



# Future Helsinki

## Five Planning Projects





## Five planning projects

The urban structure of Helsinki is currently experiencing its most dramatic changes in one hundred years; during the next several years, large tracts in the city centre will be freed up for new construction after the goods harbour has been relocated at Vuosaari. In this brochure the Helsinki City Planning Department presents the five different areas that will become part of the Helsinki of the future: Jätkäsaari, Sörnäistenranta-Hermanninranta, Keski-Pasila, Kruunuvuorenranta and Kuninkaantammi.

### 1. Jätkäsaari

Jätkäsaari is located within walking distance of Helsinki's central business district. The area is currently occupied by port and warehouse functions. When the goods harbour facilities are moved away from the area, an entirely new maritime district will be constructed for the city centre. Jätkäsaari will feature apartments, business premises and an extensive park passing through the entire district. The passenger harbour will remain at Jätkäsaari. The goal is the creation of an urban-flavoured and distinctive city district that will consist of various sub-areas, each with its own character. Densely-built closed blocks will protect yard areas from winds. The central city district park will serve as the area's spine and greenbelt connection. The proximity of water, views to the sea, as well as the maintained passenger harbour will impart a maritime atmosphere to Jätkäsaari, which will eventually accommodate approximately 14,500 residents and 6,000 jobs. In traffic solutions priority has been given to pedestrian and cycle traffic, as well as public transportation, that will provide an alternative to movement by car.

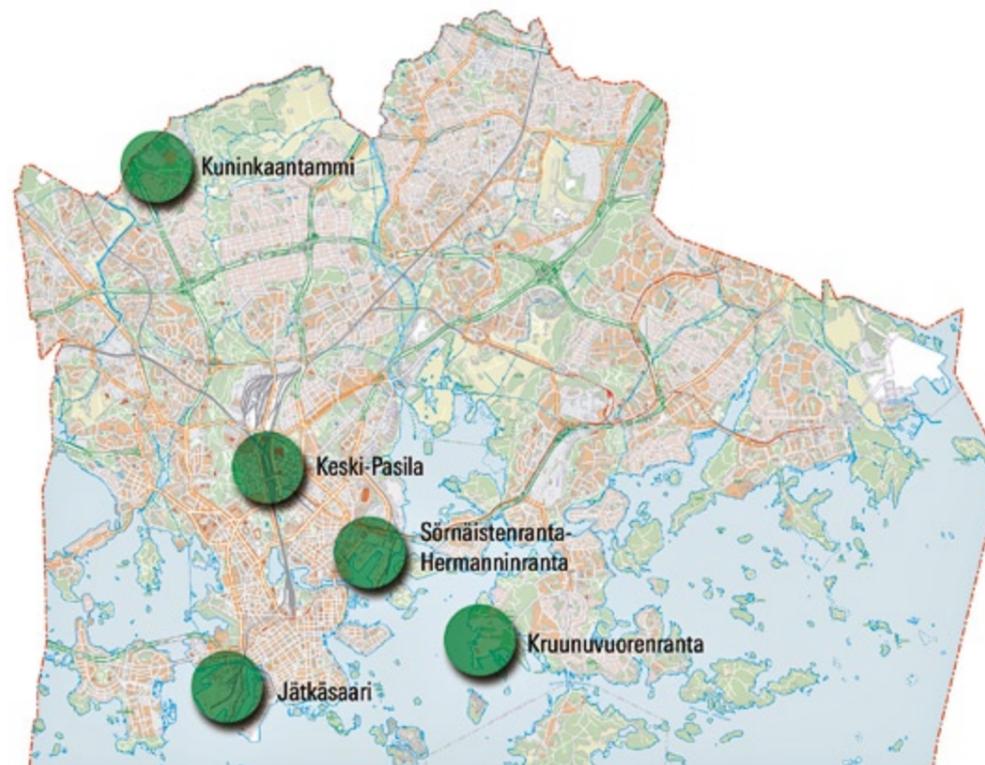
It has been estimated that construction at Jätkäsaari can begin in 2008 after the traffic connections to the Port of Vuosaari have been completed.

project manager **Matti Kajansinkko**,  
matti.kajansinkko@hel.fi

### 2. Sörnäistenranta-Hermanninranta

At the Sörnäistenranta and Hermanninranta areas, the dominant visual and functional elements are the sea, industrial structures, the port and its ships, containers and warehouses, as well as the Hanasaari power stations and their high chimneys. The starting point for design has been to convert the harbour and industrial area into a new maritime-flavoured city district. The architectural structure indicated in the draft town plan draft is emphatically urban in character. The area will eventually accommodate approximately 15,000 residents and 6,000 jobs.

In 2005 the City of Helsinki organized a two-stage invited architectural idea competition for the planning of the Sörnäistenranta and Hermanninranta areas that will be freed up from port use. The proposal "Amphibia", submitted by



the architects' office Harris-Kjisik, won the competition.

A component master plan has been prepared based on the winning competition proposal. After the goods harbour has been moved to Vuosaari, construction at Kalasatama will begin at the blocks near the Metro station; the building works are expected to last approximately 5 years. During the 2010s, the construction of the two next block groups at Sompasaari could be completed in the early 2020s. The entire new maritime-flavoured city district will achieve its finished form only during the early 2030s.

project manager **Mikael Sundman**, mikael.sundman@hel.fi

### 3. Keski-Pasila (Central Pasila)

Keski-Pasila (Central Pasila) is located approximately 3.5 km north of the Helsinki city centre. The area is a valley-like landscape between two city districts, Länsi-Pasila (West Pasila) and Itä-Pasila (East Pasila). Railway functions dominate the planning area. As a result of changes that will take place in railway functions during the next several years, an approximately 18.3 hectare-sized area will be freed up for other functions in Keski-Pasila.

The objective is to place as much residential construction as possible in the zone defined by the office towers fronting the Itä-Pasila and Länsi-Pasila

areas. Achieving a vital urban environment requires functional diversity and a sufficient population level. Another goal is to develop a component master plan for the Keski-Pasila area that will form the basis for a high-quality and feasible urban design solution. To accomplish this, two reference plans, whose purpose is to test the area's implementation possibilities, have been prepared. The first design has been prepared by the architects' office Cino Zucchi from Milan, Italy. The second design has been developed by the Helsinki-based architects' office Tuomo Siitonen Oy. In both designs, Keski-Pasila's most centralised areas in the vicinity of the Pasila railway station and Pasilan-silta bridge will be developed as a central functional node.

Keski-Pasila is also linked functionally and physically to the Pasila workshop area and the Vallila industrial area. The Pasila workshop area is currently being planned as a new residential and employment area. Pasila, Vallila and the workshop areas meet each other at the ends of the Aleksis Kivenkatu and Teollisuuskatu streets.

project manager **Timo Lepistö**, timo.lepisto@hel.fi

### 4. Kruunuvuorenranta

Laajasalo oil harbour will be freed up from its present use in 2010. At that time the new maritime-flavoured city district of Kruunuvuorenranta will be built in the area previously occupied by the oil harbour. Kruunuvuorenranta's location and natural features provide exceptionally elegant prerequisites for the design of the area. Adjoining the densely built-up oil harbour is a highly diversified archipelago landscape, valuable nature conservation areas and landmarks of cultural and historical importance. The area has a long and varied shoreline. To the west there are views to the city centre, to the south, Suomenlinna and the sea, and towards the east, the archipelago.

Kruunuvuorenranta is part of Laajasalo.

The distance from the centre of Helsinki as the crow flies is 3 kilometres. The driving distance through Herttoniemi is approximately 10 kilometres. Alternative public transportation solutions will be clarified as planning progresses.

Kruunuvuorenranta is being designed as a high-quality maritime-flavoured city district; residential environments featuring various types of apartment buildings and single-family houses are being designed.

project manager **Riitta Jalkanen**, riitta.jalkanen@hel.fi

### 5. Kuninkaantammi

The new Kuninkaantammi (King's oak) area is being planned at the northern part of Helsinki. The area has gained its name from a historical account, according to which Gustavus III, the King of Sweden-Finland, ordered the planting of a row of oak trees along the highway while he was visiting Finland. The majestic royal oaks, now a protected landmark, are still standing.

There are excellent vehicular and public transportation connections to the area, particularly from the south, west and north. The planning area's wide range of recreational possibilities will make it a popular location for the city's hiking and fitness enthusiasts.

Multi-story and low-rise apartment buildings are being planned for the Kuninkaantammi area that will eventually house approximately 5,000 residents. Dwellings and public services will for the most part replace the current employment areas. Achieving a diverse townscape image has been a primary objective in the planning of Kuninkaantammi. This means, for example, that in the central areas, apartment buildings, low-rise houses and parks will be interlaced and buildings of varying heights will line the streets. Also planned are urban-flavoured low-rise buildings that will surround the more densely built-up centre.

architect **Suvi Tyynilä**, suvi.tyynila@hel.fi

**Helsinki City Planning Department**

PO Box 2100 (Kansakoulukatu 3)  
FI-00099 HELSINGIN KAUPUNKI

Telephone: +358 9 310 1673

Internet: [www.hel.fi/ksv](http://www.hel.fi/ksv)

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Other illustrations:

Helsingin kaupunkisuunnitteluvirasto

Arkkitehdit Frondelius+Keppo

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