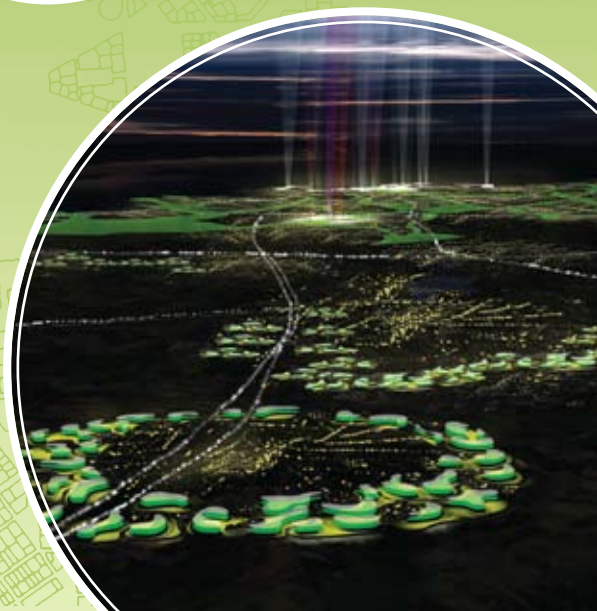


Greater Helsinki Vision 2050

This is the Story about
the path and process on
how Greater Helsinki
municipalities take
steps towards a flourishing
and sustainable future.



Greater Helsinki – a Fast Growing Region

Helsinki Region of 14 cities and municipalities, also called Greater Helsinki, is a dynamic and evolving metropolis in the junction of international development corridors and other parts of Finland. During the past two decades, Helsinki Region has been one of the fastest growing urban areas within the European Union. The region, with the city of Helsinki as its core, is Finland's administrative and cultural centre and economic powerhouse. Its population is currently over 1.3 million, of which 580,000 live in Helsinki City itself.





Greater Helsinki is located in the extreme south of Finland by the Gulf of Finland. Stockholm lies to the west, St Petersburg is situated approximately 400 km to the east and Tallinn 60 km to the south.



Greater Helsinki

Stockholm

Tallinn

St. Petersburg

The Ideas Competition

To enhance the common vision and deeper cooperation, a unique international ideas competition - Greater Helsinki Vision 2050 - was organised in 2007 by the region's 14 municipalities, together with the Ministry of the Environment and the Finnish Association of Architects. The targets and time perspective of the competition were exceptionally comprehensive and many-faceted, comprising the placement of 700,000 new residents in the region following sustainable principles. The aim was to face the ever-growing challenges posed by climate change, an ageing population, the fragmentation of urban structures and international competition.

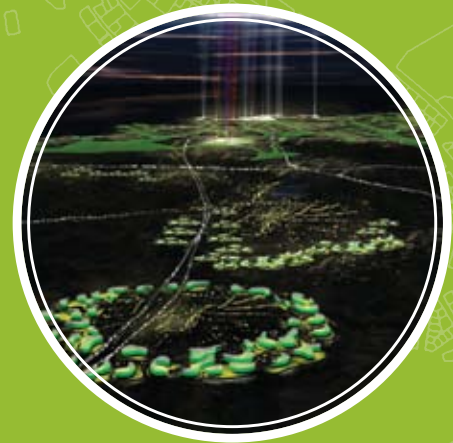
Boundary strips



Holistic Uniqueness



Emerald



Line TM



Orlando



Metroscope



Towards city 2.0



Thirdlife



(R)evolver



The winning entries were:

1st Emerald (Finland), joint 2nd Boundary Strips (Germany), Towards City 2.0 (Finland) and Holistic Uniqueness (Germany), and purchases Metroscope (Germany), Orlando (Italy), (R)evolver (Finland), Line TM (Switzerland) and Thirdlife (Netherlands).

See more on competition on web site www.greaterhelsinki.fi.

The Follow-Up Project

After the competition, a follow-up project was carried out during 2008 to analyse the proposals, evaluate the prize-winning ideas, involve the views of the public and recommend how to proceed with the vision process.

Nine Viewpoints on the Regional Vision

Public transport and personal mobility

An increasingly dense urban framework with mixed functions

An energy- and material-efficient metropolitan region

Metropolitan governance and strategic planning

A unified urban structure

The diversification of life-styles

Added value through intraregional division of functions

New forms and locations for production and labour

The relationship between nature and habitation



Channels for Communication and Interaction

More than 250 ideas were identified from the winning entries. Using an iterative process they were organised into 9 thematic 'Ideas Flocks' or viewpoints on the vision. One important aim of the vision process was to bring together the views of decision makers, planning experts and the public on the future of the region, thereby committing everyone to the implementation of the joint vision in their operations.

Channels for feedback and participation were offered via web-pages, public workshops and seminars. The material and outcome of the project were compiled in the final report which acted as a basis for drafting the verbal vision and strategic alignments on how to reach the targets by 2050.



The Decision-making on the Vision 2050

Cooperation between the 14 Helsinki Region municipalities is happening nowadays on a regular basis. Leading planning experts of these municipalities form an Advisory Board on Land Use, Housing and Traffic (MAL-neuvottelukunta). There is also a high level cooperation body called MAL-Division (MAL-jaosto) which is the link between these municipalities and three Governmental Ministries. After the Ideas Competition which was led by MAL-Division, MAL-Advisory Board drafted during 2009 the verbal vision, strategic alignments and measures to implement them. The Vision and the Alignments were approved by the Helsinki Region Cooperative Assembly which is the highest political cooperation body between these municipalities.

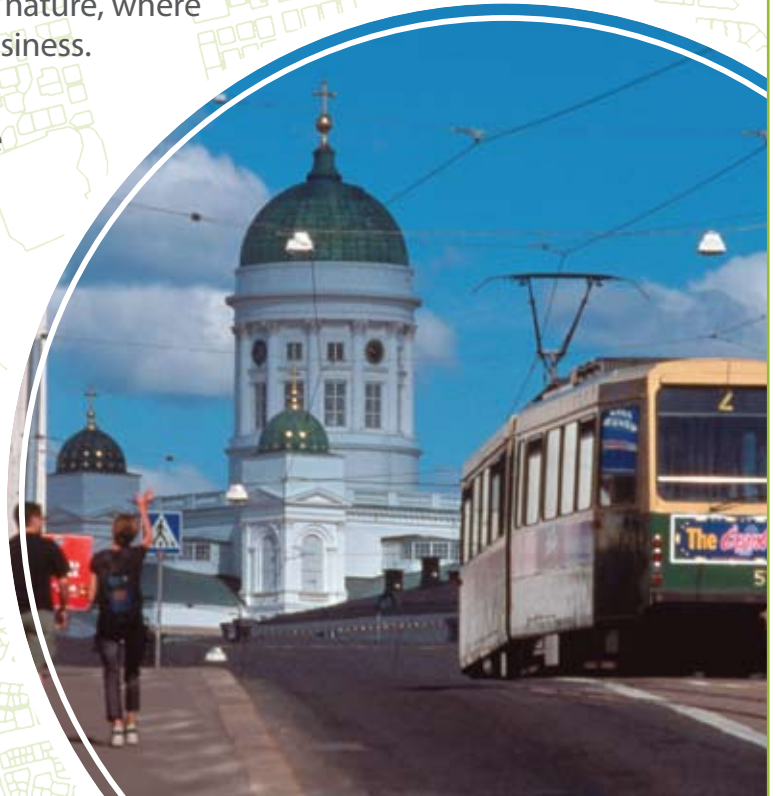
The next concrete steps will be the new Uusimaa Regional Land Use Plan of 28 municipalities and Helsinki Region Mobility Plan (HLJ- 2011) of 14 municipalities. These will also form a basis for a next Letter of Intent between Helsinki Region's municipalities and three Governmental Ministries on long term objectives of housing construction and the priority list of traffic infrastructure projects.




Common Vision

The Helsinki Region is a dynamic world-class centre for business and innovation. Its high-quality services, arts and science capabilities, creativity and adaptability promote the prosperity of its citizens and bring benefits to all of Finland. The Metropolitan Area is being developed as a unified region, close to nature, where it is good to live, learn, work and do business.

The harmonious urban structure of the region is based on public transport; it is versatile by its operations as well as eco-efficient and low carbon. The compact core area is encircled by a network of distinctive centres.





**Strategic alignments for
Land Use, Housing and
Mobility 2050**

I Strategic alignment

The absolute must for the success of the region of Greater Helsinki is international networking, and all obstacles to it shall be cleared. The Region will be formed into a multicultural metropolis with a functional local economy.



Measures

- 1 The Region shall be linked with international and global networks.
- 2 Active cooperation shall be conducted with different actors and other parts of Finland, because that is a prerequisite for international competitiveness.
- 3 The Successful Metropolis competitiveness strategy shall be expanded to cover the whole Region. The relevant municipalities' roles in realizing the strategy shall be determined. At the same time, steps shall be taken to stop putting the Region and other parts of the country in a confronting position.
- 4 The cooperation shall be so expanded that international businesses, politicians, building contractors etc. join in.
- 5 In developing the Region, the growing importance of local economy to national economy is taken into account.
- 6 Planning shall be based on a high quality living environment, for this supports a happy life. Thus a happy life can increasingly be based on quality factors of wellbeing beside GNP meters.
- 7 The concentration of underprivilegedness possibly related to immigration shall be avoided by ensuring the availability of affordable housing in various parts of the Region.

II Strategic alignment

Land use solutions are developed to diminish the need for personal mobility and to increase energy efficiency. Land use planning is applied to create opportunities for communities that utilize renewable energy sources and to be prepared for organizing future energy management in ways different from the present. Furthermore, it is necessary to be prepared for problems resulting from climate change, such as increasing sudden rainfalls and augmented flood risks.

Measures

- 1 The community structure shall be made more compact and homogenous by utilizing the network of the Region's distinctive urban centres. New developments shall be located near good traffic connections. More determined steps shall be taken to make jobs and services (incl. leisure services) an integral part of the community structure in public transport nodes.
- 2 Active land use policy and planning shall be applied to provide more adequate, affordable and versatile housing in the centres, in their vicinity and in the transport nodes.
- 3 Possibilities to set up new communities leaning on rail traffic in regionally sensible locations shall be explored.
- 4 The land use solutions required by decentralized small-scale energy production shall be observed. The spatial needs required by utilizing future energy production such as sea heat, wind power as well as waste and wastewater more than at present shall be observed. The possibilities offered by zoning to direct building developments towards good energy economy shall be utilized.
- 5 Adequately extended greenbelt areas inside and outside urban areas shall be ensured. These are important carbon sinks and contribute to the pleasantness and healthiness of the compactifying community structure. For their part, greenbelt areas also help prepare for possible future climate changes and increasing sudden rainfalls and resulting flood risks.
- 6 In all building operations and land use, the challenges brought about by climate change shall be observed. Greenhouse gas emissions will be restricted with the aim of creating a carbon neutral community structure. Risks related to climate change shall be minimized.





7

A genuinely motivating incentives shall be created to increase energy and material efficiency both in new building and restoration projects. The Region's energy balance shall be monitored. The Government-granted interest subsidy loans shall be directed to energy and material efficient targets. The monitoring of the intent agreement between the Greater Helsinki municipalities and the State shall be complemented with the statistics on the energy classification of new housing units per each municipality.

III Strategic alignment

Traffic emissions shall be diminished by favouring rail and other public transport, walking and biking and by ensuring that the energy consumed by traffic is carbon neutral or produced using low-carbon technology.

Measures

- 1 An easy-to-use system for monitoring personal energy consumption and the resulting carbon footprint shall be developed.
- 2 The possibility to issue congestion charging on private vehicles will be further explored.
- 3 Functional travel chains and a homogenous ticket system in the Region shall be developed. A public transport authority shall be set up to cover the whole Region.
- 4 The walking and biking networks of the roads shall be improved. Biking culture shall be promoted through versatile facilities.
- 5 Different measures shall be taken to decrease the harmful effects of private car traffic.
- 6 Economic incentives shall be developed, and the public transport service level in urban areas shall be so improved that choosing public transport and pedestrian and bicycle traffic is inexpensive and easy.





IV Strategic alignment

Dispersed building shall be directed to urban areas more efficiently than at present.



Measures

- 1 Preventing urban sprawl shall be intensified to meet the national land use objectives.
- 2 The extent of dispersed building shall be defined in a municipality's or municipalities' strategic master plans. Component master plans for villages shall be developed to direct building in village centres.
- 3 Economic means to direct building activities to planning areas shall be developed, e.g. by changing the bases of taxation to support the integrity of the communal structure and by targeting the cost correlation of municipal services according to the place of residence of the user.
- 4 Prerequisites of agriculture and forestry shall be ensured by directing building activities to centres.



V Strategic alignment

The combining of land use, housing and traffic shall be so developed that it better meets the requirements of cost efficiency and representativeness as well as openness and clarity in governance which are necessary when competing with other European metropolises.

Measures

- 1 Coordination in land use and traffic planning shall be developed as well as joint action to promote land policy.
- 2 All parties shall commit themselves to cooperation to study the interest of the metropolitan area comprehensively and with a long time span.
- 3 The Letter of intent shall be made between the municipalities of Greater Helsinki and the Governmental ministries on housing production as well as on the infrastructure and the priority list of traffic projects.
- 4 Interaction shall be intensified in various ways between regional and municipal actors as well as between the region's business community and residents. New means of interaction shall be introduced such as public discussion forums that are broadcast live.



Realizing The Vision, The First Projects



3D Render Oy

HELSINKI, Meri-Helsinki

The largest change in construction in Helsinki's history. When the three cargo ports were transferred in 2008 from the city centre to Vuosaari harbour in eastern Helsinki, some 250 hectares of waterfront areas and railway sites were vacated in Jätkäsaari, Kalasatama, Kruunuvuorenranta and Pasila. Helsinki plans to construct 4 million square meters on these areas, which will house tens of thousands of new residents and jobs. The construction work will take place in the second and third decades of the 21st century.

www.hel.fi



SRV Yhtiöt

ESPOO, T3 Area

Science: Otaniemi
Culture: Tapiola
Business: Keilaniemi

Tapiola is an esteemed residential area, a verdant Garden City and also the heart of Espoo's cultural services. Otaniemi has been recognised as one of the leading innovation environments in Europe. Attracted by the preceding, many significant corporations have moved into the vicinity, with Keilaniemi as the most prolific location. The development of this so-called T3 area promotes the international competitiveness of Espoo and the entire metropolitan area.

www.espoo.fi



Harris-Kjistik Architects

VANTAA, Marja-Vantaa

Marja-Vantaa is the most significant new urban residential and business area to emerge within the Helsinki Region, and will offer some 30.000 homes and 26.000 jobs in the future. Marja-Vantaa is being developed along the Ring rail track that connects the city centre to Helsinki Airport. Local assets include its proximity to the airport, excellent recreational facilities and good transport connections.

www.vantaa.fi





**More information also
available on pages**

www.helsinginseutu.fi

www.helsinkibusinesshub.fi