

HELSINKI

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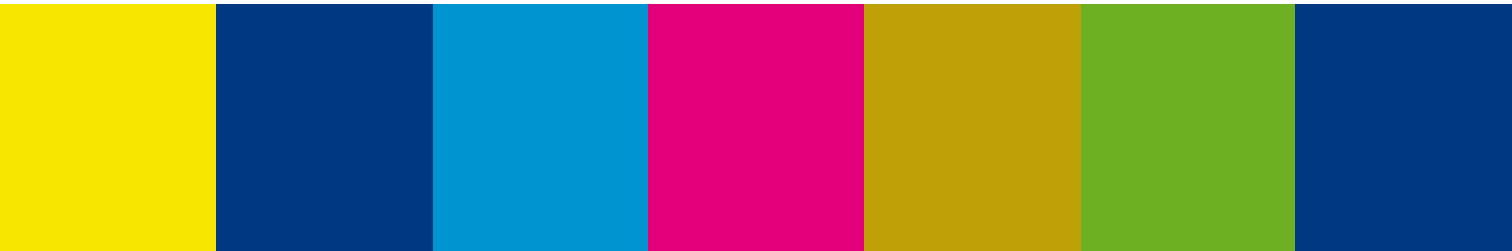
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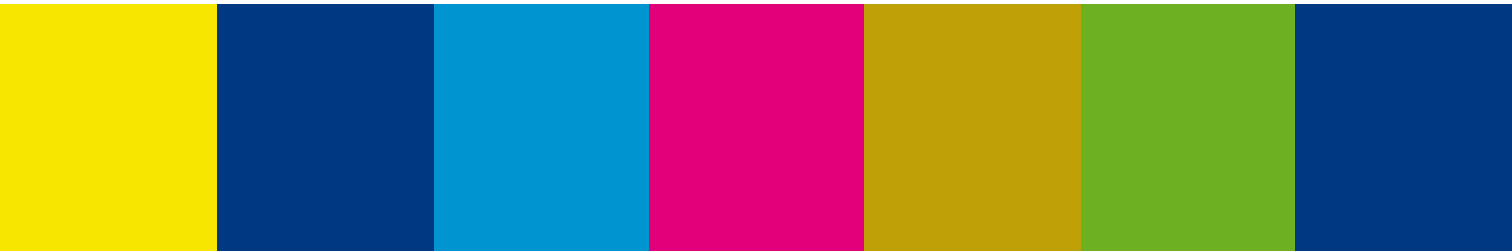
© Helsinki City Planning Department, 2009
Edited by Marja Piimies

Graphic design and layout: Heikki Jantunen, Yliopistopaino Oy
Printed by Edita Prima Oy, 2009

ISBN 978-952-223-510-7 (printed)
ISBN 978-952-223-511-4 (PDF)
www.hel.fi/lahioprojekti



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TO THE READER

Many are familiar with the centre of Helsinki, but only a few know much about its suburbs. How many Helsinki residents can say that they know their home city as well as their immediate living environment? Some may even have prejudices regarding certain areas of the city. Media may give such a one-sided impression about life in the suburbs that many do not recognise their own living area when they are reading about it in a newspaper story.

Tourists travelling to Helsinki for a second time may have already seen all of the city centre attractions and would like to expand their explorations to other parts of the city – the tourist could in fact be an architect or a city planner who is interested in the expansion and development of this established city.

Where can you find extraordinary residential architecture, a wonderful riverside environment, the longest stretch of seashore or the best exercise possibilities? How many people know where to find genuinely world-famous businesses that are based in Helsinki? When speaking of Helsinki's suburbs people usually refer to certain types of apartment block neighbourhoods from a particular era that are nestled amidst the forests surrounding the city – in other words, areas that are purely residential. Is anyone actually aware that they have their own extensive services, good traffic connections and even large detached housing areas. Does anyone know that Helsinki's suburbs have nearly 30 different manor houses and manor parks, with green spaces extending in all directions?

These suburban areas are alluring places to live: two-thirds of Helsinki's residents live in the suburbs and two-fifths of all jobs in the metropolitan

area are located in the suburbs. The suburban zones are, therefore, an important part of Helsinki.

The idea for an extensive exhibition about the suburbs in the City Planning Department's exhibition space, Laituri, in autumn/winter 2009, stemmed from the need to highlight the areas outside the city centre of Helsinki – the wide selection of various suburbs, as great places to live and work as well as for hobbies and recreation. This publication was prepared for the Esikaupungeissa Tapahtuu! (Happening Suburbs!) exhibition.

The publication is, at the same time, an independent guide for those who would like to explore the city more. Although it is not an extensive area guide, it nonetheless provides information about 26 different districts of the city.

Enjoy exploring the pleasant and versatile suburbs of Helsinki – let the adventure begin!



Tuomas Rajajärvi
Office Director
City Planning Department



Harri Kauppinen
Real Estate Development Director
Real Estate Department
The Chairman of Helsinki's
Neighbourhood project



Photo by City Planning Department,
Sirkka Hinkkanen



VUOSARI
NORDSJÄ



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Photo by Simo Karisalo

For those of you who have already seen what Helsinki proper has to offer, the excellent public transport system offers a wonderful opportunity to explore the districts and areas further away from the city centre. Outside the rush hours, you can also take your bicycle with you on the metro or commuter train.

Let us begin our trip by getting on the metro due east towards Vuosaari at the metro station located below the Central Railway Station. You can catch the same train one stop earlier at the Kamppi bus terminal. Ride this line to the very last stop.

At the east end of the line, you can also get on your bike and experience the beautiful manor route, which is presented in more detail at the end of this guide.





VUOSAARI – HARBOUR TOWN *Ilkka Laine*

Rautatientori Square



Vuosaari



14,8 km | 52 min



13,8 km | 20 min

The district of Vuosaari was consolidated to the City of Helsinki from the Rural Municipality of Helsinki, which later became the City of Vantaa, in 1966. The area holds signs of habitation from as early as the Bronze Age. At the beginning of the 20th century, the southern area of Etelä-Vuosaari became a favoured summer house district for the Helsinki genteel. The area was accessed via a steam boat. Vuosaari remained primarily an agricultural area until the end of the 1930s, at which point the company Oy Saseka Ab purchased the land of the manors in Vuosaari to build a brick factory. In the mid-1960s, the Asuntosäästäjät association (lit. Housing savers) constructed the central residential area of Keski-Vuosaari largely as a do-it-yourself effort. The area was later colloquially dubbed the "poor man's Tapiola".

The ongoing building boom in Vuosaari ignited at the end of the 1980s. Meri-Rastila was the first of the new residential areas to be completed. The bulk of the construction took place between 1989 and 1994. Meri-Rastila is a residential area of some 5,000 inhabitants, which is dominated by apartment blocks. It is surrounded by expansive recreational areas, and the centre is located in the immediate vicinity of a metro station. The 2,000 inhabitant Rastilankallio neighbourhood was completed on the north side of the metro line in the year 2000. The Meri-Rastila district is still growing as an area for detached and semi-detached housing which is being constructed by the sea in Ramsinranta.

The next large residential area to be constructed in Vuosaari was Kallahti, which was completed in the 1990s and is now home to roughly 7,000 residents. The city-like layout of the area comprises rows of apartment blocks that reach all the way to the seashore. Parking services have been

The most urban beach in town is located in Aurinkolahti. Photo by Simo Karisalo.



Some old villas remain in the Aurinkolahti area. Villa Solvik houses a restaurant. Photo by Simo Karisalo.



Residents of the area can set sail right from their doorstep. Photo by Simo Karisalo.



The joys of life in Keski-Vuosaari. Photo by Simo Karisalo.



The terraced blocks on Ulappasaarentie, which were designed by Touko Neronen, are arguably the most famous buildings in Keski-Vuosaari. Photo by Simo Karisalo.

The Cirrus residential tower in the centre of Vuosaari commands an aweinspiring view. Photo by Simo Karisalo.

concentrated in separate facilities, and many of the residential buildings house diverse recreational opportunities, such as club rooms.

The ongoing construction of the Aurinkolahti area began in 2000 on the banks of the Uutelankanava canal. Aurinkolahti has brought Vuosaari to public attention as an appealing seaside residential district. The waterfront construction, the first-rate beach and the Uutelankanava canal have garnered well deserved acknowledgements. The next attraction for the Vuosaari neighbourhood is already in the pipeline: a new residential area, Kahvikortteli (Coffee Quarter), which is to focus on unique housing solutions, welcoming plazas and captivating art, will be erected on the grounds of the old Paulig coffee roastery. Art has long been one of the strong points of the area, and, accordingly, a house for artists was built in Aurinkolahti to commemorate the 450th anniversary of the City of Helsinki.

The new centre of Vuosaari, which will provide a fresh selection of services and employment opportunities and link together the old and the





The Vuosaari Harbour was opened in the autumn of 2008. Photo: Helsinki harbour, Skyline Foto Oy.

➤ Vuosaaren huippu, at roughly 60 meters above sea level, is a magnificent recreational area with a view over the harbour and the entire Helsinki waterfront. A nature park, where domestic plants suited for meadows and rocky terrain can grow in natural conditions, is being constructed in the area. Photo by Keiko Yoshizaki-Tyrkkö.

new residential areas, is rapidly developing around the Vuosaari metro station. In the future, the currently unfinished centre will provide excellent opportunities for building commercial and office space as well as facilities for sports, culture and education.

In 2008, the Vuosaari Harbour Centre was completed on the site of the shipyard, which was built in the early 1970s. A considerable number of companies have already found their way to this bustling hub of maritime operations, and a new Paulig coffee roastery is also under construction. In the future, the Vuosaari Harbour and the connected business park will form a significant concentration of employment opportunities. A natural gas power station, which accounts for over 50 per cent of Helsinki's energy production, is located right next to the harbour.

The Mustavuoren lehto grove, Kallahden niemi cape and Uutela are some of the most important outdoor recreational areas in Helsinki. Additionally, the former landfill Vuosaaren huippu is being transformed into an entirely new and exciting recreational area. The diverse opportunities for sports activities are supplemented by the excellent golf course and the Vuosaari sports park, which is still under development. The shores of the Vuosaari area have been mostly reserved for recreational use. Vuosaari has five marinas and new ones are being constructed. The area also holds five beaches.

PUOTILA – *Barbara Tallqvist* A METRO CENTRAL WITH ENCHANTING MANSION

Vuosaari



Puotila



3,4 km | 12 min



3 km | 3 min

The age-old grey stone granary now serves as a chapel, which is one of the most popular wedding venues in Helsinki. Photo by Marja Piimies.

The Puotila district with its uniform apartment blocks is a peaceful and inviting area. Puotila, which extends from the Itäväylä highway to the Vartiokylä bay shore, was built mostly during the 1960s. Specifically the three- and four-storey street blocks south of the metro station date back to that period. The area surrounding the metro station was constructed during the later years of the 1990s, as was the metro station itself, which was completed in 1998. The distinguishing feature of the station is that, al-





though it was built below the Itäväylä highway, the platform area has windows facing out to a pedestrian tunnel, which runs under the highway.

The original shopping centre with a group of grocery shops and other services around a small courtyard is located on the Rusthollarintie street. This location has also been the long-standing home of the Puppet Theatre Sampo.

Puotila provides a multitude of services in a relatively small area: a day-care centre, primary school, secondary school, sports field, wedding chapel, community centre, miniature golf course and a group of care homes for the elderly. This is truly a place where you can live your entire life. Many who have spent their childhood in Puotila move back when they have a family of their own.

The shore at the south end of the district boasts a vast park area, which holds the Puotila Chapel – an old granary from the 1860s. It has been

Modern detached and semi-detached housing on the Puotilantie road. Photo by Simo Karisalo.

a popular venue for weddings for decades. The granary was converted into a church in the 1950s. The Puotila Manor, which now houses a restaurant, provides excellent premises for celebrating a wedding a mere stone's throw from the chapel. The Rantapuisto park, in turn, is a dream come true for gardening enthusiasts as it holds a vast area with patches for cultivating all manner of useful plants.

Puotila also has an active society for residents, which organises all kinds of events and activities throughout the year.



The Rantakartanontie avenue. Photo by Marja Piimies.



The Rusthollarintie road. Photo by Marja Piimies.

Like many of the manors in Helsinki, the Puotila Manor is located by the sea. The manor's restaurant has served customers for over three decades, and the outbuilding in the picture has housed the oldest discotheque in Finland from the late 1960s. Photo by Simo Karisalo.





ITÄKESKUS – THE FOCUS OF EASTERN HELSINKI

Barbara Tallqvist

Puotila



Itäkeskus



1,6 km | 5 min



1,2 km | 3 min

Stoa – named after the public centres of ancient Greece – is the Cultural Centre of Eastern Helsinki. The string ensemble of the Helsinki Philharmonic Orchestra performing in Stoa in 2008. Photo by Simo Karisalo.

Itäkeskus is a district centre of 150,000 inhabitants. It originally rose on both sides of the Itäväylä highway and, in 2009, it expanded to the east side of the Kehä I ring road. The district also holds the Itäkeskus shopping centre, which is still the largest one in the Nordic countries.

Itäkeskus has grown to its current size and scale one piece at a time. Initially, at the beginning of the 20th century, the area was largely rural: agriculture was prevalent with only a handful of villas on the shores. Shortly afterwards (1920–1950), the Marjaniemi and Vartiokylä areas of detached and semi-detached housing were constructed, but the majority of Itäkeskus was still covered by fields.

In 1946, the area was consolidated to the City of Helsinki. Shortly thereafter, in the 1950s, areas in Marjaniemi and Vartiokylä were parcelled out to war veterans and, as was the trend during the post-war reconstruction period, a considerable number of new detached houses were built. The 1960s, in turn, saw the construction of the Puotila, Puotinharju and Vartioharju areas of apartment blocks. During that time, the functionalistic shopping centre Puhos was also constructed in Puotinharju.

The Itäväylä highway from Herttoniemi to Itäkeskus was finished in 1969. It was an improvement to the Uusi Porvoontie main road, which was at the time the only available route to the Helsinki city centre. The section of Itäväylä running from Sörnäinen to Herttoniemi had already been completed in 1960. The Meripellontie road from the Kehä I ring road towards Vuosaari was widened to its current breadth in the early 1990s.



During the 1970s, the Citymarket retail facilities were constructed on the agricultural fields with special permission. This can justifiably be seen as the starting point for the Itäkeskus that we know today. The street blocks south of the Kauppakartanonkatu street began to rise in the early 1970s.

The area was zoned in the 1980s to become a commercial centre. The 80s also saw the completion of the first part of the shopping centre, the opening of the metro line (1982) and the construction of new groups of apartment blocks on the south side of the Itäväylä highway. Other construction projects that were finished at the time included the Cultural Centre of Eastern Helsinki (Stoa) and the Matteuksen kirkko church (St. Matthew's Church), which were built on the north side of the Turunlinnantie road, and the office tower,

The figures in the Ystävyydenpuisto park gaze towards the Itäkeskuksen maamerkki (Itäkeskus landmark) building, a 14-storey office tower.
Photo by Simo Karisalo.



The Marjaniemi allotment garden is neighboured by the Service and Activity Centre for the Visually Impaired, Iris. Photo by Simo Karisalo.

Itäkeskuksen maamerkki (Itäkeskus landmark), which rose on the Kaupakartanonkatu street.

Many additions to the district's building stock and service selection were also completed in the 1990s: the second section of the shopping centre, the Tulisuntie residential neighbourhood on the west side of the area of apartment blocks and the Itäkeskus indoor swimming pool, which is



Apartment blocks on the Maksaruohonpolku road. Photo by Marja Piimies.



New three-storey terraced houses are located on the Maksaruohonpolku road near the Ystävyydenpuisto park. Photo by Marja Piimies.





Itäkeskus, which is home to some 150,00 residents, is one of the largest commercial centres in Finland. The photo is from the Turunlinnantie road. Photo by Simo Karisalo.

located in a cave excavated in the bedrock. Iiris, the Service and Activity Centre for the Visually Impaired, in turn, was finished in 2000. The actual new district centre of Itäkeskus, however, remained on the west side of the ring road. The Vuosaari metro line and the Puotila metro station were opened for public use in 1998.

After the turn of the millennium, the shopping centre was expanded with an elliptical wing, and new apartment blocks were constructed around the Puotila metro station. In 2009, the new Prisma hypermarket was completed and the commercial centre of the district spread to the east side of the Kehä I ring road.

As one can imagine, traffic has increased exponentially in concert with commercial and residential buildings. This is particularly true of through-traffic to Vuosaari but also of traffic to Itäkeskus itself. Extra lanes have been added to Itäväylä and Kehä I on several separate occasions. In 1998, the roads leading north from the Kehä I intersection and east from the Itäväylä intersection, as well as the actual intersection area, were designated as public state roads.

The Itäkeskus of today is a vibrant, diverse and multicultural centre, a true melting pot, and it provides services to an area which structurally and population-wise is the equivalent of a medium-sized Finnish city.

The district centre contains all of the necessary services: commercial, municipal and public services, services provided by the parish, sports services and even

a Swedish-speaking school and day-care centre. The latest addition to the wide range of available services is the above-mentioned Service and Activity Centre for the Visually Impaired, Iiris. An Orthodox church for the Russian demographic is also on the way.

The population of Itäkeskus and the surrounding areas is composed of all types of residents. We have the sea-side villa district of Marjaniemi, owner-occupied apartment blocks or terraced houses in Puotinharju and Puotila, and rental housing as well as student housing provided by the City or private companies. A large care home for the elderly is also under construction.

Itäkeskus is truly a bustling hub of commercial activity with a vast amount of people constantly coming and going. It can often be difficult to distinguish the actual residents of the area from the crowd. Itäkeskus has the air of a genuine city centre.

One of Helsinki's most beautiful allotment gardens – and environments in general – is located in Itäkeskus: the Marjaniemi allotment garden. Photo by Simo Karisalo.









Photo by Simo Karisalo

In Itäkeskus you can take the metro to Mellunmäki or hop on the fast transversal bus line – Bussi-Jokeri – to Viikki. After 2010, this line, no. 550, will be run by a light rail tram.

If you opt for the metro, the first stop is Myllypuro followed by Kontula and Mellunmäki.

If, on the other hand, you are only going to Viikki, simply get on the bus at the Rautatientori square next to the Central Railway Station.



VIIKKI – ECOLOGICAL URBAN BUILDING IN THE HEART OF HELSINKI

Markku Siiskonen

Rautatientori
Square



Viikki



8,4 km | 30 min



8,4 km | 22 min

Itäkeskus



Viikki



5,1 km | 18 min



1,2 km | 3 min

Near the educational and research farm in Viikki you can see cows grazing in the middle of town or live in a wooden apartment block by a beautiful pond. Photo by Markku Siiskonen.

The Viikki district is located on the north side of the Vanhankaupunginlahti bay some 8 kilometres from the centre of Helsinki. The area reaches from the mouth of the Vantaajoki river to the Kehä I ring road. New residential areas, Latokartano, Viikimäki and Viikinranta, as well as the Viikki Science Park are being constructed in the northern section of the district by the Lahdenväylä and Kehä I roads. The southern part of the district contains some of the finest park and natural areas in the Helsinki region: the Vanhankaupunginlahti nature reserve and the recreational areas extending from the Arabianranta and Kivinokka areas to the Kivikko recreational park and further to the municipalities of Vantaa and Sipoo. The Viikki-Vanhankaupunginlahti nature reserve, which spans over 300 hectares, is a part of the Finnish Natura 2000 network.

The district of Viikki will be completed by 2015, at which point the area will provide housing for 16,000 residents, 8,000 jobs and 6,000 student places.

The centre of all activities in the Viikki area is the Science Park, which has gradually developed around the campus of the University of Helsinki. It is a hub for research, education and business in the fields of biology, biotechnology, environmental science and food science. In addition to the university's faculties of agriculture and forestry, biosciences, pharmacy and veterinary medicine and the veterinary hospital, the Science Park is home to the Institute of Biotechnology, the Neuroscience Centre and

the Viikki Science Library. For burgeoning business operations, the park also houses two business incubator buildings. The Finnish Food Safety Authority, EVIRA, is also located in the Science Park, and an office for the Helsinki Environment Centre is in the planning stages. Additionally, preparations are being made for the relocation of the Finnish Environment Institute (SYKE) to the Science Park.

The Science Park's position as the hub of the area is further cemented by the large shopping centre catering to the residents of Viikki, Pihlajamäki and Pihlajisto. In the future, the shopping centre will be supplemented with additional commercial premises, a residential street block as well as a hotel. The tropical garden Gardenia – Helsinki, complete with an impressive winter garden as well as research and educational facilities of the University of Helsinki, is located in the southern section of the Science Park. It provides environmental and gardening guidance, tends to

The scarecrow in the Eko-Viikki district. Photo by Markku Siiskonen.

→→ The Vanhankaupungin lahti nature reserve is a part of Viikki.
Photo by Markku Siiskonen.





The entirely wooden church was designed by JKMM Architects. Photo by Markku Siiskonen.



livestock for research purposes and cultivates culturally, historically and aesthetically valuable field areas.

Latokartano, which is the largest residential area in Viikki, is located in north-eastern Viikki. The first residential buildings in the area were constructed in 1998. At the end of 2008, the population of the Latokartano area passed the 7,000 inhabitant mark. After its completion in 2013, the area will provide homes for some 9,000 residents. Large and small apartment blocks, terraced houses and detached and semi-detached houses are being built in all sections of the area.

The centre of the area, which is located in the northern section of the Latokartano area, contains all of the necessary neighbourhood services.



Winter in Latokartano. Photo by Markku Siiskonen.



Solar energy in use on the Nuppukuja road. Photo by Markku Siiskonen.

It holds, for example, the Viikki Church and commercial building. The year 2009 saw the completion of the Latokartano primary school, sports park and sports hall. Among other services, a youth centre and care home for the elderly are also being planned for the Latokartano district centre.

Roughly 100,000 sq.ms of floor area will be constructed in Latokartano to further improve the availability of services and jobs. In addition to the Latokartano district centre, employment opportunities are mostly concentrated in the business quarters between the Latokartanonkaari street and the Kehä I ring road intersection as well as the day-care centres and schools located in the residential neighbourhoods.



A stone district will be constructed in Viikinmäki hills on the west side of the Lahdenväylä highway. Photo by Harris-Kjisik architects

The construction of the west side of the Viikinmäki area has been launched by the Vantaanjoki river. The steep rockheads and the valleys between them that flank the river make the topography of the area truly diverse and unique. What has been colloquially named the “hill city” – a district adapted to these special conditions and geography – is to be constructed in the area.

Viikki has become known as a testing ground for more ecological residential buildings. The residential areas are planned to provide healthy, sustainable and adaptable living environments while using natural resources sparingly and preventing harmful emissions and excessive waste production during the entire lifespan of each building starting from construction.

The southernmost part of the district, Eko-Viikki, is where the experimental ecological construction has been focused. The aim has been to develop and test ecological and sustainable residential building solutions that are suited for dense urban construction. The experience gained in this area has then been utilised in the other residential areas of Viikki. A list of criteria for ecological building has been created for the area. It has been used to guide construction operations towards more environmentally friendly solutions. For example, the criteria were used to measure various environmental aspects of different construction projects: pollution levels, consumption of natural resources, healthiness of the buildings as well as the projects' impact on biodiversity and food production. Subsequently, the criteria have been developed to better suit other residential areas in Viikki. Extensive follow-up studies have examined how well the set goals have been met. The studies also collected information about the experimental construction projects in the area and determined the residents' views on their new dwellings and living environments. Active and passive utilisation of solar energy has been the paramount theme of the ecological construction tests in Viikki.

Photo by Markku Siiskonen.





MYLLYPURO – A GROWING DISTRICT BY THE METRO LINE *Marja Piimies*



4,4 km | 15 min



6,4 km | 19 min

The district of Myllypuro rose on the land of the old Herttoniemi Manor. In the mid-18th century, the Manor grounds comprised over a thousand hectares of land, which extended all the way to the areas currently occupied by the districts of Puotila, Viikki and Malmi. The name of the district (lit. Mill brook) most likely derives from the map of the Herttoniemi village, which was drawn up by Nils Westermark in 1754. In the map there is a small mill on the diversion ditch, which had been dug between the fields in the Viikki area. A small house called Kvarnbäck-torp (Swedish for Mill brook cottage) near the mill was first listed in the official tax roll in 1886. There are, however, other opinions concerning the name of the Myllypuro district, such as the ones detailed in the history of Myllypuro written by Anne Valkonen in 2005 (Myllypuro Society).

Today, Myllypuro is a lively and diverse suburb of some 9,200 residents. It boasts excellent public transport connections mostly thanks to the metro line, but the district's service selection is also exceptionally extensive as it even has a hospital of its own in the residential district which is lined with beautiful forest areas. Thanks to the indoor sports centre Liikuntamylly, which is located at the metro station, the floor ball centre and the versatile sports park in the south, the district has gained a reputation as an area particularly suited for athletic activities.

Orpaanporras is the main pedestrian route through the area of apartment blocks. Photo by Simo Karisalo.

The apartment block quarter of Myllypuro was constructed mainly during the 1960s based on the 1962 town plan. The area holds many tall and pronounced buildings typical of 1960s architecture. These free-standing buildings proudly soar above the lush treetops and handsome rockheads.

On Myllypadontie street in the south there are some rows of terraced houses, the newest of which were completed after the turn of the millennium. The traffic is mostly directed to and from Myllypuro, which makes the pedestrian and bicycle paths at the centre of the district exceptionally safe.

An idyllic area of detached houses is located to the west of the cluster of apartment blocks. The area also holds some terraced houses. Residents have named the area Myllärinlaakso to distinguish it from the similar Hallainvuorentie neighbourhood, which was constructed in the 21st century. The award-winning brick house area in Myllärintanhua is also worth a mention as it is, indeed, a wonderful place to live.

An additional point of interest is the Leipurin päiväkoti day-care centre (JKMM Architects) on the walkway that runs through the Orpaanporras



Idyllic detached houses on the Harakkamyllyntie road. Photo by Simo Karisalo.



→ Newer buildings on the Hallainvuorentie road in western Myllypuro. Photo by Simo Karisalo.

In early 2009, new high-quality housing was completed in the central area of Myllypuro. Photo by Simo Karisalo.





The Leipuri day-care centre by the church on Orpaanporras road represents the very best in public architecture. The building was designed by JKMM Architects. Photo by Simo Karisalo.

→ Over the years, Myllypuro has developed a sporty image. The sports park, for example, is one of the main venues of the Helsinki Cup football tournament. Photo by Simo Karisalo.

and Myllypuro apartment building areas from the metro station and the shopping centre to the smaller shopping centre in the west. It was selected for the Finnish Architecture 0203 exhibition held by the Museum of Finnish Architecture and gained a considerable amount of media coverage as it was selected as one of the best public buildings in the country in 2003 by the Helsingin Sanomat newspaper.

Many new construction projects are planned for Myllypuro, the aim being to further develop the district as a versatile and appealing suburb. One of the specific goals has been to increase the availability of services and employment opportunities along good traffic routes. Street plans have been finished for facilities providing 5,000 jobs and student places in the centre







In the near future, a new village-like area of wooden detached and semi-detached housing will be built in the beautiful rocky landscapes of southern Myllypuro. Photo by Aaro Artto/ARPT Oy.

around the metro station. The service centre nearby is planned to replace the current shopping centre. The entire shopping centre and the area surrounding it are being converted from a traditional 1960s shopping centre environment into a concentration of new services and housing.

A wooden residential area will be constructed on the south side of the Myllypuro district in the near future. It will house detached and semi-detached housing for some 2,000 residents. The area will be built on the patches of solid rock in the woods, but the breathtaking scenery will be left intact for everyone to admire and enjoy.

➤ The new innovative service centre will, in the coming years, provide a diverse selection of commercial services and, additionally, top-floor housing units complete with rooftop yards. Photo by Forma-Futura Architects.

The future wooden residential area will be surrounded by breathtaking forests and rockheads. Photo by Marja Piimies.





THE MANY FACES OF MELLUNKYLÄ

Elina Suonranta, Kaisa Karilas

Myllypuro



Mellunkylä



1,8 km | 6 min



1,5 km | 2 min

Mellunkylä was originally one of the old villages in the Helsinki area. There were some small suburban neighbourhoods in the area as early as before the Second World War. These were expanded upon after the war as more houses were built to meet the rising demand for housing. In the early 1960s, Mellunkylä was but a collection of separate residential areas with detached or semi-detached houses. Today, the area can be divided into five areas from distinctly different eras: Kontula, Mellunmäki, Vesala, Kurkimäki and Kivikko. These areas contain both apartment blocks and beautiful single-family houses.

The construction of the Kontula apartment block quarter began in the early 1960s, and the suburb of over 20,000 inhabitants was completed within a few years. The Kontula metro station was finished in 1986, at which time the shopping centre and the area surrounding it were also renewed. Additional zoning has enabled the construction of new residential buildings and, for example, a new service centre for the elderly. In connection with designing improvements for the Kontula shopping centre, plans have been made to boost the functionality and appeal of the area with new commercial, service and residential buildings.

The district of Kontula is a prime example of the Finnish zoning ideology that was prevalent in the 1960s: it was planned as a so-called "forest suburb", which conforms to its natural surroundings, by some of the most prominent architects of the time including Pentti Ahola, Hilding Ekelund and Lauri Silvennoinen. The Kontula of today is a busy and vibrant district with a wealth of recreational opportunities for young people in particular: an indoor skate park, the Kelkkapuisto park, which is well suited for outdoor concerts, and excellent sports parks and facilities. The Kontufes-

RTT (Finnish Association of Construction Product Industries) and Puutarhaliitto (Finnish Garden Association) selected the Aarrepuisto park in Vesala as the Environmental Structure of the Year 2008. Photo by Pirjo Ruotsalainen.



tarit music festival, which is held in late summer, is a large scale event in the area. The festival normally draws anywhere from 10,000 to 15,000 music lovers to Kontula.

Mellunmäki is mostly dominated by apartment blocks. The first section of the apartment block area was built at the turn of the 1970s along the Mellunmäen tie road and its side-roads. The metro station was taken into use in 1989, but residential buildings had already been built around the station for some time before that. Currently, the new residential area of Fallpakka is being erected in the north. It extends to both sides of the Itäväylä highway. Additional town plans have been drawn up for apartment blocks and detached and semi-detached housing. One of the other ongoing projects is the development of the area surrounding the metro station into an appealing and versatile service centre. Additionally, the old shopping centre of Mellun-

An impressive example of 1960s building on the Keinulaudantie road. Photo by Marja Piimies.

mäki is being converted into an activity centre called Mellari for district residents.

In the early 1980s, the Vesala area between Kontula and Mellunmäki was composed of nothing more than a large cluster of apartment blocks. After the completion of the metro line, however, more residential housing began to emerge in the area, mainly along the metro tracks. The pride of the area is the beautiful Aarrepuisto park in the middle of the apartment blocks. In 2008, the park was granted the Environmental Structure of the Year award.

The buildings on Kontulankuja road command an exquisite view. Photo by Marja Piimies.

The wonderful Kontufestarit festival is held in Kelkkapuisto park every summer. Photo by Mari-Anne Aronen.

The largest residential area in Mellunkylä that has been preserved from the post-war reconstruction period is located between the Hakostarantie and Jäämäentie roads in Vesala.



The 1980s saw the construction of the 3,000-inhabitant Kurkimäki, which is a residential area mainly comprising small apartment blocks. One of the distinctive features of the area is the clear separation between vehicular traffic and bicycle and pedestrian traffic – a safe network of wonderful little walkways criss-crosses among the blocks of buildings.

Recent complementary building on the corner of the Kivikonkaari and Kontulankaari roads. Photo by Simo Karisalo.

The long and narrow residential area of Kivikko is located on the western edge of Kurkimäki, Kontula and Vesala. The best qualities of the area are undoubtedly its proximity to nature as well as its excellent opportunities for outdoor recreation. The area, which contains mostly apartment blocks





Mikaelin kirkko (St. Michael's Church) in Kontula was designed by architects Käpy and Simo Paavilainen. Photo by Marja Piimies.



The Hakostarantie road in Vesala.
Photo by Simo Karisalo.

and detached and semi-detached housing, is home to some 5,000 residents. In the north part of the area there are some sites for group building and detached houses. Construction of the area was initiated at the beginning of the 1990s. Construction of new employment opportunities is focused along the Lahdenväylä highway where an area providing a total of roughly 2,000 new jobs is being erected. Between the residential and business quarters, there is a vast park area, on the south side of which a new sports park containing sports fields and other services is being built. More residential buildings are planned for the area right by the future multi-level intersection of the Kehä I ring road and the Kivikontie street, which will be located to the south of the current residential area.





If, at this point, you would like to visit the newest district in Helsinki, Östersundom, continue along the Mellunmäentie road and the Itäväylä highway on your bike or get on the bus at the Itäväylä highway. Another option is to continue from the centre of Mellunmäki to Jakomäki – one of the best maintained districts in the north east – by bicycling along the Länsimäentie and Maratontie roads. Naturally, a direct bus connection to Jakomäki is also available from the Rautatientori square.

Photo by Simo Karisalo





ÖSTERSUNDOM – THE NEW EXTENSION TO HELSINKI IN THE EAST *Matti Visanti*

Mellunkylä



Östersundom



5,9 km | 21 min



5,9 km | 10 min

The cultural landscape of Östersundom extends to both sides of the Uusi Porvoontie highway. Photo by Simo Karisalo.

On 1 January 2009, Helsinki expanded to the east to areas that had formerly belonged to the municipalities of Vantaa and Sipoo. The total size of the newly acquired area is 26 sq.kms. During the previous year, the City Council had decided to divide the area into five new districts: Ultuna, Östersundom, Karhusaari, Talosaari and Salmenkallio. Due to the district's central location and long history, the name Östersundom is often used to refer to the entire area.

The area houses some 2,000 inhabitants, of whom slightly over 1,000 live in Ultuna. As of yet, the area provides very little employment opportunities, and nearly all residents work elsewhere. Commercial services are also relatively sparse. The most notable public building is the Sakarimäki school. The building stock consists mainly of detached houses. The most populous areas of detached housing are Landbo in Ultuna on the north side of the Porvoo motorway and the seaside area of Karhusaari to the south. Apartment blocks are nowhere to be found in these parts. The most noteworthy old buildings in the area are the Östersundom Manor, the Östersundom Church (which is now the oldest building in Helsinki) and the Husö Manor. Additionally, the old Björkudden Estate, which is located in the area, is culturally significant as it is the place where the famous writer and storyteller Zacharias Topelius spent the last two decades of his life.

The Porvoo motorway and the Uusi Porvoontie highway run through the area. The Kehä III ring road, which ends at the Vuosaari Harbour Centre, traces the western border of the area. The local roads are mostly small and primarily maintained by private road maintenance organisations.

→ The Östersundom Manor is an integral part of the scenery. Photo by Simo Karisalo.

In comparison to the rest of the Helsinki area, the terrain is relatively hilly. Handsome rockheads and verdant valleys continue as far as the eye can see. The northern Sipoonkorpi forest area, which extends all the way to Vantaa and Sipoo in the north, is truly a wonderful piece of nature. Another important natural environment in the area is the beautiful seashore to the south. The shallow bays have been included in the Natura network due to their bird population. Old fields dating back hundreds of years are also an essential part of the landscape of the area.

In Östersundom, old field areas and new residential areas co-exist in perfect harmony. Photo from Landbo. Photo by Simo Karisalo.

The new area of Östersundom was consolidated to the City of Helsinki to ease the shortage of housing. The planning process for the consolidation was initiated in 2008 by the City Planning Department. The primary





starting points of the planning were outlined when preparations for the consolidation were begun. In December 2008, the Helsinki City Planning Board approved the preliminary planning principles for the Östersundom area. The aim is to build a district of detached and semi-detached housing and to extend the Helsinki metro network to the area. Goals regarding the metro connection have since been expanded upon to include public transport via light rail. This combination of detached and semi-detached housing and a readily-available metro line is an urban framework of which there is no prior experience in Finland. For this very reason, the form these new types of urban houses will take is particularly interesting. It is of utmost importance that the beautiful countryside will retain its aesthetic quality when it is transformed into an urban environment.

In 2008, the City Government issued a building prohibition for the area (with some minor exceptions) to create a new master plan. This was a necessary course of action as the intentions behind the effective town plans differed considerably from the current goals set by the City of Helsinki. In addition to the area consolidated to Helsinki, the master plan includes a part of north-eastern Vantaa and the Granö area of Sipoo. This means that the plan concerns three separate municipalities. The aim is to complete the master plan in 2012.

Photo by Simo Karttalo





JAKOMÄKI – A DISTRICT ON THE ANCIENT YOLDIA SEA

Tuomas Eskola

Rautatientori
Square



Jakomäki



14,3 km | 50 min



13 km | 25 min

Mellunmäki



Jakomäki



3,1 km | 11 min



3,5 km | 12 min

Jakomäki is located in north-eastern Helsinki between the Lahti and the Porvoonväylä highways. This district of roughly 5,700 inhabitants consists of residential areas dominated by apartment blocks built mainly during the 1960s and 70s. A concentration of public and commercial services is located between the residential quarters. The name of the district derives from the Swedish name Jacobsbacka, which was first mentioned in a land distribution map in 1775. The Jacobsbacka outlined in the map is, however, located slightly to the north of the current residential area.

The zoning to convert the district into an area for apartment block housing began in the early 1960s when the prevalent residential planning ideology favoured so-called "forest suburbs", which were intended to blend into and complement their environment as well as possible. The street plan for the south part of Jakomäki was finished in 1965 based on Erik Kråkström's and Ahti Korhonen's designs. In the southern area, the long slab blocks have been carefully positioned to conform to the contours of the rocky terrain. The buildings themselves were designed by the architects' offices of Esko Hyvärinen and Erkki Helamaa. Tower blocks could not be constructed in the southern section of the district due to the proximity of the Malmi Airport. The north part of Jakomäki, which was completed later, is representative of the next phase of suburban construction: the buildings were positioned in right-angles and the zoning process was driven more by the requirements of rationalised production methods and the cost-efficiency of construction.

The beautiful yards in Jakomäki.
Photo by Simo Karisalo.



A view of the attractive park-like yard area by the Jakomäki rockhead. Photo by Simo Karisalo.



When the construction of the apartment blocks began, the area contained a few dozen detached houses, which had been built during the post-war reconstruction period. Some of the areas with this type of housing, such as the Vuorensyrjä quarter, have been preserved to this day. In contrast to the later suburbs with which the new regional building model was adopted, the southern part of Jakomäki was constructed based on a competitive bidding process. The builders of Jakomäki were the construction firms Hartela and Arvo Westerlund.

The apartment blocks in the south of Jakomäki are now owned by the real estate company Jakomäen kiinteistöt Oy. The dwellings in the buildings are city-owned rental flats. Since the mid-1990s, there has been an ongoing project to renovate and upgrade the entire group of 30 buildings. As a result, the look and standard of equipment of the buildings has seen a considerable improvement, and the area has received numerous recognitions, such as the 2004 award for best façade.

The central part of Jakomäki holds a diversified selection of public and commercial services. Significant investments will be made in the development of the area in the future as well. One of the aims is to establish it as a "living room" of sorts for the residents of the entire Jakomäki district. The public services that the central area contains include a library, day-care centre, primary and secondary school, health centre, care home for the elderly, sports park, play ground and an indoor swimming pool. Jakomäki has retained much of its appeal with regard to commercial services. The large and versatile grocery and the assortment of smaller shops in its immediate vicinity are the staples of an active local centre.

Nearly all of the city-owned buildings containing rental flats have recently received a facelift. Photo by Simo Karisalo.

Nature in the Jakomäki area is wonderfully diverse. The rockheads of southern Jakomäki still show traces of the Yoldia Sea's shoreline from seven millennia ago. The rows of round stones that once lay on the shores of the





The centre of Jakomäki will be developed in the coming years to be more pedestrian and bicycle friendly. Photo: © City Engineer's Office, Helsinki.

ancient sea are clearly distinguishable on the north and south-east sides of the hills. The Jakomäenkallio rockhead rises 62 metres above sea level, which makes it the highest natural spot in Helsinki. The Kaivantopuisto park at the southernmost point of the Jakomäki district houses a captivating array of World War I fortifications, and the Slättmossen swamp on the east side of the Somerikkotie road holds the largest natural wetland in the Helsinki area. The area was designated as a nature reserve in 1995. The swamp area contains a nature trail and a narrow passageway made up of wooden slats. The gravel pits to the north of the swamp area are popular spots for relaxation during the summer. The ponds in the pits are




perfect for swimming. The expansive forest area to the north of Jakomäki is also an exceptional location for outdoor recreation. The area holds, for example, a protected hazel grove, and it is well known among bird-enthusiasts for its diverse bird population.

The Jakomäki of today is a prime example of a pleasant and comfortable Helsinki suburb. "Plenty better than its reputation," as the locals would say. What Jakomäki is most definitely not is a stale backwater neighbourhood, anything but. It is a vibrant multicultural suburb with a lot to offer.

The sports park is an important meeting place especially during the summer. Photo by Tuomas Eskola.





By now you are most likely on your way back towards the city proper on the Mellunmäki metro line by way of Itäkeskus. The best way to get to the next destination, Roihuvuori, is to bicycle along the beautiful route past the Marjaniemi allotment garden or take the bus at the Itäkeskus or Herttoniemi metro station.

You can reach the southernmost island covered in this guide, Laajasalo, by continuing your bicycle trek along the breath-taking seashores from Roihuvuori or Herttoniemi. Again, a bus connection is available from the Herttoniemi metro station.

The westernmost area of our east side destinations is the district of Kulosaari.





ROIHUVUORI – PARKS AND STREETS STRAIGHT OUT OF A FAIRY TALE

Barbara Tallqvist

Itäkeskus



Roihuvuori



2 km | 7 min



1,8 km | 8 min

The Hanami cherry blossom festival is celebrated each year in the Roihuvuori park, which contains a Japanese garden. Photo by Marja Piimies.

Roihuvuori is a charming neighbourhood which was constructed on a bed-rock ridge mainly during the 1950s and 60s. As was customary during that period, the buildings were positioned freely according to the form of the terrain and plenty of vegetation was left in place to increase the appeal of the area. A church and shopping centre are located at the centre of the neighbourhood. Street names in the area have mostly been taken from fairy tales: the characters that appear in the names range from Little Red Riding Hood to Cinderella. The residential area from the land of fairy tales is surrounded by enchanting parks on the east, south and west sides.

Let us begin our stroll from the north end of the Roihuvuorentie street – not far from the Siilitie metro station – near the vocational school for the service sector, which was designed by the famous Finnish architects Timo and Tuomo Suomalainen (designers of the Temppeliaukio Church). The school's student restaurant is an excellent place to eat, and, if it strikes your fancy, you can buy delicious student-made bread and pastries or even clothes there. As we continue up the hill, the residential buildings will come into view amidst the luxuriant trees.

Next, we will arrive at the Tulisuntie crossing, around which the centre of Roihuvuori is located. To the north lies the red-brick church designed by architect Lauri Silvennoinen (1970), on the east side of which are the youth centre, care home for the elderly and a playground. A shopping centre is located on the west side of the road. It holds an old pharmacy building

(although the actual pharmacy has relocated to Herttoniemi) and two brand new groceries around a small square. The newly-constructed commercial buildings are testament to the fact that residents of Roihuvuori have a strong desire to use their own local shopping centre which is extremely promising with regard to future commercial prospects in the region. A tall building of studio flats stands on the north side of the shops. Its ground floor holds a bicycle shop, florist, book shop and computer shop. On the

Vuorenpeikontie road. Photo by
Marja Piimies.



south side of the Tulisuntie street there is also a low-rise commercial building, which will, in the future, be replaced by a four-storey apartment block.

Our journey continues east to the Tulisuntie street. On the front left you can see the Marjaniemi allotment garden and behind it the Itäkeskus district and shopping centre. Next, however, we will take a left to the Kreijärinkuja lane and pass by a small wooden building dating back to 1853. It was moved here from the city of Tampere in the 1950s and served as a cooperative shop museum until the 1980s when it was vacated. After a long stretch of disuse, the building was taken into residential use after the turn of the millennium. Had this not been done, the building would surely have deteriorated beyond repair.

Our next destination is the Strömsinlahdenpuisto park in the east-north-east section of Roihuvuori. The park is a large verdant area by the sea, and its north part contains an institute building from the 1950s, which was later stylishly renovated to suit the purposes of the East Helsinki Music Institute, so why not drop in to enjoy a concert or two. The institute is home to

Comfortable living on the
Tuhkimontie road. Photo by Marja
Piimies.



the famous youth orchestra, the Helsinki Strings. It also acts as a regular school, but the curriculum places an emphasis on music. On the shore stands the Ströms Manor, which was built in the 1880s. It has since been renewed and upgraded to serve as the Helsinki Art School, which provides training and education in visual arts to children and youths. Public exhibitions are held at the end of each semester.

After we have had our share of art, we head towards the seashore and the Ströms marina, which is extremely busy during spring when boats are being mended and launched after the long winter. The Ströms marina is the base of many boat clubs. From the marina we continue on due south along the recently built Tammissalo canal, which separates the districts of Roihuvuori and Tammissalo. On our way to the Porolahti bay we will also pass by a beautiful forest of black alders. The south side of Roihuvuori holds the vast and exquisitely renewed Porolahti park. On the north side of the street you will see the Porolahti primary and secondary schools and the charming Roihuvuori Library.

Now, it is time to head north. On the west side of Roihuvuori stands a handsome ridge covered with a luxuriant forest area, which begins with an expanse of beautiful meadows where a fenced dog park and agility track have been constructed. After enjoying the antics of the playful dogs for a while, we can continue our trek due north. Next, we will arrive at the Cherry Park flourishing with poplars and hundreds of cherry trees, which were donated by Japanese people and companies residing further north in Finland. Higher up the slope you will also see some birches and oaks. After the wonderful park area, we will pass by the Roihuvuori water tower and the Cinderella playground and come to Roihuvuori's exotic Japanese style park. The park is divided into four sections: The Garden of the Little Blue Dragon, the Garden of the Red Phoenix, the Garden of the White Tiger and the Park Forest of the Black Turtle. It is truly worth stopping in this unique park area for a while to take in its enchanting atmosphere.



From the serene Japanese style garden, we can head back north towards the end of the Roihuvuorentie where we began our excursion. Alternatively, we can take a turn towards the forest and walk by the Vuorenpeikontie primary school, which was designed by professor Aarno Ruusuvuori. The path through the rocky woods will bring us to the Siilintie metro station by way of an industrial area. Now, was this not a day filled with all kinds of wonderful experiences and enjoyment?

To find out more about Roihuvuori, you can read the publication on the district released by the City Planning Department (Roihuvuori. Alueen arvot ja ominaispiirteet. Rakentamistapaohjeet.) or the book titled Roihuvuori by Kaarina Hulkkonen. The wonderful article on Roihuvuori by Otto-Ville Mikkilä is available on Wikipedia.



The Herttoniemi water tower stands guard beyond the buildings on the Tuuskimontie road. Photo by Marja Piimies.

↖ Elegant residential architecture on the Peukaloisentie road. Photo by Marja Piimies.





HERTTONIEMI – *Siv Nordström ja Timo Karhu* COMFORTABLE LIVING AND BUSTLING WORKING

Roihuvuori



Herttoniemi



2,4 km | 9 min



2,4 km | 9 min

Herttoniemi was originally one of the oldest villages in the township of Helsinge with several farms and estates as early as the Middle Ages. The Herttoniemi Manor and the park surrounding it in particular are both historically and aesthetically notable. The main building of the manor houses a museum, and in the spring and summer, the formal garden in the park is aglow with vibrant and colourful blooms.

After the regional consolidation in 1946, new types of residential areas were constructed in the consolidated areas. These were the modern suburbs, of which Herttoniemi was the first. At the time, the area contained an operational harbour and an expansive industrial area.



Eastend – detached and semi-detached housing in the Herttoniemenranta area. Photo by Simo Karisalo.

Kuva Simo Karisalo



Vanha Herttoniemi (Old Herttoniemi) holds a colourful assortment of apartment blocks and detached housing, some of which date back to the post-war reconstruction period. Photo by Simo Karisalo.

The architecturally and stylistically consistent Länsi-Herttoniemi area of apartment blocks was completed within a short time span during the 1950s. Construction in the area expanded rapidly to the Roihuvuori district and together the areas formed the largest residential area in the suburbs of Helsinki during the early 1960s. The construction style characteristic of the era, which involved building structures that conform to the landscape, has remained intact especially in the Siilitie residential area. The Länsi-Herttoniemi area of detached and semi-detached housing, which was built on varied and rocky terrain, is one of the best preserved areas in Helsinki from the post-war reconstruction period. This historically significant living environment has been protected in the town plan. The Eränkävijäntori square forms the centre of the Länsi-Herttoniemi cityscape.





➤ Herttoniemi is a centre of car trade but the area contains numerous other businesses as well, such as the Finnish health technology specialist Planmeca. Photo by Simo Karisalo.

The business quarter holds the world-famous Marimekko. Photo by Patrik Lindström.

The Herttoniemi Primary School, which was designed by the famed architect, Jorma Järvi, in 1953, is located on the east side of the square. The most important commercial services are currently centred around the metro station, but the surrounding area is going to see drastic changes in the near future. The shopping centre of Herttoniemi, which was located next to the metro station, was brought down in 2008, and residential apartment blocks will be erected in its place. There are also plans to reconstruct the metro station itself and develop the area to better serve as the centre of the district.

The Herttoniemi business park is one of the largest unbroken areas providing employment in Helsinki. Traditionally, the area has been dominated by industrial operations but new offices are being built and commercial activities are on the rise. As a result, the services in the area are becoming more diversified, and plans are being made for new apartment blocks by the Abraham Wetterin tie street in the south. The Marimekko factory is renowned both for its architecture and patterned fabrics. As one can imagine, the factory outlet draws a considerable number of visitors who appreciate good design. Herttoniemi is home to the headquarters of many other successful export companies as well, such as Planmeca Oy



and Rautaruukki Oyj. Herttoniemi is also known for its car shops and related business operations.

Herttoniemenranta is a residential area by the sea, which has been constructed on the grounds of the old harbour since the 1990s. The aim has been to create an appealing residential area in the line of the central city areas. The structural frame of the area is the Kokoojankatu street, which circles around the Sorsavuori hill. To enliven the area, particular attention has been paid to its character, services and even the most minute of details. The street blocks are relatively enclosed to protect the area from traffic noise and strong winds from the sea. The enclosed blocks and the

The Herttoniemenranta area
provides seaside housing at its best.
Photo by Simo Karisalo.





five-storey buildings along the streets reinforce the image of a city-like environment. In the inner parts of the street blocks and on the seashore, the buildings are lower, whereas on the Sorsavuori hill the structures are taller to accentuate the rockhead that rises in the middle of the area. The most prominent park areas in the district are located by the sea in the Tuorinniemen puisto park, by the Laivalahden puistotie parkway in the Sorsavuori area and in the sports park. The neighbourhoods of the area are connected by a walkway, which occasionally opens up into a small park or square. The bulk of the public services in the area, such as day-care centres and schools, are situated along this road. The Herttoniemenranta area is nearing completion, and the final population will be roughly 9,500. Houseboats, floating dwellings and a new boating centre are also being planned for the Kipparlahti area.

The Herttoniemi Manor, which represents the oldest Herttoniemi, is located right next to the business quarter and the Herttoniemenranta area.

↖ The future of the area surrounding the Herttoniemi metro station as envisioned in the winning entry of the 2008 design contests for the area. photo by B&M architects.





LAAJASALO – *Inga Kähre-Maury* THE ISLAND DISTRICT



2,6 km | 9 min



2,4 km | 9 min

Laajasalo is a large rocky island on an ancient coastal waterway. From the Middle Ages to the late 19th century, Laajasalo was but a small village in the archipelago. During the 19th century, wealthy Helsinki families began to build villas, which could include exquisite gardens, in the area. Many of these buildings, some of which are owned by the city, have been preserved to this day.

In the early 20th century, houses for year-round living began to appear in the area. The original residential areas containing detached and semi-detached housing have since been supplemented and expanded. The shore areas, however, have generally been left untouched to serve as recreational areas, and many of the city-owned beach houses are used by various associations and societies. Marinas, the largest of which is on the Iso-Sarvaston lahti bay, have also been built in suitable locations.

The Riitankuja road holds one of the first terraced blocks in Helsinki. The dwellings command a breathtaking view of the sea and the Vartiosaari island. Photo by Marja Piimies.

During the summer, the Laajasalo canal is busy with all kinds of water traffic, such as sightseeing boats from the Kauppatori square. The canal separates Laajasalo from Tammissalo. Photo by Marja Piimies.





The wonderful 1960s residential area by architect Olli Kivinen is located in western Yliskylä. Photo by Marja Piimies.

➤ The wonderfully colourful residential houses on the Sarvastonkaari road. Photo by Marja Piimies.



The old villa, Laajaranta, at the end of the Humalniementie road, is currently used by the Roihuvuori congregation. Photo by Marja Piimies.

The first apartment blocks were erected in Laajasalo in the 1960s. The following two decades, however, saw the construction of the majority of the island's current residential building stock. The apartment blocks, some of which stand amidst the rugged rock terrain like finely-chiselled sculptures, are representative of the high-quality design of the era. The neighbourhoods on the north-western side of the Koirasaarentie and Iso-saarentie streets were designed by the architectural office of professor Olli Kivinen. The section of the Laajasalontie street that was designed for motor traffic, too, reflects the design ideology of the 1960s and 70s, albeit not as successfully.



The Laajasalo church was inaugurated in 2003. The primarily wooden building was designed by architects Kari Järvinen and Merja Nieminen. Photo by Marja Piimies.

Commercial and public services are mainly situated on the grounds of the former Uppby Estate in the northern part of the island. In the central area, an old peculiarly shaped pine and the wooden Ylistalo house (the main building of the Uppby Estate in the 19th century) are reminders of the district's long history. The highly acclaimed church and the top-rate health centre building, on the other hand, are fine examples of more modern architecture. If all goes according to plan, a new shopping centre will be constructed in the 2010s to improve the services of the centre of Laajasalo and the old shopping centre will be replaced by residential buildings.

Laajasalo residents are extremely fond of their home district. They see the area's peaceful and quiet nature and its proximity to nature as its most important assets. They actively voice their opinions on issues regarding the planning of the district and often aid the planning process with their local knowledge and expertise. In many projects, the collaboration has been extremely fruitful.

The district of Laajasalo will shortly enter a new phase, which will change the vistas to the east from the shores of the Helsinki city centre. The large oil tanks, which have dominated the shore across the Kruunuvuorenselkä reach since the 1920s, will during the 2010s give way to the multifaceted area of Kruunuvuorenranta. In addition to vast residential quarters, the new area will hold, among other things, a variety of maritime operations. Kruunuvuorenranta will be connected to the city proper with a tram and pedestrian bridge. This will allow the rest of Laajasalo to reach a new level of accessibility and to become more tightly connected with the Helsinki peninsula.

The new Kruunuvuorenranta area will be constructed in western Laajasalo. Design photo of the Haakoninlahti area, City Planning Department, Kruunuvuorenranta project





Helsingin kaupunki
Kaupunkisuunnitteluvirasto



Asemakaavaosasto
Kruunavuorokanta projektin





KULOSAARI – LUXURIOUS VILLAS AND MODERN LIVING *Siv Nordström*

Laajasalo



Kulosaari



2,6 km | 9 min



4,1 km | 16 min

The Kulosaari community was originally based on the early 20th century concept of a villa district. Perhaps due to this, the district has over the years become to be seen as more elitist than other districts of Helsinki. The beautiful park-like environment of the area has also attracted many embassies, which bring their own international flavour to the district.

For the first few years of its existence, Kulosaari was a corporation as the Brändö Villastad company, which was established in 1907, acquired the lands to pursue the construction of a modern villa district. For these lands, architect Lars Sonck created a town plan following the ideals of an English garden city. Beginning from 1919, Kulosaari was connected to Helsinki proper by a bridge, on which ran a tram line. Before the bridge was built, the trams were transported to the island on a steam ferry. In 1922, Kulosaari became an independent municipality, and by the 1930s the district was well on its way to becoming a highly respected residential area. This was largely due to low tax rates made possible by the strong economy of the town, which attracted many a wealthy resident to the area. In 1946, despite severe objections by the Kulosaari residents, the area was consolidated to the City of Helsinki as a suburb.

The 1950s and 60s saw the construction of a new bridge and the Itäväylä highway, which split the villa district in two. At the same time, a cluster of apartment blocks was built in the central part of the island according to the prevalent construction ideology of the time. The street plans were drawn up by the architect Olli Kivinen.

The Kulosaari villa district.
Photo by Marja Piimies.

Until the early 1960s, the residential and commercial building Domus, which was built on the Kulosaarentie road between 1915 and 16, was the only residential apartment block in Kulosaari. Photo by Marja Piimies.

✧ The Ribbinghof buildings (by Armas Lindgren) on the Kulosaarentie road were the first terraced houses in Finland. Photo by Marja Piimies.

The Kulosaari church is located in the middle of the district. The bell tower stands on the highest spot in the area. The hill commands an impressive view of the Kluuviniemi bay and the open sea. Photo by Marja Piimies.



A large part of Kulosaari's old building stock has been preserved to this day. Of the denser city structure that was planned for the island, only the Ribbinghov terraced houses and the Domus apartment block were actually realised. The Ribbinghov terraced houses, which were built on the Kluuvinkallio slope in 1916–1917, were the first of their kind in the country. The conservation of the historically most important buildings and environments in the summer house area was protected with the street plan modification, which was prepared in the 1980s. The majority of the pre-war buildings are protected, but after the turn of the millennium, protective measures have been taken with regard to the newer building stock as well.

Some of the most important recreational areas in Helsinki are connected to Kulosaari: Mustikkamaa, Kivinkallio and the Helsinki Zoo, which was established in 1890, on Korkeasaari island.

In the future, the district of Kulosaari will explore the possibilities of moving the Itäväylä highway and the metro line underground and building business premises on the freed-up land.



The Kulosaaren Casino restaurant is located on a separate island, Vaala, south of the Wihuri square. Photo by Marja Piimies.

↑↑ Modern villas on the slope of the Kulosaari villa district on the Risto Rytin tie road. Photo by Marja Piimies.

← Red brick apartment blocks, which are characteristic of central Kulosaari, can be found on the Risto Rytin tie road. Photo by Marja Piimies.





Next, we can take the main railway line – the main traffic artery of the country – from the railway station towards the north-eastern suburbs including Oulunkylä, Malmi, Tapanila and Tapulikaupunki. On the way we can also visit Pihlajamäki (where the Bussi-Jokeri bus stops) and Siltamäki by the Vantaanjoki river.

Photo by Simo Karisalo

The decommissioned railway station of Oulunkylä dates back to the early 20th century. Currently, the building holds offices and various services. Photo by Marja Piimies.





OULUNKYLÄ – FROM A VILLA *Markku Hietala* COMMUNITY TO A TOWN

Rautatienatori
Square



Oulunkylä



7,9 km | 28 min



7,9 km | 10 min

The Fazer Villa on Töllinmäki hill. The building was relocated to this spot from Terijoki in the mid-19th century. The tanner Eduard Fazer purchased it for his summer residence in 1870. The villa, which has since changed owners, has been preserved nearly in its original condition. Photo by Marja Piimies.

Oulunkylä, or Åggelby as it is called in Swedish, was originally part of the centuries-old township of Helsingfors. As early as the 19th century parts of it were parcelled out to the families of city officials as sites for new villas. After the station was completed in 1881, most of the houses rapidly became year-round residences. In 1921, Oulunkylä became an independent municipality. The era of active villa construction gave birth to an extremely varied building stock: the area contained all manner of buildings from beautiful villas decorated with hand carved ornaments to vintage houses that were relocated from areas such as Terijoki. The colourful community was home to many artists.





The Oulunkylän Seurahuone building has served, for example, as a restaurant, residence and the Oulunkylä Pop & Jazz Conservatory. It now functions as a community centre. Photo by Marja Piimies.

After the regional consolidation of 1946, the area was zoned to serve as a residential area with detached and semi-detached housing as well as loosely built-up apartment block neighbourhoods. In the 1950s, the bulk of the building stock still consisted of large wooden villas. Some of them can still be found in the Veräjämäki area and on the west side of the railway tracks. The most prominent of these is quite literally the old Oulunkylän Seurahuone building, which is located on the east side of the main railway line in Veräjämäki. The building is currently in residential use. The 1950s in Oulunkylä saw the completion of apartment blocks in the vicinity of the



railway station as well as the Kustaankartano nursing home by the Tuusulantie and Käskynhaltijantie roads. The first town plan was finished in 1952.

In the 1970s, an area of apartment blocks typical of the era rose on the north side of the Käskynhaltijantie road. The area called Patola contains prefabricated three-storey flat-roof buildings, none of which have lifts. The end of the 1980s was a period of fervent construction in Oulunkylä: empty sites particularly in the Veräjämäki area were filled with large detached and terraced houses. Some of the newest residential areas are Veräjä-

The Holmbergin talo building on the Larin Kyöstin tie road is in residential use. Photo by Marja Piimies.

laakso – an area of some 1,400 residents, which was completed in the 1990s and which is flanked by the Oulunkylä allotment garden – and Hankkijanmäki, which was finished in 2003.

The Vantaanjoki area, with its parks and hiking trails, and the Pikkukoski beach are the most significant recreational areas in Oulunkylä. At the sports park you can skate in an artificial skating rink, which is the first one in Helsinki. During the summer, the rink is used as tennis courts. The sports park provides a wealth of opportunities for ice sports enthusiasts as it also boasts an indoor ice hockey rink and another one is on the way. The sports field is decked with artificial turf, which enables year-round football practice.

✎ The Kustaankartano service centre for the elderly is most likely the best known of its kind in Helsinki. Photo by Marja Piimies.

The green and comfortable residential area of Patola. Photo by Marja Piimies.

The centre of Oulunkylä, which has excellent bus connections and a railway station, contains a comprehensive selection of public services. These include the business centre and library, which was completed in 1987, and the health centre and care home, which date back to 1993. The transversal bus line between Itäkeskus and Tapiola, the Jokerilinja, runs through the centre of Oulunkylä. Plans have been made to replace the popular and often crowded bus line with a rail line.





An efficient cluster of office buildings is forming on both sides of the main railway line to the west. This area is extremely accessible due to its location in the intersection of the main railway line and the Tuusulanväylä highway.

More recent residential buildings in the Veräjäläakso area. Photo by Marja Piimies.

The Pikkukoski beach on the Vantaanjoki river, and the shower and dressing room structure with an atrium. Photo by Marja Piimies.







PIHLAJAMÄKI – *Riitta Salastie, Taru Tynni*

A MODERN DISTRICT WITH AMAZING VISTAS



Oulunkylä

Pihlajamäki



3,9 km | 14 min



4,1 km | 23 min

The district of Pihlajamäki was designed and constructed mainly between 1959 and 1965. It was one of the first regional construction projects in Finland. The planning began in 1959 when the Helsinki City Council decided to release the Aarnikanmäki area of some 65 hectares for building. The town plan was created by the architect Olli Kivinen, who was one of the best in the field at the time.

The town plan of Pihlajamäki was the first and only plan that utilised the cellular concept of zoning in its pure form. The town plan divided the area into five separate cells that had their own services, such as grocery shops. The cells were arranged along dead end streets; two on the rockheads in the south east, two in the north east and the fifth cell in the lower lands in the north. The shopping centre at the southern end of the valley dividing the Pihlajamäki area formed the heart of the district.

In addition to the preservation of the environment, the street plan of the Kivinen area is based on utilising the natural form of the terrain to its fullest and applying the traditions of functionalistic town planning to the beautiful Finnish landscape. The large, free-standing buildings are located in the midst of vast green areas.

The tasks relating to the building of Pihlajamäki were distributed equally between two construction organisations. The housing development organisation HAKA (Helsingin Asuntokeskuskunta) was assigned the construction of the north-eastern section of the area. The other designated developer was SATO (Sosiaalinen asuntotuotanto Oy), which was tasked

This picture says it all about the views from the Pihlajamäki buildings. Photo by Simo Karisalo.

with building the south-western part. Architect Lauri Silvennoinen, who in his proposal further developed Olli Kivinen's zoning concepts, won the architectural design competition held in 1960 for the design of the area appointed to SATO.

Pihlajamäki was also one of the first areas in Finland that was constructed using prefabricated concrete elements. Prefabrication was seen as a way to build modern, high-quality housing cost-efficiently. In Pihlajamäki, new construction technology was combined with the garden district concept, which had been implemented in the district of Tapiola, for example. The aim was to make Pihlajamäki a healthy suburb that maintained its closeness to nature.

In the 1970s, a group of new apartment blocks was erected along the Rapakiventie road. Additional building also took place during the 1990s. A red brick church designed by the architect Esko Korhonen was completed in 1976.

Pihlajamäki is a well-preserved example of the so-called "forest suburb" ideology, which was prevalent in Finnish town planning during the 1960s. After all, the district received numerous acknowledgements from the architectural community at the time of its completion. The area represented a new model of residential construction and pioneering building using prefabricated elements. The essential values on which the district is based are connected to the planned area as a whole, the dwelling layouts and high architectural quality. Today, Pihlajamäki is one of Helsinki's DoCoMoMo (International Working Party for Documentation and Conservation of Buildings, Sites and Neighbourhoods of the Modern Movement; established in 1989) areas along with the districts of Maunula, Sahanmäki, Olympiakylä and Taka-Töölö.

Pihlajamäki is the first 1960s concrete suburb in Helsinki that has been protected with a protective town plan. Despite additional construction that took place later, the original urban setting is still clearly distinguishable.





The Pihlajamäki town plan as well as the district's landscape and buildings have been protected. Photos by Simo Karisalo.



In 2004, which was a theme year for involving children and youths in decision-making, local youths pitched ideas for a youth park in the area. A versatile park was constructed based on these ideas in 2009. Early spring. Photo by Päivi Kaartinen.

The combination of the buildings and landscape in Pihlajamäki forms an impressive whole that is undeniably greater than the sum of its parts. In this respect, the protective measures that have been taken are not a surprise.

Before work on the town plan was initiated, the area and all of its elements were inventoried and valued. At the same time, new concepts regarding the protection of these kinds of environments were developed. The new concepts used in the analysis were influenced by how the use of landscapes was seen at the district's time of construction as well as the above-mentioned "forest suburb" ideology. In addition to the building stock, the protection covers some parts of the environment formed by the surrounding forest and planted vegetation. After all, the dialogue between

Expansion plans for the shopping centre. Photo by Arkkitehtitoimisto O+O (Veikko and Johanna Ojanlatva).





A massive crowd enjoyed the, once again, excellent musical selection at the 2009 Pihlajamäki goes blues festival, which was held in Kiillepuisto. Photo by Simo Karisalo.

the landscape and the buildings is an integral part of the legacy from the 1960s. The protective town plan includes not only the residential buildings but also safeguards the shopping centre (Kaija and Heikki Siren, 1963) as well as the original school buildings from the 1960s. With regard to green areas, the related regulations concern the protection, development and maintenance of the essential elements of the landscape, parks, and yards as well as important green areas and vistas.

In 2009, a trail displaying the architecture of the area was completed in the area. Further information can be found at the address www.hel.fi/lahioprojekti/pihlajamaki_arkkitehtuuripolku and in the map at the end of this guide.

In addition to its architecture, Pihlajamäki is known for its annual blues festival: the Pihlajamäki Goes Blues event gathers a large number of blues aficionados to the area each summer.







MALMI – THE CENTRE OF NORTH-EASTERN HELSINKI

Tuula Helasvuo

Pihlajamäki



Malmi



2,3 km | 8 min



2,7 km | 12 min

The Malmintori square is a lively hub of commerce. Photo by Simo Karisalo.

Malmi has been a regional centre for over a century. Originally, it served as the centre of what was then the township of Helsingfors until 1946 when the area was consolidated to the City of Helsinki. After the consolidation, Malmi became, for all practical purposes, the heart of north-eastern Helsinki, which has been its role to this day. Today, Malmi is also one of the two district centres in Helsinki.

The opening of the railway station in 1871 drew a large number of residents as well as industry to Malmi.

The period following the consolidation to Helsinki also saw the beginning of new zoning projects: the west side of the railway tracks (Malmi, Tapaninkylä) received its first town plan in 1953, but the east side had to wait nearly two decades after the consolidation, until 1964.

In 1972, the City Council resolved that Malmi would be designated as the second district centre of Helsinki, which sparked a new zoning process in the Malmi district. The new railway station over the railway tracks was completed in 1986 and was connected to the pedestrian and bicycle ways on both sides of the tracks with bridges. The most important commercial and public services were positioned around the squares at the ends of the bridges. Office buildings were constructed along the roads flanking the main railway line. Later development of the district centre has followed along these lines. As was the case with the first town plan, the new plan took into account the existing network of streets, which is why



View from the Kirkonkyläntie bridge.
Photo by Simo Karisalo.



A recreational centre in the
premises of the old von Essen Villa
and Malminkylä Manor in Ala-
Malmi. Photo by Simo Karisalo.



The park around the Malmintalo building has been renovated with an attractive water theme. Photo by Simo Karisalo.

➤ The Ströms Estate outbuilding in Ala-Malmi on the Latokartanontie road. Photo by Simo Karisalo.

Malmi took its current form. Additionally, conscious efforts were made to preserve as much of the old building stock as possible.

Construction of the actual district centre did not, however, begin until the 1980s. The indoor swimming pool in the Ala-Malmi area and the church on the Kirkonkyläntie road were the first of the larger public building projects. By the end of the 1980s, the district centre was nearly complete and the Malmi-talo community centre was, at long last, open for everyone to enjoy.

The Malmi district is divided into two sections, Ylä-Malmi and Ala-Malmi, by the main railway line. In addition to the public and commercial services, both sides of the tracks hold residential apartment blocks, which are, on the Ylä-Malmi side, followed by a vast area of detached and semi-

detached housing, which extends all the way to the Vantaanjoki river in the west and the Tapaninkyläntie road in the east. The Ala-Malmi area, in turn, contains the relatively expansive Longinoja park area, which is surrounded by detached and semi-detached housing as well as several educational institutes.

The Ylä-Malmi area also holds the impressive brick church from 1981, which was designed by architect Kristian Gullichsen, as well as a century-old hospital, which, during the war years between 1939 and 1944, served as a military hospital. In 1946 when the horrors of war had passed, ownership of the hospital was transferred to the City of Helsinki, and it received the name Malmi Hospital. The hospital has now been dubbed the Eastern Emergency Hospital and its expansion work is under way. Despite the renovations, the old hospital buildings will be preserved.



Central Malmi, Aerial photo: © City Engineer's Office, Helsinki.



The new area of urban detached and semi-detached housing in Ormuspelto represents complementary building in the area. Planning-stage picture by City Planning Department. Photo by Sakari Pulkkinen.

The Ala-Malmi area, in turn, houses a beautiful graveyard, which was established in 1890 on former military training grounds.

The area also holds the Malmi Airport, which was taken into use in 1936. Currently, the City of Helsinki is searching for a suitable new location for the airport in the metropolitan area. The current site is intended to be zoned for residential use.

Additional plans have been made to construct new residential areas in the Ormumäentie area near the centre of Malmi and in Alppikylä, which is located between Tattarisuo (a vast area of light industry on the east side of the airport) and Jakomäki.





TAPANILA – COMMUNITY SPIRIT *Johanna Mutanen* AND DELIGHTFUL VILLAS

Malmi



Tapanila



2,1 km | 7 min



2,2 km | 5 min

Tapanila, which is also known by its Swedish name, Mosabacka, and the colloquial nickname, Mosa, is a densely built-up area of beautiful wooden villas, which was constructed mostly during the 1910s and 20s. The area was built to experiment with solutions to the shortage of housing for the working class and to create a district according to the English garden city ideology.

The architect Gustav Strengell was one of the shareholders of the company Ab Parkstad-Wanda-Puistokylä Oy, which was established to handle the zoning and sale of the area. He was the one tasked with drawing up the plan for parcelling out the land in 1907. In keeping with its original English counterparts, Strengell's town plan utilised curved streets that conform to the terrain. Additionally, the idea was to construct turnkey houses according to Strengell's type drawing titled "Egna Hem" (Swedish for "Own Home").

Strengell's plans were, however, quickly dismissed and land surveyor Orkar Immell began zoning the area using a ruler as his most important tool. Strengell's new task included creating a sales brochure to attract the working class to the area away from the poor housing conditions of the capital. The man did his job admirably, as his grand words describing the well-lighted and spacious dwellings and healthier and more pleasant living conditions did, indeed, give a significant boost to land sales in the area and the village grew rapidly.

A view along the Päivöläntie road.
Photo by Johanna Mutanen.

The old Tapanila school was completed in 1923. Photo by Johanna Mutanen.



The right-angled and symmetrical network of streets would, on flat land, have been a rather uninspired and dull solution, but on the uneven terrain of Tapanila the result was a delightful neighbourhood where the differences in altitude allow you to see the streets reaching far into the distance. During the construction period, there was no official supervision in the area, which is why the building stock is not particularly unified. Even the "Egna Hem" houses are not really distinguishable from the other buildings due to their small number. The buildings are generally positioned on their sites in rather varied ways, and most houses include outbuildings, which frame the yard area. The majority of the buildings are wooden, but the building stock includes some roughcast houses as well. Glazed porches connect both new and old Tapanila buildings to the yard areas lush with all manner of plants.

From the very beginning, the railway connection was designed to be the lifeline of the Tapanila area, and, in contrast with its English equivalents, it was not intended to be self-sufficient with regard to jobs. It did not take



long for Tapiola to gain its own industrial operators, however, as a brick factory, cement works, roofing felt factory and machine shop spawned in the area during the early 20th century. Local industry was an important source of employment, and some of the factories' products, such as roof and façade tiles, were used in local construction projects. Some of them are still a part of the cityscape. Today, some industrial activity remains in the areas along the railway tracks, but in the inner parts of Tapiola it has made way for residential buildings. Industrial buildings have been replaced by new apartment blocks and terraced houses as well as the Hiidenkivi School, but a dash of history still remains as the old blower factory has been renovated into high-quality lofts.

The village-like nature of Tapiola is evident not only in the building style but also in the services provided in the area: the church, school and market square are located in the centre of the district. The voluntary fire bri-



A well on the Hiidenkiventie road.
Photo by Johanna Mutanen.



The old factory-turned-residential building (red building in the background). Photo by Sari Ruotsalainen.



The Mosa herää (Mosa awakens) spring-time event in Tapanila. Photo by Tim Hyvönen.

↗ Recent residential building can be seen around the Rajatie road. Photo by Anu Kuutti.

gade building and the community hall provide wonderful meeting places for residents of the area. The library and sports centre are the focal points of recreational activities. The multitude of annual local events are a testament to the activeness and community spirit of the residents: during the Mosa herää (Mosa awakens) festival in April and the live Advent calendar





in December the local folk gather on yards and along streets to enjoy the festivities and performances.

The description that was written in the 1920s of the wonderful Mosabacka community amidst luxuriant forests still rings true: it is a place where "delightful villas surrounded by beautiful pines and birches stand side by side along straight roads."

A gate on the Kanervatie road.

Photo by Johanna Mutanen.







TAPULIKAUPUNKI – *Tuomas Eskola* A VIBRANT SUBURB ALONG THE MAIN RAILWAY LINE

Tapanila



Tapulikaupunki



1,9 km | 7 min



2,3 km | 14 min

The district of Tapulikaupunki is located by the main railway line in northern Helsinki on the west side of the Puistola station and only some 3 kilometres from the district centre of Malmi. The area, which for the most part was constructed during the 1970s and 80s, is primarily dominated by apartment blocks. Currently, the district has roughly 4,500 inhabitants and 2,600 dwellings.

The event that began the history of the Tapulikaupunki area was the creation of an interim town plan for the area around the Puistola station in the early 1970s. The majority of the now built-up area was then in agricultural use and the north section held MTT's (Finnish agricultural research institute) test facility for pig farming. Detached and semi-detached housing had begun to appear on the north side of Tapulikaupunki and the north section of Tapanila as early as the beginning of the 20th century.

The town plan of Tapulikaupunki represents the principles of early 1970s planning, which is characterised by blocks of apartment buildings that have been placed in right angles and that are surrounded by above-ground car parks. Vehicular traffic in the area was designed to be directed outward, which enabled creating a large park area, the Maatullinpuisto park, where no traffic was allowed, in the centre of the district. The cornerstones of the area are the Puistola train station, which was moved south from its original position, and the services that surround it. The pedestrian and bicycle paths in the area spread out from the station in a radial pattern towards the surrounding neighbourhoods, and the main walkway, Maatullinkuja, connects the entire area on an east-west axis.

An aerial photo of the area
surrounding the Puistola station.
© City Engineer's Office, Helsinki

These planning principles have stood the test of time considerably well with the possible exception of the large car parks, which were positioned relatively far from the residential buildings.

The prefabricated apartment blocks in the east part of the residential area were built in the 1970s, and the red brick and clinker coated buildings date back to the late 1970s and 80s. As in many other districts, it took time for all necessary services to get to Tapulikaupunki. A temporary school and a few day-care centres were constructed right away, but the red brick buildings around the station, for example, (shops, library, youth centre and health centre, etc.) were not completed until the mid-1980s.

During its early years, the new suburb was referred to simply as the residential area around the Puistola station. Even in those days, the area was

The commercial centre of Tapulinkaupunki is located on the Ajurinaukio square. The area holds all essential shops, the post office, youth centre and health station.
Photo by Tuomas Eskola.



surrounded by the main street, Tapulikaupungintie. Gradually, residents of the area began to use the name of the street to refer to the entire area, and eventually the name Tapulikaupunki was made official. The names of the other streets in the area were changed to suit the theme suggested by the new name of the district.

After the turn of the millennium, the possibilities for constructing additional housing to Tapulikaupunki have been explored as the average age of the residents is on the rise while the population and family size decreases. To maintain a particular standard for services, the population must also be kept at a sufficient level. One relatively large street block with residential flats was already completed on the north side of the station in the early 2000s. Since 2005, new town plans have been drawn up annually





A children's concert by the Helsinki Philharmonic Orchestra in the Tapuli parish centre in 2008. Photo by Simo Karisalo.

→ Older and recent residential buildings by the Puistola station. Photo by Pirjo Ruotsalainen.

→→ A summer day at the Tapuli playground. Photo by Tuomas Eskola.

for the area to fill up empty sites according to the theme "family housing around the parks".

The undeniable strengths of Tapulikaupunki are its excellent parks and recreational areas, a commendable selection of services and its location along the main railway line. The district's proactive residents will also make sure that the area is developed from a suburb by the railway tracks into a vibrant residential area.









SILTAMÄKI – *Johanna Mutanen* A NOSTALGIC SUBURB

Tapulikaupunki



Siltamäki



2,4 km | 9 min



2,4 km | 7 min

Siltamäen puisto park on the luxuriant banks of the Keravanjoki river. Photos by Marina Fogdell.

Siltamäki maintains its colour in the winter, too. Photo by Mikko Tainio.

The residential area of Siltamäki is a true find for a representative of the generation that appreciates all things retro. The district, which was built according to the ideals of the 1960s, has been largely preserved in its original form. Middle-aged Finns know the area as the setting of the television series Naapurilähiö (lit. Neighbouring suburb), which aired at the turn of the 1970s.

In contrast to the so-called "forest suburbs" of the era, Siltamäki was built in an open cultural landscape, on the fields of the Keravanjoki river valley opposite the Helsing Church. The new ideology of town planning strived for compactness akin to that of Finnish wooden towns. Accordingly,





the slogan of the era was "a compact town is a contact town". The low and, in a manner of speaking, "bookshelf-like" structure of the buildings as well as their smaller scale distinguishes Siltamäki from other suburbs of the time. The energy crisis of the 1970s did not at the time affect the construction of the Siltamäki area. Furthermore, the windows of the dwellings are large. The dwellings on the ground floor usually have their own small yards, which makes living in these apartment block dwellings seem almost like living in a detached or semi-detached house. The bright colours of the stairways and balcony doors spice up the façades nicely.

One of the common denominators of successful residential areas is that the town plan and construction design complement each other. When the planning process of the Siltamäki area was initiated, architect Pentti Ahola was allowed to design the town plan as well as the entire building stock, yards, details and all. As a result, the district became an exceptionally stylish and uniform whole despite the



fact that the large district was constructed as a regional building project and used prefabricated elements.

The expansive Siltamäki park, which is bordered by the apartment block area, is a diverse and extremely beautiful recreational area containing a scenic park and sports field. The area around the Keravanjoki river is an important part of Helsinki's old cultural landscape. The old mill and the beautiful environment surrounding the rapids have been renovated to fit perfectly into the landscape. The rolling grassy lands, which were skilfully moulded using excess construction material, are a stark contrast to the geometrical residential area. A park pond has been constructed in the place of an old spring. Some of it has been left in its natural condition. Sculptor Radoslaw Gryta's multi-part piece "Monumentti tavallisille" (A monument to the ordinary) was also an impressive addition to the park.



The street blocks form impressive arrangements in the townscape.
Photo by Marina Fogdell.

↖ Siltamäen puisto park on the luxuriant banks of the Keravanjoki river. Photos by Marina Fogdell.

← An inventory and development report has been created on Siltamäki: Siltamäki – the contact town (Publication of the Helsinki City Planning Department 2009:3). In the 2002 master plan, Siltamäki was defined as a historically, architecturally and aesthetically valuable area. Photo by Marina Fogdell.





Photo by Simo Karisalo

The easiest way to reach the next destination, Maunula, is to take a bus at the railway station, but bicycling there through the Central Park is truly a wonderful experience. Maunula is another of the Jokerilinja bus line's stops. The idyllic Pirkkola area of detached and semi-detached housing is located next to Maunula.



MAUNULA – LIVING BY THE BEAUTIFUL CENTRAL PARK

PIRKKOLA – A PEARL AMONG RESIDENTIAL AREAS *Sari Ruotsalainen*

Rautatientori
Square



Maunula



7,3 km | 26 min



8,3 km | 23 min

Alluring curved houses at the address Männikkötie 5 were designed by Kaj Englund. Photo by Sari Ruotsalainen.

Maunula rose on the grounds of the Oulunkylä Manor beginning in 1946. The majority of the apartment blocks were built between the 1950s and 1970s. Maunula has two commercial centres: the centre that was built during the 1950s next to the Saunabaari building (a former public sauna, which now holds office space and conference facilities) and the Suursuo shopping centre, which was completed later.

The period between 1949 and 1957, saw the construction of most of the both locally and nationally significant residential areas in southern Maunula. It represents the new breed of suburban building from the post-war reconstruction era. At that time, building placements and street networks were designed to conform to the natural surroundings. The buildings were also positioned in tight groups forming sheltered yard areas. Some of these yards with their slated pathways and decorative plants have been preserved nearly intact to this day. The most famous building groups in the area are the Kansanasunnott Oy (at the addresses Metsäpurontie 26–31 and Vesakkotie 2–6), designed by architects Viljo Revell ja Keijo Petäjä, and the Sahamäki residential area (the triangular area between the streets Rajametsäntie, Paanutie and Pakilantie) by architect Hilding Ekelund. Both of them are classics of the Finnish post-war modern architecture.

The winter sun
at play on the
Maunula yards
dating back
to the 1950s.
Photo by Sari
Ruotsalainen.



Accordingly, the Sahamäki area was included in the international DoCo-MoMo list, along with the Helsinki Olympic Village, Taka-Töölö and Pihlajamäki, as a prime example of modern Finnish architecture. Some of the more interesting buildings include the terraced houses on Koivikkotie road (Koivikkotie 12–30), Männikkötie 5, which was designed by architect Kaj Englund and which comprises two curved buildings, and the recently restored buildings at Vesakkotie 1–7 designed by architect Esko Toiviainen. The yards and parks in the area were also designed by notable individuals, such as the famous landscape architects Paul Olsson and Elisabeth

→ Terraced houses on the Koivikkotie road. Photo by Sari Ruotsalainen.

A summer day in the Pirkkola sports park. Photo by Simo Karisalo.



Koch. Consequently, the Maunula area is an excellent example of the modern gardening trends in Helsinki.

The Suursuo area east of the Pakilantie road was built primarily between 1960 and 1970. The majority of the building stock consists of apartment blocks that are characteristic of the era.

Significant changes are in store for the centre of Suursuo in the near future. The shopping centre will be brought down and replaced by residential buildings and commercial premises. An area of detached and semi-detached housing for some 400 residents has been planned for the area on the north east side of

Suursuo. The construction is likely to begin around 2012. Plans have also been made to construct a light rail line, the Raidejokeri line, which would have stops on the Pakilantie and Pirkkolantie roads.

For those who enjoy hiking in nature, Maunula boasts one of Helsinki's marked nature trails. The trail, which is roughly 3.8 kms long, begins between the Metsäpurontie, Koivikkotie and Pirkkolantie roads and runs along several paths and bicycle ways to the Patterinmäki area. Signs with information about the environment in Maunula have been posted along the trail. The north-eastern corner of the Suursuo area holds an extremely popular hiking trail for the elderly, which has been designed to be as accessible as possible.

Modern detached and semi-detached housing on the Lampuotilantie road. Photo by Simo Karisalo.

The idyllic Pirkkola.
Photo by Sari Ruotsalainen.

During the First World War, the Patterinmäki area (lit. Artillery Hill), which is now protected by the Antiquities Act, was constructed in the north





The hiking trail for the elderly is the only one of its kind in Helsinki.
Photo by Sari Ruotsalainen.

section of Maunula. The area contains an artillery emplacement and the surrounding trenches. Maunulan uurnalehto, which was constructed in 1966, was the first graveyard in Finland intended solely for cinerary urns. This 8-hectare area, which was designed by Erik Sommerschild and houses some 11,000 graves, is located in the Central Park on the west side of Maunula.

The Maunulan maja building, which contains a wonderful cafe and a wood-heated sauna, is located along a popular hiking trail. The sauna is heated once a week for men and women respectively.

Pirkkola is an area with detached housing, which was completed between 1940 and 1941 after the Finnish Winter War. The 150 so-called "Swedish houses" in the area were received as a donation from Sweden. The Viidenrajan tie road in Pirkkola and the Lamputilantie road in Maunula are lined by well-preserved detached homes from the post-war reconstruction era.





In Pasila, south of the Maunula area, a railway line diverges from the main tracks to the north west. Get off after the Ilmala stop and you will find yourself in Etelä-Haaga at the Huopalahti station. If you hop on the train again, you can continue along the line following the shore or the Martinlaakso line, which will, in the future, be converted into a ring line leading to the Helsinki Airport. On the Martinlaakso line, the following stops are Pohjois-Haaga, Kannelmäki and Malminkartano. On the shore line, in turn, the stops are Valimo and Pitäjänmäki. You will most certainly find much to see and experience wherever you choose to go.

Photo by Simo Karisalo



THE HAAGA AREAS – GREENERY, HISTORY, SERVICES

Päivi Sarmaja

Rautatientori
Square



Pohjois-Haaga



8,5 km | 30 min



7,8 km | 13 min

The Etelä-Haaga (Southern Haaga) area existed as early as the beginning of the 20th century, at which time it was a villa community. From 1906 to 1922 it was a densely populated community, after which it became the municipality of Haagan kauppala (Haaga township) for the period between 1923 and 1945. When the Haaga area was consolidated to the City of Helsinki in the great municipal consolidation of 1946, the area contained over 600 villas and outbuildings. Now the area holds some 500 buildings. After the consolidation, during 1950–1970, nearly the entire building stock from the villa community period was brought down according to the first town plan for the Etelä-Haaga district. Villas and outbuildings were forced to make way for apartment blocks.

Pohjois-Haaga (Northern Haaga) was constructed during the early 1950s in the woods that had formerly been a part of the Haagan kauppala municipality. The new buildings consisted of apartment blocks and terraced houses that stood freely on park-like sites as was the trend in the era. A supplementary area to the Pohjois-Haaga district containing prefabricated buildings was completed in 1970 on the grounds of the former shooting range along the Teuvo Pakkalan tie and Maria Jotunin tie roads. As a result of the Haaga-Vantaa project, the Pohjois-Haaga station was constructed at the turn of the 1980s along with residential and office buildings around the station and along the Kaupintie road. Shortly following the completion of the area surrounding the station, the Lassila residential area was built on the north side of the Kaupintie road.

A view of Etelä-Haaga. Photo by
Pirjo Ruotsalainen.

A slice of the Kultareuna (Golden rim) area of Haaga, Vanha Viertotie road. Photo by Päivi Sarmaja.



The Light House, a centre for the hearing impaired on the Ilkantie road. Photo by Pirjo Ruotsalainen.

In 1959, a uniform red-brick residential area, which was dubbed "Kultareuna" (lit. Golden Rim), was constructed for the employees of the Pohjola banking and insurance group. It consisted of 23 apartment blocks and terraced houses designed by architect Eino Tuompo. The buildings were erected on the grounds of the former Dan Ward market garden.

The most charming trait of the Etelä-Haaga district is still its relatively small scale in everything. There are plenty of trees and bushes along the narrow streets, which follow the contours of the terrain, and the small apartment blocks blend into the environment beautifully.

The Haaga area contains a wealth of buildings housing public services: there are educational institutes, schools and vocational institutes – including the independent coeducational day school Suomalainen Yhteiskoulu, the Swedish-speaking primary school and upper secondary school Lärkan,

Haaga-Helia University of Applied Sciences, the Light House (a centre for the hearing impaired), a Mormon church as well as several nursing homes and care homes, for example, in the Riistavuori area.

The street network of the Etelä-Haaga district dates back to the days of the villa community of Haaga, but, unfortunately, only a few buildings from the period remain. Most of them have been safeguarded in the town plan and the rest will be protected in the near future. Additionally, the Haaga area holds several protected buildings that represent modern architecture from the 1960s and 70s. These include the Haaga Vocational School, which was designed by the architect brothers Timo and Tuomo Suomalainen around the same time as the famous Temppelinaukio Church in Helsinki proper.

The Alppiruusu puisto (Rhododendron park) along the Laajasuontie and Paatsamatie roads north of the Huopalahti station brings a wonderful



One of the old villas in Haaga is located on Oskelantie road.

Photo by Pirjo Ruotsalainen.

Rhododendrons blossom in early June in the Alppiruusuisto park near the Aino Acktén tie and Eliel Saarisen tie roads. Photo by Pirjo Ruotsalainen.

splash of colour to the Haaga area especially during the bloom of the rhododendrons, which is at its height during early June in even years. This enchanting park was established by the city gardener Pekka Jyränkö and professor Tigersted of the University of Helsinki's Department of Botany in the Laajasuo area in 1974. In it, many species of rhododendrons that are suited to the Finnish climate have been developed.





The majority of the dwellings in the Haaga area are relatively small. The average dwelling size in Etelä-Haaga is 44 sq.m. In the entire Haaga area the average size is 52 sq.m. There are plans to add much-needed larger dwellings through complementary building in the central section of Haaga, which has been zoned to the Laajasalo area, and in the Isonneva area in Etelä-Haaga. The new building stock will consist of roughcast 4-storey apartment blocks and lower terraced houses.

Apartment blocks on the Adolf Lindforsin tie road of Pohjois-Haaga.
Photo by Pirjo Ruotsalainen.

↖ The inviting residential area on the Näyttelijäntie road in Pohjois-Haaga. Photo by Pirjo Ruotsalainen.





KANNELMÄKI – A RESIDENTIAL AREA WITH A FULL RANGE OF SERVICES

Leena Kokko

Pohjois-Haaga



Kannelmäki



1,4 km | 5 min



1,3 km | 3 min

The Kannelmäki church was inaugurated in 1968. It was designed by the architectural office Marjatta ja Martti Jaatinen. Photo by Anu Kuutti.

The district named Etelä-Kaarela was born on the border of the municipality of Vantaa in 1946 when a part of the Kaarela village, which had belonged to the township of Helsing, was consolidated to the City of Helsinki. Originally, Etelä-Kaarela consisted of the districts of Kannelmäki, Malminkartano, Hakuninmaa and Maununneva. The name of the area was later changed to Kaarela. A large part of the area was made up of unbuilt agricultural and forestry land. The area also contained the remains of fortifications dating back to the early part of the century. The nature of the area is extremely rich, an example of which is the luxuriant Mätäoja shore area.

The construction of apartment blocks in Kannelmäki began after the first town plan for the area was completed in 1957. The oldest part of the Kannelmäki district was built before 1970 in the area surrounding the circle formed by the Kanneltie and Vanhaistentie roads. The buildings in Kannelmäki are roughcast gabled or flat-roofed buildings with a maximum of four storeys. They have been positioned in open patterns that conform to the terrain.

Outside the oldest part of Kannelmäki, construction was based on grid layouts and prefabricated elements were used for the buildings. The Kannelkylä area of terraced houses constructed using prefabricated wood elements, the Soittajanpolku area and the Halsuantie area were built by the year 1980. The Antinniitty area was completed in 1989. Later, com-

plementary building included the construction of the dense and relatively low-built area of Kannelniitty in the late 1990s.

Residential building naturally brought with it public services, such as schools of different levels and day-care centres. The upper secondary school in the area was discontinued later, however. Additionally, the Kannelmäki Church was completed in 1968. A good number of commercial services also arrived in the area early on: the old Kannelmäki shopping centre, which contained a diverse range of services, was completed in 1959. The hypermarket Maxi-Market was constructed in 1973.

The construction of the new Kannelmäki, which was envisioned as a narrow area following the railway line began in 1970. It was built considerably more efficiently than the old area. At first, the construction was based on a grid layout: streets that are wide by current standards and relatively stripped-down prefabricated construction in some parts of the area. The maximum height specified for the residential buildings was 5-8 storeys.

A large number of city-owned rental housing and also student housing was built in the new Kannelmäki area. The long and narrow Mikonmäki area was erected on the east side of the tracks on land owned by the University of Helsinki. A health centre was also constructed there. The year 1977 saw the completion of the Pelimannintie area. In the 1980s it was followed by the Trumpettitie area and the area surrounding the Kannelmäki station, where commercial and office buildings as well as the Sitratori square were constructed. Kanneltalo, the Cultural Centre of Western Helsinki, was built in 1992. It contains an extremely wide range of services including an adult education centre, library, youth centre, facilities of the City of Helsinki Cultural Office, two auditoriums and exhibition space.

The Pasuunatie area, which was the last unbuilt area, is now under construction, as well.

A view of Kannelkylä. Photo by Anu Kuutti.





The Kannelniitty area is located between two stylistically different residential areas from the 1970s. Photo by Sari Ruotsalainen.

↖ Colourful building on the Pasuunakuja road. Photo by Sari Ruotsalainen.



Complementary and renovated buildings on the Poutunkuja road. Photo by Anu Kuutti.





THE DOWN-TO-EARTH YET URBAN *Suvi Tynnilä* MALMINKARTANO

Kannelmäki



Malminkartano



1,6 km | 6 min



1,4 km | 4 min

The Malminkartano district is a very unique part of Helsinki. This red brick district of some 9,000 residents, which was constructed on the Kaarela fields along the railway tracks beginning in the late 1970s, has a distinct small-town feel. The area has a rich history, and it has been designed based on principles that ensure a varied urban living environment.

The earliest habitation in the Helsinki area dates back to the Stone Age. It was located in the Malminkartano area, which was then the delta of a coastal river of the ancient Littorina Sea. The Mätäjoki river was an important outlet of the larger Vantaanjoki river before the post-glacial rebound, which changed the flow of the Vantaanjoki river to the east. Many ancient relics have been recovered from the area, and a Bronze Age place of worship was also discovered there. The Malminkartano estate was a notable place during the Middle Ages. From the early 17th century, the manor of the estate including vast field areas served as the official residence of military officers. It later became a tenement farm of the state. During the 20th century, it was used by the University of Helsinki as an educational and test farm. A part of the large orchard has been preserved on the north side of the manor, and cows still grazed on the meadows in the area as recently as the 1970s. The single-storey wooden manor is from 1734. It is currently in residential use.

Arguably the most famous residential buildings in Malminkartano are the ones located next to the station, which were designed by Ralph Erskine. Photo by Simo Karisalo.

The first town planner to zone the area, Heikki Kaltera, decided to make the district something other than another dormitory suburb: a mixed urban environment containing housing and jobs, shops and other services, apartment blocks and smaller houses grouped together and corner shops on

pedestrian streets and squares instead of huge shopping centres. As a result, the building stock in the area is uniquely expressive, and the streets are often lined with arcades. The parks and large yard areas with their greenery also bring their own flavour to the district. The street network directs traffic outward, and the central area contains the train station, which combines the southern and northern neighbourhoods.

The Malminkartano district has always been open to the trends and ideas of each respective era. The area also served as a research site for determining how natural environments are, and should be, taken into consideration in town planning. The architect Ralph Erskine designed a stylish group of terraced buildings near the station in close collaboration with resident groups of the area. The visually impressive wall of buildings, which acts as a landmark for Malminkartano when viewed from the railway tracks, opens up into a luxuriant inner yard area with warmly coloured wooden terraces and small houses. Next to this group of buildings stands the Puustelli community centre designed by architects Järvinen and Airas, which houses a school and a library. For the development of the neighbourhood on the south side of the Von Glahn park, a design competition was held (designer: A-konsultit). The two-storey terraced buildings designed by famed architects Raili and Reima Pietilä complete the neighbourhood. The Toiskantie area was a testing ground for developing courtyard roads, and the Vuorenjuuri area piloted the construction of integrated urban detached and semi-detached houses. On the northern Tuohiaukio square an integrated group of terraced houses and apartment blocks was constructed to act as a gateway over the street area. Experimental projects testing wood and low-energy construction are also being planned for the Honkasuo residential area to be built in the north section of the Malminkartano district in the coming years.

The Mätäjoki river valley on the east and south side of Malminkartano is partly a natural environment where you can often hear the exuberant song of the nightingale and partly a popular park-like recreational area.



Malminkartano is like a wonderful little town of its own. Photo by Tuula Helasvuo.

The beautiful urban houses in Vuorenjuuri have been built in conjoined rows. Photo by Simo Karisalo.



A summer day by the Piikapuisto pond in central Malminkartano. Photo by Simo Karisalo.



The Mätäjoki festival, which is held in early June each year, has grown into a busy two-day cultural festival and fair. The festival provides a wealth of events and activities for everyone. For example, salmon are released into the river for fishing. The traditional Malminkartanon elojuhlat festival (Malminkartano harvest festival) is held in the Piianpuisto park lined by beautiful old buildings.

The north-western part of Malminkartano holds the Malminkartanon huippu landfill-turned-recreational area. The hill is located on the border of three municipalities: Helsinki, Espoo and Vantaa. It is the highest spot in Helsinki, which commands an impressive view of the surroundings. Wooden stairs with 400 steps lead to the top. During the winter, the hill is filled with gleefully screaming children on their sleds. The place was, after all, voted as the best sledding hill in Helsinki.

More recent residential buildings in the Tuohinaukio area. Photo by Simo Karisalo.



Mätäjokifestarit music festival is held early in the summer. Photo by Simo Karisalo.







PITÄJÄNMÄKI – VILLAGE-LIKE CHARM AND HIGH TECHNOLOGY

Leena Lukkarinen

Rautatienatori
Square



Pitäjänmäki



8,5 km | 30 min



8,2 km | 13 min

Take a train from the Central Railway Station and you will be in Pitäjänmäki in ten minutes. Several buses that depart from the Kamppi bus terminal can also take you to Pitäjänmäki. Additionally, the Jokerilinja bus line from Itäkeskus to Tapiola makes a stop in Pitäjänmäki.

The Pitäjänmäki area had habitation as early as the Stone Age. As evidence of this, excavations in the Nuolitie playground, for example, have unearthed artefacts from the Comb Ceramic period, during which time the areas that now hold the western suburbs were but small islands in the vast ancient sea. During the Iron Age, the shoreline ran along the slope where the railway station is now located. Pitäjänmäki had a direct connection to Turku, the former capital of Finland, as early as the 16th century via the Strömbergintie road, which crossed the Mätäjoki waterfall. The Mätäjoki river and the Strömberginpuisto park are a part of the valuable heritage of the Tali Manor dating back to the 17th century. During the 1930s, the manor and its fields were turned into golf courses, an allotment garden and the Tali sports park.

The construction of the railway line along the shore in the early 20th century sparked an increase in population density in the area surrounding the Pitäjänmäki station, which was then a part of the Rural Municipality of Helsinki. The railway also brought industry to the area, for example, the Strömberg factories in 1911. The first privately-owned company in the area was the Krönckel brewery, which operated on the Mätäjoki rapids in the mid-19th century. Pitäjänmäki became the 46th district of Helsinki through the regional consolidation of 1946. The Pitäjänmäki of today is

A view of Marttila. Photo by Pirjo Ruotsalainen.

The old main building of the Strömberg company is now the office of the ABB Group.
Photo by Pirjo Ruotsalainen.





A view of Reimarla. Photo by Pirjo Ruotsalainen.

The 80-year-old Pitäjänmäen Kulttuurikirkko building has served as a village church, children's home, hospital, sauna stove factory, boat repair shop and private home. Photo by Pirjo Ruotsalainen.

a vibrant suburb of 10,000 residents and 22,000 jobs, which consists of several sections from different eras. Thanks to its wide range of services, it could easily be a city of its own.

The majority of residential buildings are located in Länsi-Reimarla and Itä-Reimarla on both sides of the Konalantie road. The neighbourhoods containing detached and semi-detached housing still hold some buildings from the villa community period. Right next to them are efficient apartment block neighbourhoods, which were built during the 1970s when the city was made more compact. The Marttila area of detached and semi-detached housing is a typical example of a residential area from the post-war reconstruction period. It is a verdant oasis on the corner of the Kaupintie and Vihdintie roads. Another patch of green is the Pajamäki



area of apartment blocks, which is surrounded by the park and natural areas of Tali.

New residential buildings were built during the 1990s in the Strömberg area and the Talinlehto area. After the turn of the millennium, residential construction has concentrated on the industrial area and the Korneinpuistikko area. Additionally, industrial sites and buildings in the Kutomontie area have been converted for residential use. This transition has also



A view of Piimäki. Photo by Pirjo Ruotsalainen.

served as a means to preserve some of the old industrial buildings.

Piimäki has one of the largest concentrations of IT-related jobs in the country (Nokia, ABB, etc.). The area still contains traditional industry as well (Valio, Halva, Teknos-Winter, Karl Lark Oy, Kalevalakoru) and a diverse selection of smaller businesses in the Takka-tie area.

The history of the district combined with its versatility, have served to form a tightly knit community. One of the distinctive features of Pitäjänmäki is its wide range of clubs and societies that actively engage in efforts to develop and improve the district. The Pitäjänmäki Day, which is held each autumn, has become a tradition. Another tradition is an exhibition introducing the latest in town planning. The combined school, library and church as well as the sports field have been named by the residents as the multi-purpose hearts of the versatile Pitäjänmäki district.

The Strömbergin puisto park. Photo by Pirjo Ruotsalainen.



Photo by Pirjo Ruotsalainen



Konala is located a mere stone's throw from Pitäjämäki.
You can also get there from the city-centre by bus.

The last district on our tour of the Helsinki districts is Munkkiniemi, which is on the route of tram no. 4. Its route runs along Helsinki's main street, Mannerheimintie, so you can get on it at nearly any stop by the tracks heading north.





KONALA – FROM A VILLAGE INTO A CITY IN 500 YEARS *Leena Lukkarinen*



10,3 km | 36 min



10,1 km | 31 min

← The recently built Lehtovuori residential area represents modern detached and semi-detached housing at its best. Photo by Pirjo Ruotsalainen.

Similar but slightly older housing from the 1970s in the Riukuharju area. Photo by Pirjo Ruotsalainen.

The most convenient way to get to Konala is to take a bus from the Kamppi bus terminal. If you opt to take a train or the Jokerilinja bus line, you need to change to the bus coming from Kamppi at Pitäjänmäki. The Konala district may be difficult to piece together particularly when driving past it on the Vihdintie road. Even the name is often confused with Kontula.

The Konala area has a long history of habitation and agriculture. Several written sources from the 16th century mention three buildings, which formed the village of Konala. The route to the province of Tavastia, which ran through the village, is still visible in parts of the modern street network. The history of agriculture, on the other hand, lives on in the names of the



streets. One of the old farms of Konala, Lillstu, still stands on the Tähkätie road amidst the apartment blocks.

Konala, as the 32nd independent district of Helsinki, was born in 1959, although the area had already been joined to the City of Helsinki in the great regional consolidation of 1946. The first town plan for the new suburb was not completed before 1962, however. The plan was used to construct the central apartment block areas as well as the principal parts of the industrial areas on both sides of the Vihdintie road.

Konala holds a colourful selection of detached and semi-detached houses from different periods: the detached houses from the 1950s along the Vanha Hämeenyläntie road, the Riukuharju area from the 1970s and some of the complementary buildings from the 1980s on the west side of the Konalantie road. The Hilatie area is an excellent example of the compact and low-built urban houses of the period. A new version of this



Konala is home to some 4,800 residents and 250 businesses. An aerial design photo of the future buildings in the Hartwall area (Kirsti Siven & Asko Takala Arkkitehdit oy).



The new service centre Ristikko is located on the ground floor of a former industrial building. Photo by Pirjo Ruotsalainen.

type of housing can be found in the northern corner of the Lehtovuori neighbourhood, which was constructed in the early 2000s.

The landmark of Konala is the blue cube that rises in its centre. Hartwall Oy's soft drink factory operated in Konala between 1960 and 2003. After the production facility was relocated to Lahti, a 1,200-inhabitant residential area rose in its place. The storehouse next door now houses the shopping centre Ristikko, which also contains sports and other facilities.

The Konala industrial area holds over 4,500 jobs. The area contains mostly companies that gain logistical benefits from the location of the area and require large storehouses. Konala is definitely the place to go if you are looking to purchase a new car or computer, see how asphalt is made, build something new or recycle some of your old equipment. The overall structural shift in business and industry has resulted in many operations being moved further away from the Helsinki metropolitan area. The premises that have



Dense and low-built detached and semi-detached housing from the 1980s on Hilatie road. Photo by Pirjo Ruotsalainen.



The Konala district contains a full-blown industrial area, which produces, for example, asphalt and concrete. Photo by Leena Lukkarinen, lower photo by Pirjo Ruotsalainen.



been left empty have been taken up by space-intensive shops and sports facilities, such as the indoor practice rinks in the industrial building at the address Malminkartanonkuja 2. The popular Finnish TV drama "Salatut elämät" (lit. Secret Lives) is filmed in the old factory at Ruosilantie 1.

Konala has an excellent selection of basic services. The specialty of the area is "PIT-KO" the neighbourhood club run by volunteers of the Pitäjänmäen-Konalan Ikäihmiset ry (Seniors of the Pitäjänmäki-Konala Area) association. It regularly organises various presentations and events. These events often draw more people than the Vähäntupa building can hold.





MUNKKINIEMI – THE CITY AND THE SEA *Anu Kuutti*

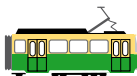
Lasipalatsi



Munkkiniemi



5,1 km | 18 min



4,9 km | 21 min

Munkkiniemi is an affluent suburban district, which can almost be called a part of Helsinki proper. A convenient way to get there is to take the tram no. 4, which runs from the district of Katajanokka through the city centre to its last stop in Munkkiniemi.

The district of Munkkiniemi is a place where you can truly experience the history of the Finnish capital and, also, see how the more well-to-do Helsinkians live. Munkkiniemi is an attraction in and of itself due to its excellent location alone. The beautiful slope on the picturesque Laajalahti bay is nothing less than an ideal place to live. The Munkkiniemen ranta shore area is a pleasant park by the sea, which is conveniently sheltered against the strong winds from the sea by the islets that close off the bay. The middle section of the shore area holds an excellent beach containing dressing rooms, which are open during the summer months.

The commercial services in Munkkiniemi are mainly concentrated around the Munkkiniemen puistotie parkway. The area is also home to numerous fine restaurants, such as the Kalastajantorppa, which is favoured by the wealthier populace, and Torpanranta, whose terrace is a wonderful spot for enjoying the evening sun.

A part of the street network in the area, including the above-mentioned Munkkiniemen puistotie parkway, was constructed according to the Munkkiniemi-Haaga plan drawn up by the acclaimed Finnish architect Eliel Saarinen in the early 20th century. The area also holds many buildings

A residential block on the Laajalahdentie road. Photo by Sari Ruotsalainen.



The beautiful waterfront by the Kalastajatorppa Hotel. Photo by Sari Ruotsalainen.

designed by Saarinen, such as the National Defence University and the first terraced houses in the country along the Hollantilaisen tie street.

The townhouse area designed by Elies Saarinen on the Hollantilaisentie road is a historically significant location.
Photo by Sari Ruotsalainen.

Another, arguably even more significant, Finnish architect has also left his mark on Munkkiniemi. The building that the famed maestro, Alvar Aalto, designed to serve as his home and office stands at the address Riihitie 20. The building was completed in 1936. The building carries many traits that are characteristic of Aalto's romantic functionalism, which reached its culmination in one of his main works, the Villa Mairea.





In 1955, Aalto designed a separate office building close to his home to meet his growing needs. Aalto's studio at the address Tiilimäki 20 is one of the architects best works from the 1950s. Aalto had his office in the building until his death in 1976, after which the office was headed by his second wife, Elissa Aalto, until 1994. Both buildings are open to visitors, and guided tours are provided regularly.

One of the specialties of Munkkiniemi is Tiilirinne, the narrowest street in Helsinki, which connects the Tiilimäki and Rantapolku streets.

If you follow the shore of the Laajalahti bay on foot, you can walk through the Tarvon saari area all the way to Tarvaspää – the museum dedicated to the famous Finnish painter Akseli Gallen-Kallela, which is located in Espoo, and the Nature House Villa Elfvik.

← Alvar Aalto's
office on the
Tiilimäki hill.
Photo by Sari
Ruotsalainen.

Rows of
limes line the
Tammitie road.
Photo by Sari
Ruotsalainen.



THE EASTERN MANOR PARKS OF HELSINKI – A TOUR

Maria Karisto, Kari Piimies

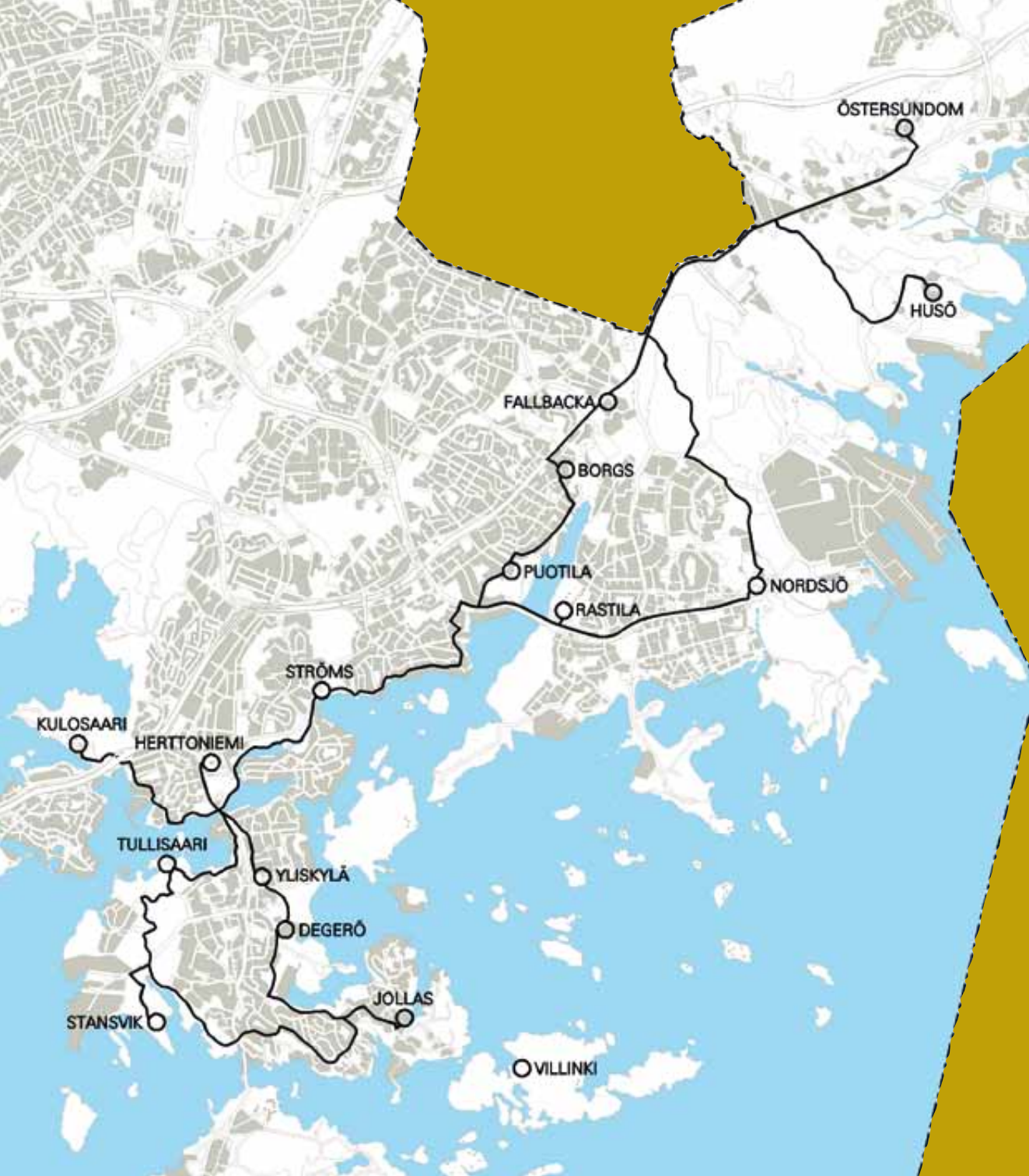
Sources: City of Helsinki's Work's Department internet sites; Östersundom and Husö: Tuulia Puustinen, New development's area built-up cultural environment, Helsinki's City Planning Department 2008. Route guide: Kari Piimies

The Helsinki area holds some 25 old manors and estates – the number depending on how they are defined. At present, the definition includes main buildings, manor parks, ancillary buildings and sometimes even buildings or areas that are manors or estates by nearly nothing more than their name.

Be that as it may, let us begin our excursion to see and experience these enchanting monuments of the past. This section introduces the eastern manors that are included in the upcoming plan for the eastern Helsinki cultural park. We will start off in the easternmost corner of the area. You can just as well begin the tour from the west, but if you do, remember to take the opposite turns along the way.

Naturally, you can also begin at one of the metro stations, as most manors are located only a short walk from the closest station. If you have packed your swimming costume, you are in for a treat, because most manors have beautiful beaches right next to them.

Photo by Kari Piimies ja Sirkka
Hinkkanen





ÖSTERSUNDOM

The cultural landscape of Östersundom spans on both sides of the Uusi Porvoontie main road. In addition to the Östersundom Manor, the landscape includes the field areas, which were cleared by the year 1873, the chapel and its graveyard as well as Villa Björkudden (designed by Wilhelm Linsén and completed in 1859), where the famed author and storyteller Zacharias Topelius spent his older years. The wooden chapel of Östersundom was built in 1754. It is a traditional rectangular church with tapered ends. In its north-eastern end lies the sacristy and in the west you can find an antechamber, to which a tower is connected.

The main building of the manor was designed by architect Theodor Decker and it was completed in 1878. The building is constructed of vertically positioned log structures, which was quite uncommon in Finland at the time, and it is stylistically representative of the Neo-Renaissance period. The manor, which is situated in a prominent location, is surrounded by an old garden lined by tall spruces and a fence. A tree-lined pathway leads to the courtyard area of the manor, which holds many well-preserved outbuildings from the 19th century. The oldest sections of the Mansard-roofed stone cowhouse date back to 1785. The Östersundom Manor has been a pioneer in cultivating many varieties of grain in Finland, and it has boasted an impressive garden since the 18th century. At the time, the manor also had water mills and two brick works. The Östersundom Manor is surrounded by several smaller estates, such as the former main estate Lass-Bengts, which was joined to the manor in 1888.

Head back along the Uusi Porvoontie main road for a short distance and take a left. Follow the Talosaarentie road for roughly one kilometre to reach Husö.

Östersundom.

Photo by Simo Karisalo.

HUSÖ

The main building of the Husö Manor with its courtyard area, fields, paddocks and the Husö bay form a beautifully cohesive cultural landscape. The manor grounds are composed of large field areas, verdant forest islets that structure the area, and vast pastures. The manor is located in Talosaari, a former island, which is now connected to the mainland. Due to its location, there was no road leading to the manor until the 1860s.



Before that, a ferry transported people and goods to and from the island. In the 17th century, the Husö Manor was a traditional hereditary estate. Charles IX of Sweden, however, designated it as an estate that could be bestowed upon accomplished individuals by the Crown. Since the 19th century, the estate has seen numerous different owners. The current owner, the City of Helsinki, leases the estate to a riding stable and school.

The oldest parts of the Husö Manor's main building are from the mid-19th century. The single-storey double-fronted building was elevated in 1911. Another storey was added to it, and a small pediment was left on both of its longer ends. The renovations were carried out according to the architect Waldo Aspelin's drawings. The courtyard is bordered by the former estate steward's residence, the riding cottage, which dates back to the 19th century, the sauna, the double-fronted wagon shed, the log stable from the 19th century and the cowhouse from the early 20th century, which is now used as a stable.

While we are here, why not enjoy a quick swim in the refreshing waters of the bay at the northern cape. Afterwards, we can head back to the Uusi Porvoontie main road. As we climb the Mustavuori hill after the Kehä III intersection we can see the Westerkulla Manor, which is located in the municipality of Vantaa, to the north. That is our next destination.

When we have taken in the wonderful sights of Westerkulla, it is time to make a choice. We can either head left towards the Pohjois-Vuosaari slopes, limestone mine, the Vuosaaren huippu hill – what a view – and, eventually, the Vuosaari Manor or get on the Itäväylä highway and drive past Fallbacka to Vartioharju where we can experience the wonderful vistas of the Linnavuori hill and the beautiful areas of Borgs and Puotila.

Husö.

Photo by Kaisa Yli-Jama.

Fallbacka. Photo by Marja Piimies.



FALLBACKA

The group of buildings on the Fallbacka Estate were constructed at the turn of the 19th century on the hill bounded by cultivated fields. The structures from the 18th century include two granaries and an outbuilding, which has been converted into a residential building. The main building, stable and former worker residence date back to the 19th century. The historically significant landscape also includes the building on the north side of Fallbacka as well as its connected granaries and yard areas.

The main building and its surrounding area are privately owned and in residential use, and the building stock in the area has been protected via a town plan.

BORGS ESTATE

The Borgs Estate was a notable agricultural estate during the Middle Ages. According to the official map of the 18th century, the estate was located on the road leading from the Malmi area to the Vartiokylänlahti bay. Originally, Borgs was a village of its own, and even after it became an estate, nearly half of the lands in the Mellunkylä area were in its ownership. In the 17th century, Borgs was the largest horse farm in Mellunkylä.

In 1860, Carl Richard Borgström had the current main building constructed. It was designed to be surrounded by a vast garden area. The estate contains a balcony-access granary, an outbuilding and worker residences outside the yard area. The stone cowhouse on the side of the Itäväylä highway also belonged to the estate.

In the east, the Borgs Estate is bordered by former agricultural lands and the Linnanvuorenpuisto park, for which it serves as an historically significant backdrop. The manor and its surroundings have been protected with a town plan. It is privately owned and in residential use.

Now it is time to make another choice: should we head directly to the shore or turn back towards the Itäväylä highway?

Borgs and the ancillary building.
Photo by Marja Piimies



PUOTILA

The Puotila Manor is located amidst a beautiful landscape on the western shore of the Vartiokylänlahti bay. A long pathway lined with limes, the Rantakartanontie road, which is one of the most beautiful of its kind in the Helsinki suburbs, leads to the manor. The manor's history begins in the 16th century. The current main building and the wing that outlines the yard area were constructed at the beginning of the 19th century.

The building's other wing and the grass parterre that decorated the yard have since been lost.

To the south east, on the Puotilantie road, lies a stone granary, which has been converted into a chapel.

The Juorumäki hill holds a scenic park dominated by spruces. At the top of the hill stands a beautiful memorial monument. On the slope facing the shore, you will find the Juorumäki allotment garden and below it the beach.

Owned by the city. Contains a restaurant, chapel, allotment garden and beach. Address: Puotilantie 5.

If we take the eastern route after Mustavuori, our next stop will be the manor in Vuosaari.

Puotila.

Photo by Simo Karisalo.





Vuosaari.
Photo by Marja Piimies.

Rastila.
Photo by Marja Piimies.



VUOSAARI

The history of the Nordsjö Manor reaches all the way back to the 17th century. The current main building and park were constructed in the late 19th century.

The manor's buildings are located on two hills, one of which holds the main building and park while the other houses the residences of the workers and the steward. The steward's residence was originally connected to the manor's outbuildings by a wall with a handsome arched gateway.

The luxuriant park that surrounds the main building is laden with ancient oaks, larches, maples and thujas. The park is framed by a stone fence. Additionally, the manor grounds contain a granary and a cowhouse.

Owned by the city. Some of the buildings are privately owned. Contains a multicultural day-care centre and family centre. Address: Uutelantie.

[Our next leg will take us west across the centre of Vuosaari.](#)

RASTILA

The Rastila Manor is located on the east shore of the Vartiokylänlahti bay at the base of the Rastilanmäki hill. The history of the Rastila horse farm begins in the 17th century. The current main building and granary were constructed in the 19th century. The manor park holds many old Swiss pines and hardwood trees, such as oaks and limes. At the western edge of the park, there is an excellent beach and in the north a recreational park. A camping pitch is located on the east side of the manor.



Owned by the city. Contains a camping pitch, beach and restaurant.
Address: Karavaanikatu 4.

The Puotila and Vuosaari routes come together at the western end of the Vuosaaren silta bridge. Now, we will continue on due south by way of Puotilanranta and Niittyraanta or the roads Meripellontie and Kunnallisneuvoksentie. Follow the Marjalahdentie road across the Strömsinlahdenpuisto park and you are there.

STRÖMS

The Ströms Manor is located in Roihuvuori on the north shore of the Strömsinlahti bay. It dates back to the late 18th century. The current main building and garden were constructed in the early 20th century.

A grass parterre, which was once adorned with various plants and an impressive decorative column, lies in front of the main building. The pathway in the middle of the garden runs all the way to a pier, at the end of which used to be a dressing room for swimmers. On the shore, there is a wonderful seaside path lined by black alders. The park on the north side of the main building is filled with ashes, limes and maples.

A music institute now stands in place of the manor's old outbuildings.

One of the most important brooks in Helsinki, the Mustapuro brook, runs to the Strömsinlahti bay on the east side of the manor. If you walk a little further that way, you will find the extremely popular Marjaniemi beach.

Owned by the city. Contains the Helsinki Art School and the East Helsinki Music Institute. Address: Untuvaisentie 10.

Next, we will make our way towards Herttoniemi by way of the Ströms marina. We will follow the Porolahti bay and the path on the shore of the Tiiliruukinlahti and turn to the manor park at the corner of the Laajasalo Swedish-speaking primary school.

Ströms.

Photo by Pirjo Ruotsalainen.



HERTTONIEMI

The manor's history reaches back to the 16th century. The manor evolved into its current form in the early 19th century during the time of Admiral Carl Olof Cronstedt when the manor was moved from its seaside location to the site of the old porcelain factory and a new formal garden and scenic park were established around it. The exquisite Herttoniemi garden and park form an artistically unique garden area.

Both the park and the garden were renewed between 1995 and 1999. The formal garden, which is reminiscent of the Baroque period, is complete with long tree-lined pathways, grass parterres and decorative plant arrangements. The berry bushes and fruit trees that were originally planted in the garden have since been lost with the exception of the pear trees. The scenic park contains several ponds and two gazebos designed by the architect Carl Ludvig Engel. The north section of the manor grounds holds a building, which was relocated here from the Knusbacka Estate in the municipality of Sipoo. The building now serves as a museum.

Owned by the Svenska Odlingens Vänner i Helsingfors association. Contains a manor museum and outdoor museum, restaurant and cafeteria. Address: Linnanraketajantie 12.

If we choose to continue from the Herttoniemi Manor to the largest island in Helsinki, Laajasalo, we must turn from the Laajasalontie road to Kuvernöörintie road and, further, to Muurahaispolku road and then...

Herttoniemi.
Photo by Simo Karisalo.



Yliskylä. Photo by Marja Piimies.



YLISKYLÄ, UPPBY

The Yliskylä Estate is located next to the Laajasalo shopping centre. The estate dates back to the 17th century when it was inhabited by the royal maritime pilot.

Of the estate's original building stock, only the separate building currently called Ylistalo, which was constructed in the early 19th century, remains. The small yard area surrounding the building was renovated in 2003.

Owned by the city. Contains the Ylistalo house, which is maintained by the Laajasalo-Degerö Society, and the East Helsinki Music Institute. Ylistalo can be rented for meetings, celebrations or other similar events through the Laajasalo-Degerö Society. Address: Muurahaisenpolku 4.

We will pass by a fine new church, take a left between the health centre and the primary school and turn from the Reposalmentie road due south to the Homanmoisionpolku road, which leads to our next destination.

DEGERÖ

The Degerö Manor is located on the Pikku-Sarvaston lahti cove on the east shore of Laajasalo. The manor's history dates back to the 17th century. The current main building and scenic park were constructed in the 19th century. In addition, the area contains numerous outbuildings and residential buildings. The scenic park holds a well canopy and outhouse from the Gothic Revival period.

In the 19th century, the bay of the sea reached nearly all the way to the manor. Today, however, the main building no longer commands a seaside view. A long curved pathway lined with white poplars, limes, birches and

Degerö and Outbuilding/
cowhouse. Photo by Marja Piimies.



maples leads to the main building. The path was once a fairly dominant element in the open agricultural landscape that surrounds the manor. The Laajasalo sports park lies right next to the manor, and the Reposalmi beach is located on the north side of the Alustalaismäki hill.

Privately owned residence. Address: Homanmoisionpolku 6.

From the Degerö manor we will continue on toward Jollas via the Sarvas-tonkaari road or the Jollaksentie road behind the marina. After a bit of hiking we will see the manor and the Saunalahti bay on the left.

JOLLAS

The Jollas Manor is located on the Saunalahti bay on the eastern shore of Laajasalo. It was established at the end of the 18th century in place of some old cottages. The current main building and park were constructed in the early 20th century.

The manor is located in an extremely picturesque setting, and a pathway lined with limes leads to the main building of the manor. The building used to be surrounded by a formal garden designed by landscape architect Paul Olsson in the 1920s, but only fragments of it have been preserved. A terrace is located on the side of the building that faces the sea. Ancient ashes, maples and larches fill the beautiful park that surrounds the manor. The slope that rolls towards the shore holds a wonderful little apple orchard. The park is framed by a stone fence.

Owned by the city. Used by the following associations: Super Helsingin kaupungin paikallisjärjestö ry and Tehyn Helsingin kaupungin paikallis-osasto ry. Address: Jollaksentie 54.

If we keep following the Jollaksentie road and hold off turning south until we reach the Villinginsalmentie road, we will find ourselves on the pier where the ferry to our next destination departs. You will need to leave your bicycle here because we are taking the ferry to one of Helsinki's villa districts, which happens to be located on an island.

Jollas. Photo by Marja Piimies.



VILLINKI

The Villinki Manor lies on the north side of the Villinki island on the Kylänlahti bay. The manor was separated from the Degerö Manor property in 1798. The current main building and the surrounding garden were constructed in the 19th century.

The enchanting garden, which is laden with old oaks and maples, rests in a narrow seaside valley at the base of an impressive rockhead. Only a lone damson tree remains of the manor's old orchard. A gazebo, which lies amidst a sea of lilacs, is located at the edge of the garden.

The buildings that are outside the actual manor grounds include a boat-house and the old main building of the manor, the so-called red manor.

**In joint ownership. Can be rented for celebrations and other events.
Address: Villinki.**

The simplest way to make our way to Stansvik is to follow the roads Jolaksentie, Reiherintie, Koirasaarentie and Stansvikintie in that order. You can also opt to head there along the forest paths and smaller roads that lie closer to the southern shore of the island. Follow the Vuorilahdentie road to the opposite shore of the Tahvonlahti bay past the Vuorilahti beach and president Relander's villa.

STANSVIK

The Stansvik Manor, which was used as a summerhouse, is located in the east section of Laajasalo on the Tahvonlahti bay. The manor was established in 1798 in place of a small farm worker cottage, which was a part of the Degerö freehold estate.

The current main building, the wing and the neoclassical boathouse were constructed at the beginning of the 19th century.

A symmetrical plant arrangement lies in front of the main building. A garden where fruit trees and berry bushes were grown is located behind the main building. The buildings are surrounded by an expansive scenic park, which extends all the way to the picturesque Stansvikinniemi cape (Talludden) and the adjacent island.

As the earth's crust rose, the island later became connected to the mainland. The island holds a gazebo, which is called Onnentemppli (lit. the Temple of Happiness). A path lined with oaks, which are said to have been planted with acorns from the French Fontainebleau forest, leads to the manor. In the late 18th century, the manor grounds contained iron and silver mines, as well. The mine shafts in the area and the so-called mine villa are reminders of this period.

Villinki. Photo by Anu Mansikka.

Stansvik. Photo by Marja Piimies.



Owned by the city. Summer home of the association Henkilöstöjärjestö Jyty ry. Contains a summer restaurant. Address: Stansvikintie 6.

Our next destination, Tullisaari, is not quite as far. Turn your back to the future Kruunuvuorenranta residential district and head past the mine area and through the forest.

TULLISAARI

The Tullisaari Estate is located on the north side of Laajasalo on the rocky shores of the Tullisaarenselkä reach. Its history reaches back to the 16th century. The main building, which was built in the 18th century, was destroyed in a fire in 1958. Of the villas constructed in the late 19th century, only the Finnish opera star Aino Ackté's villa and the privately-owned Decker Villa have been preserved.

The Tullisaari Estate was formed along the shores of the two capes. The eastern cape was a park-like part of a scenic park during the 1880s, whereas the western cape consists of natural forest area. For some years in the early 20th century, the western cape served as a public park. The scenic park contains a wealth of valuable trees, such as handsome oaks, thick-barked birches as well as the thickest black alder, small-leaved lime and common lime trees in the country.

A walkway with numerous vantage points runs along the shore. The beautiful gazebos that were located on the seaside path have since been lost. In addition to the scenic park, the eastern cape of the Tullisaari Estate held a vast kitchen garden of which a pea shrub, a lilac gazebo and some berry bushes have been preserved. The park is currently being restored to its 1880's splendour.

Aino Ackté's villa in Tullisaari.
Photo by Kaisa Yli-Jama.





Small evening concerts are held in Aino Ackté's villa during summer. The park also includes a small beach.

Primarily owned by the city. The Decker Villa and some other buildings are privately-owned. Aino Ackté's villa is used by the City of Helsinki Cultural Office. Open to the public from May to October on Wednesdays between 5pm and 9pm. The villa premises can be rented through the city-owned company Palmia. Address: Henrik Borgströmin tie 11.

Next, we will continue along the seaside park north east to the Laajasalontie road, and after the bridge, we will take a turn towards the Herttoniemenrata area and leave behind the beach and marina. Finally, we will pass under the Itäväylä highway and arrive in Kivinokka.

KULOSAARI

The Kulosaari Manor is located on the Naurissalmi strait on the opposite shore of the Kulosaari district. The manor dates back to the mid-16th century. The current main building was constructed in the early 19th century.

A lawn lined with old limes adorns the front of the main building. In addition to the main building, the area holds the former steward's residence, some outbuildings and a dressing room for swimmers with a stone pier next to it. To the north of the manor lies the summer house district of Kivinokka and to the east the Herttoniemi allotment garden.

Owned by the city. Contains an assembly hall of the Trade Union for the Public and Welfare Sectors (JHL), a marina and allotments. Address: Kipparlahden silmukka 5.



Kulosaari. Photo by Pirjo Ruotsalainen.

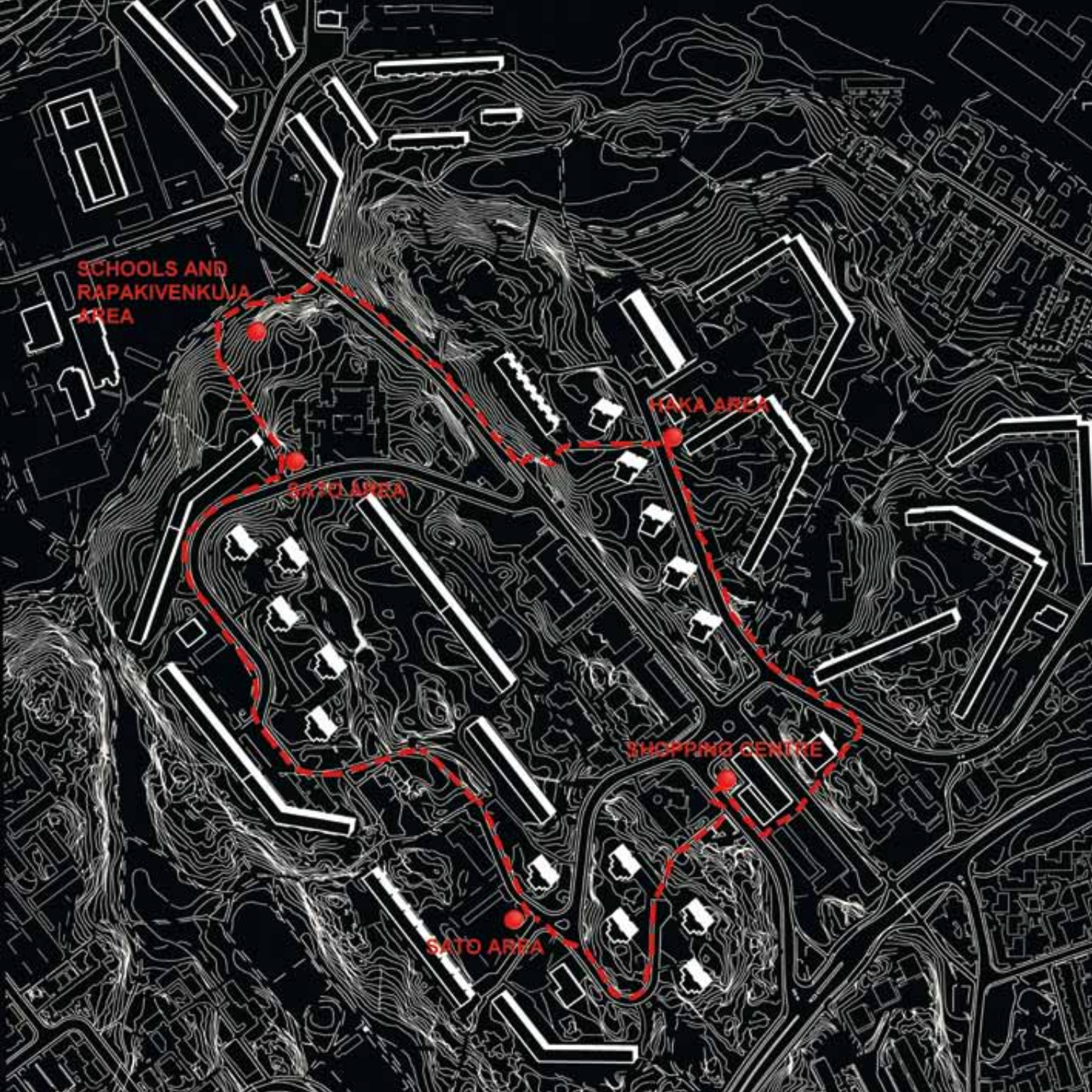
The long tour is now over, but do visit these wonderful locations again as they are certainly worth it. From the Kulosaari bridge you might just make out the Kumpula Manor, the Kuninkaankartanon saari island and the Latokartano district. Moving along the Vantaanjokilaakso river valley upstream – the manors of Pukinmäki and Tuomarinkylä and the estates of Haltiala and Niskala. Finally, we will follow the western border of the city and the shoreline almost all the way to the open sea. On the way, we will pass the manors and estates of Malminkartano, Tali, Munkkiniemi, Meilahti and Lauttasaari. See you next time!

PIHLAJAMÄKI ARCHITECTURE PATH

This guide contains a description of Pihlajamäki as a district, but what is of most interest to you is likely to be the guided architecture path, which was opened in 2008.

Five signposts have been placed in the area, which contain information about the birth of Pihlajamäki, the specific traits of the architecture and the ideology and process behind the designs. The path is denoted on the map provided here. You can find additional information about the path online at the address http://www.hel2.fi/lahioprojekti/pihlajamaki_arkkitehtuuripolku/

Photo by Päivi Hellman



SCHOOLS AND
RAKAKIVENKUJA
AREA

HAKA AREA

SATO AREA

SHOPPING CENTRE

SATO AREA

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Tuulia Puustinen: Liitosalueen rakennettu kulttuuriympäristö, Helsinki City Planning Department, 2008.

This book was compiled in 2009 for the extensive exhibition on the suburbs, which was held in the City Planning Department's exhibition room Laituri. It also works as an independent publication, which will be your guide on an exciting tour of the Helsinki suburbs.

Many people have already seen the sights in the city centre. This book is for those of you who want to get to know Helsinki from a broader perspective. Outside the city proper, there lies a multitude of attractive and diverse districts with vibrant commercial lives, high-quality living, excellent services and a myriad breath-taking natural environments.

The purpose of this guide is not to cover all of the suburbs, which is partly why many wonderfully unique districts were left outside the scope of this guide. Moreover, we should leave something for the next guide, right?

Without further ado, step on the metro heading east to Vuosaari and let the journey begin!



City of Helsinki
City Planning Department

