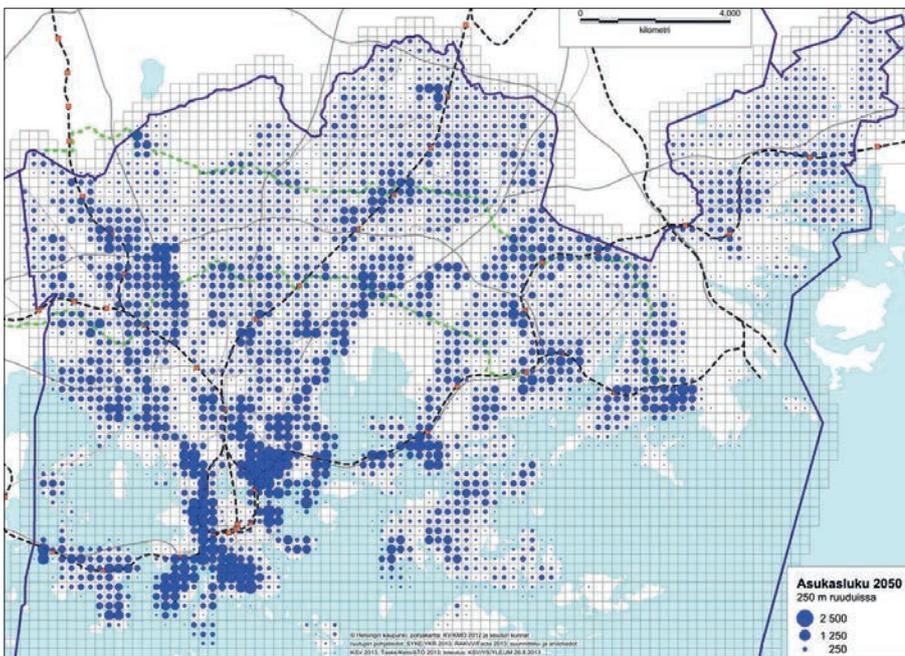
In the draft plan phase, land use reviews will be continued and expanded on the basis of the vision perspectives throughout the entire city.

Preliminary ideas for areas surrounding the West Herttoniemi-South-West Myllypuro Jokeri stop, Tapani Rauramo

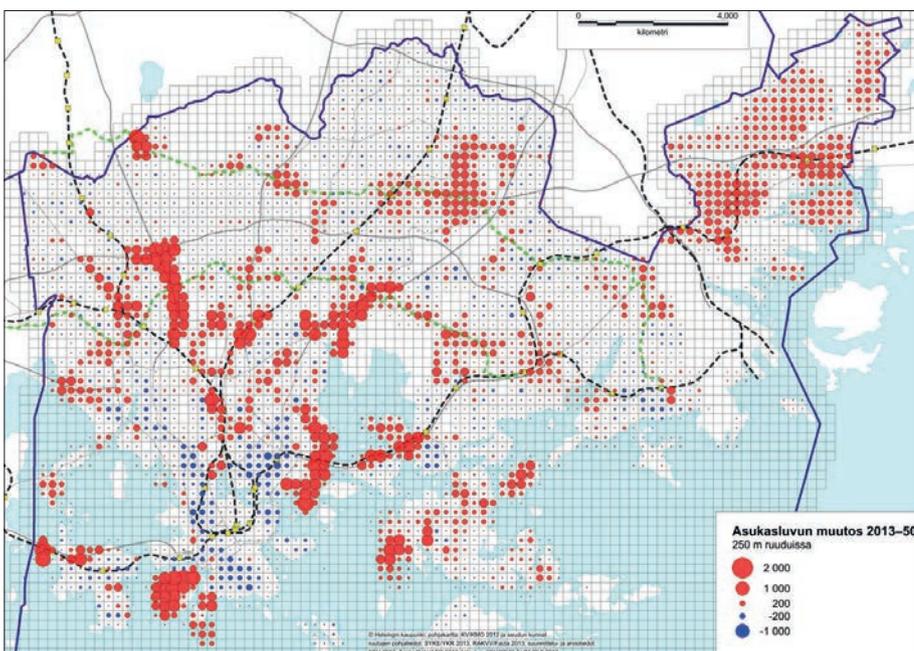


REGIONAL POPULATION AND WORKPLACE ESTIMATES

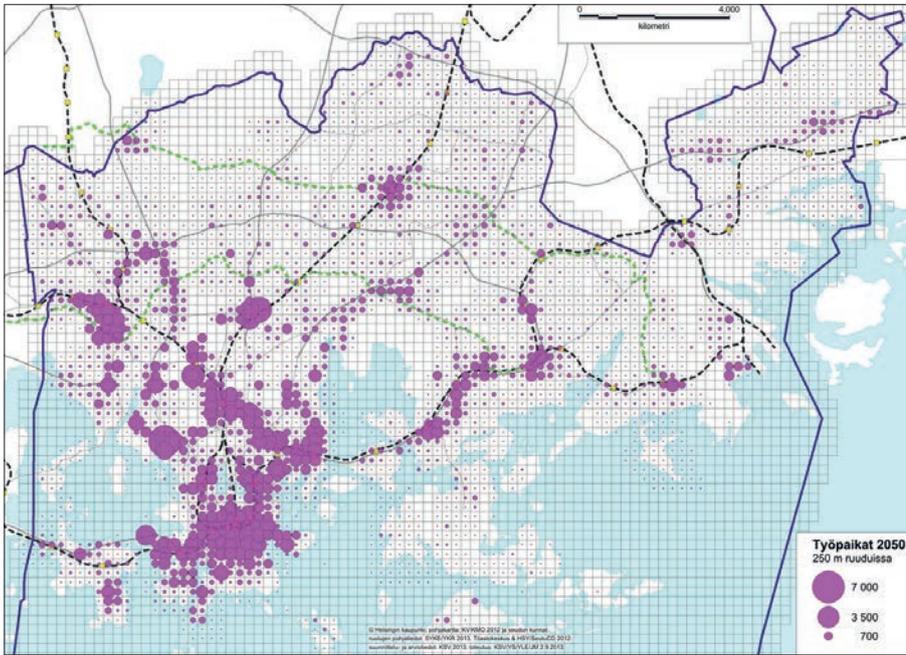
Regional population and workplace distribution in the future Helsinki of 2050 was estimated over the summer on the basis of the city plan's starting points, vision preparations, and preliminary land use reviews. Other land use projects and plans were also taken into consideration. Regional population and workplace estimates were used as starting points. This has already been necessary in connection with service network reviews and, on the other hand, as a part of the vision work phase.



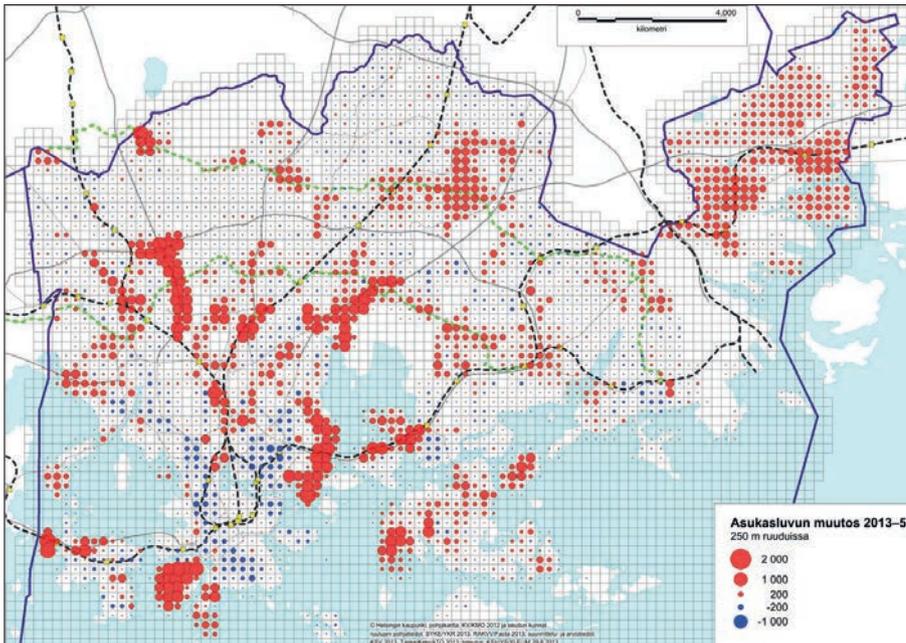
Distribution of Helsinki-region population (around 860,000) in 2050 in accordance with the city plan vision



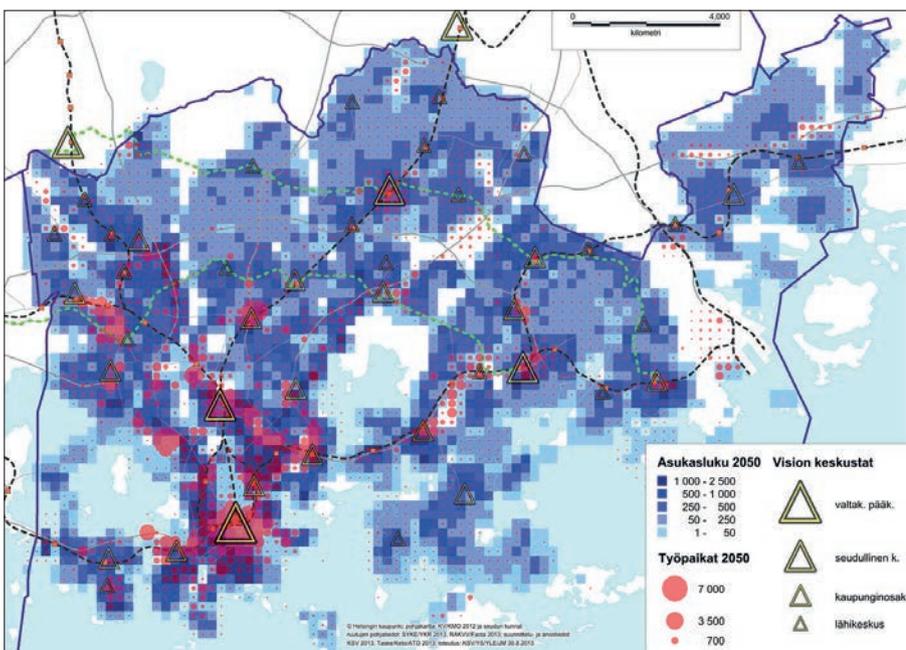
Change in population numbers between 2013 and 2050 in accordance with the city plan vision. The picture shows the effects of the construction of motorway-like areas and Malmi Airport. The picture also indicates that if supplementary construction is missing from an area, the trend seen is dwindling population numbers.



Distribution of Helsinki-region jobs in 2050 in accordance with the city plan vision



Additional jobs (180,000) in the Helsinki region between 2013 and 2050.



An estimate of Helsinki-region residents and jobs in 2050 in accordance with the city plan vision.

VISION-RELATED MATERIAL

Annex reports related to the vision

- Expanding downtown Helsinki – increasing the efficiency of land use in motorway-like environments and transforming them into urban city space
- Towards a more urban Helsinki
- Starting points and principles for business areas
- The role of the city centre in the city plan vision
- Jokeri 2 – Principles of land use development
- Principles of land use for the science tram's impact area
- Preconditions for the development of the surroundings of suburban stations
- Renewal through supplementary construction – renovation through deconstruction
- Helsinki service network and goal network for 2050
- Possibilities in the city plan for decreasing Helsinki greenhouse gas emissions
- Everyday reachability – we travel to reach places
- Impact of reachability on the appeal of areas
- The city-economy-related effects of metropolisation on the city plan vision for 2050
- Helsinki's green spaces, recreational areas and urban nature
- International Helsinki
- Vuosaari Harbour centre as part of the new city plan
- Seaside Helsinki in the city plan From scenarios to visions – Alternative future outlooks and preliminary vision elements for the city plan
- Interaction report
- The city plan's shared first steps with city residents – A summary of the vision phase discussions between November 2012 and September 2013
- Official negotiations memo 28 November 2012

Additional material related to the vision:

- Business-premise reserves in the Helsinki Metropolitan Area
- The marker-driven future of Helsinki business areas (Newsec, 17 December 2012)
- Business areas in Helsinki
- Workplace hubs in the metropolitan area - clusters?
- City-economy-related effects of changes in land use in Helsinki's motorway areas (Urban Research TA Ltd, Sito Oy 14 February 2013)
- Assessment of the effects of traffic projects related to Helsinki's new city plan, part A. Reviews of motorway-like areas (Strafica 2013) - key results
- The climate effects of population growth in the Helsinki Metropolitan Area from the perspective of land use planning (Eero Paloheimo Ecocity Ltd, 31 January 2013)
- A green seaside Helsinki in 2050 – VISTRA part I: starting points and vision (City Planning Department 2013)
- Metropolitan vision for automated traffic (Sovelto, Metropolitan vision for automated traffic, 17 May 2013)
- The transport needs of industry and commerce - Preliminary report on the needs to develop Helsinki's city logistics and customer traffic (Sito Oy, 2013)

Development programme closely related to the vision

- Helsinki Transport Development Programme (WSP Finland, 2013)

Background material / other source material

- Sources referenced in annex reports

The vision has been prepared in a multisectoral co-operation process in interaction with city residents and interest groups

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