

Vantaa master plan 2020

SUMMARY



**VANTAAN
YLEISKAAVA
2020**



The local master plan

The local master plan is a strategic-level plan to guide the urban structure, land use and transport network of the municipality. It is used to designate areas for housing, workplaces, transport, nature, conservation, recreation, etc. The local master plan typically takes a stand on new traffic routes, the growth directions of cities and the placement of activities that cause environmental harm.

The local master plan process is directed by the national land use guidelines and the Uusimaa regional land use plan. The local master plan, in turn, directs the preparation of detailed plans, which define e.g. streets within residential areas, exact land use on individual plots as well as building rights and heights.

The local master plan includes a map with the regulations and legends as well as the local master plan report.

The preparation of the local master plan is a multi-step interactive process

The preparation of the local master plan started with the decision of the City Executive Board on 22 May 2017.



The purpose of the local master plan is to coordinate

The local master plan 2020 defines a vision for the future of the development of Vantaa's land use until 2050. The local master plan outlines the overall picture of the city's growth possibilities, the structure of the city and its connection to the region, local changes as well as connections for both people and nature.

On a national level, Vantaa is a city of mobility and growth. The airport connects Finland and the region to international flows. National growth, housing and jobs are concentrated in the Helsinki Metropolitan Area. Vantaa is growing into the third largest city in Finland.

The most important land-use solution in Vantaa's new local master plan is directing the growth as a whole to the current urban structure, which saves land for nature, the cultural environment and future construction in a resource-wise manner.

The operation and economic efficiency of the transport system are promoted with different modes of transport. Development opportunities for international and national transport connections are secured in the local master plan.

The local master plan prepares for the effects of climate change and aims for a healthy living environment by preventing harm caused by environmental disturbances, such as noise and air pollution.

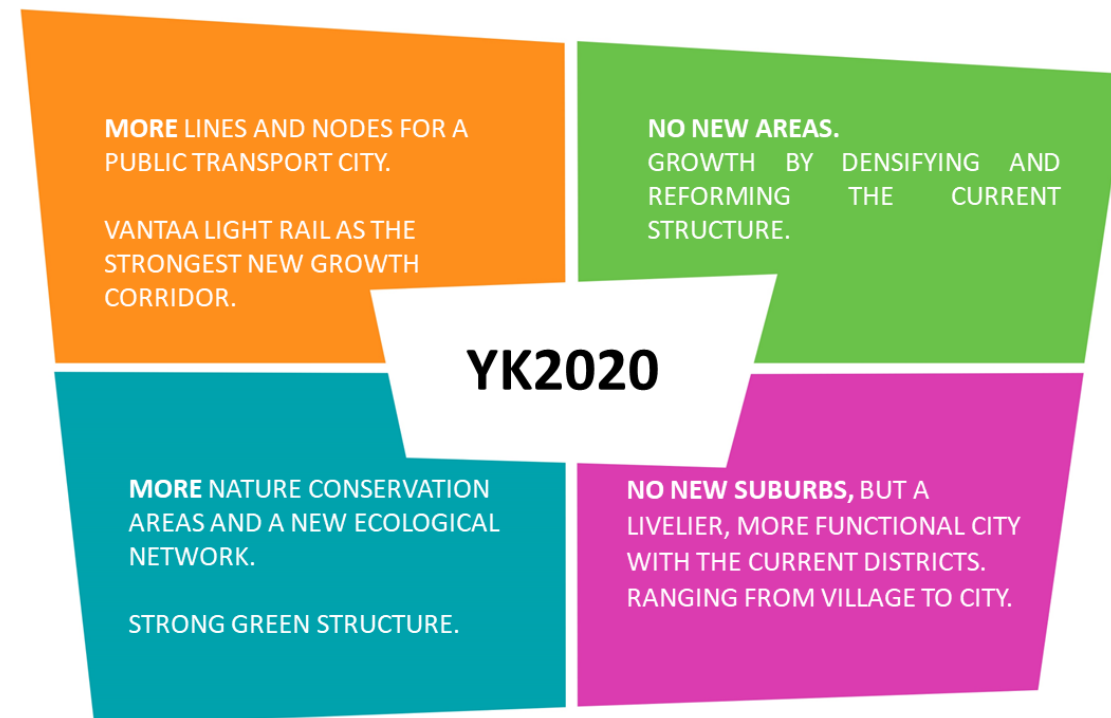
Preservation of biodiversity has been highlighted in the local master plan as a key boundary condition for city development. Valuable, extensive cultural environments as well as accessible and network-based recreation and green areas are also protected in the local master plan. The city's security of supply and reliability of service have been taken into account by securing the energy supply network.

Vantaa's role as part of the Uusimaa region is focused on mobility, routes and the airport, but also especially on the growing urban region, green

structure as well as the protection of nature and cultural heritage. In the local master plan, solutions for land use in border areas and various networks have been coordinated with neighbouring municipalities.

In the master plan work, the current strategic policies of the City of Vantaa were coordinated from the perspective of land use. The Vantaa Roadmap to Resource Wisdom approved by the City Council (18 June 2018) was in effect during the preparation of the local master plan. The roadmap is a long-term target programme to promote the city's resource efficiency and environmentally responsible operations. The goals of the guidelines for land-use and housing policy (City Council 18 June 2018) are also consistent with the objectives of the local master plan.

Local master plan spearheads

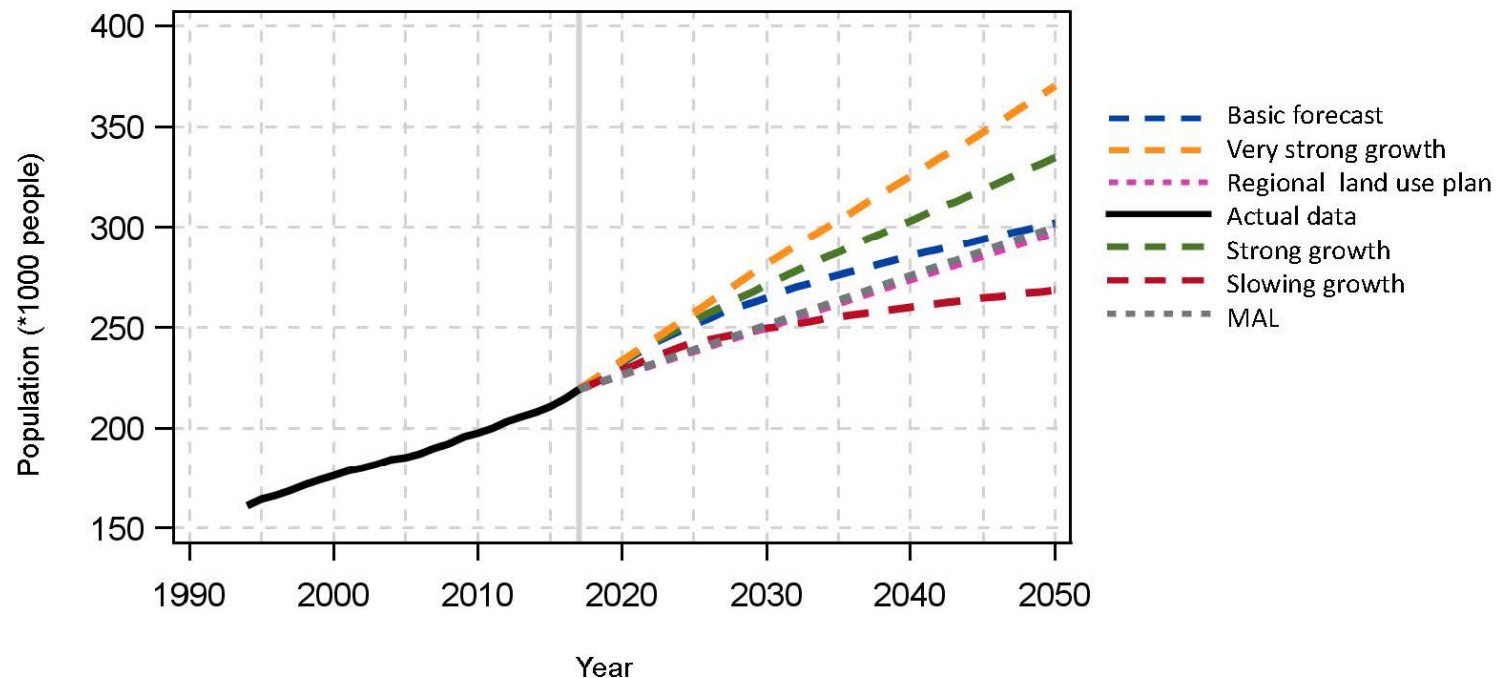


Scale

In the population and job scenarios prepared for the objectives of the local master plan, the growth of Vantaa was predicted to remain strong in the coming decades. By 2050, the population would increase to 370,000 residents in the very strong growth scenario, to 335,000 residents in the strong growth scenario, and to 302,000 residents according to the basic forecast. In the slowing growth scenario, the population would still grow, but only to 268,000 residents.

In the job scenarios, the number of jobs in 2050 varies between 128,000 and 221,000 depending on the scenario. According to the basic forecast, the number of jobs would increase by 80,000, to 185,000 jobs. Growth is expected especially in knowledge-intensive business service areas and in the accommodation and catering sectors.

The scenarios are in line with the reports prepared for regional land use, housing and transport agreements and regional land use planning, where it is estimated that the Helsinki region will have 2 million residents and more than one million jobs in 2050.



The city is being densified and reformed

The local master plan defines a sustainable growth zone, which is used to indicate the areas where population growth should primarily be concentrated and where mobility can be based on walking, cycling and public transport. The sustainable growth zone designated in the local master plan includes station areas as well as the area affected by Vantaa Light Rail from Länsimäki to the airport.

At the time of preparation of the local master plan, more than a third of Vantaa residents live in the zone, but the building efficiency ratio is low in many places. Prerequisites for densification and increasing efficiency are abundant in the zone, which also enables the reorganisation of the urban space to support a public transport city.

The densification of the urban structure requires major investments in the quality of the urban environment and recreational areas, as well as in the accessibility of services, to create a better city through complementary construction. In the urban space, the conditions of pedestrians as well as the recognisability and accessibility of places are also very important for the functionality of public transport. These requirements have been highlighted in the local master plan regulations.

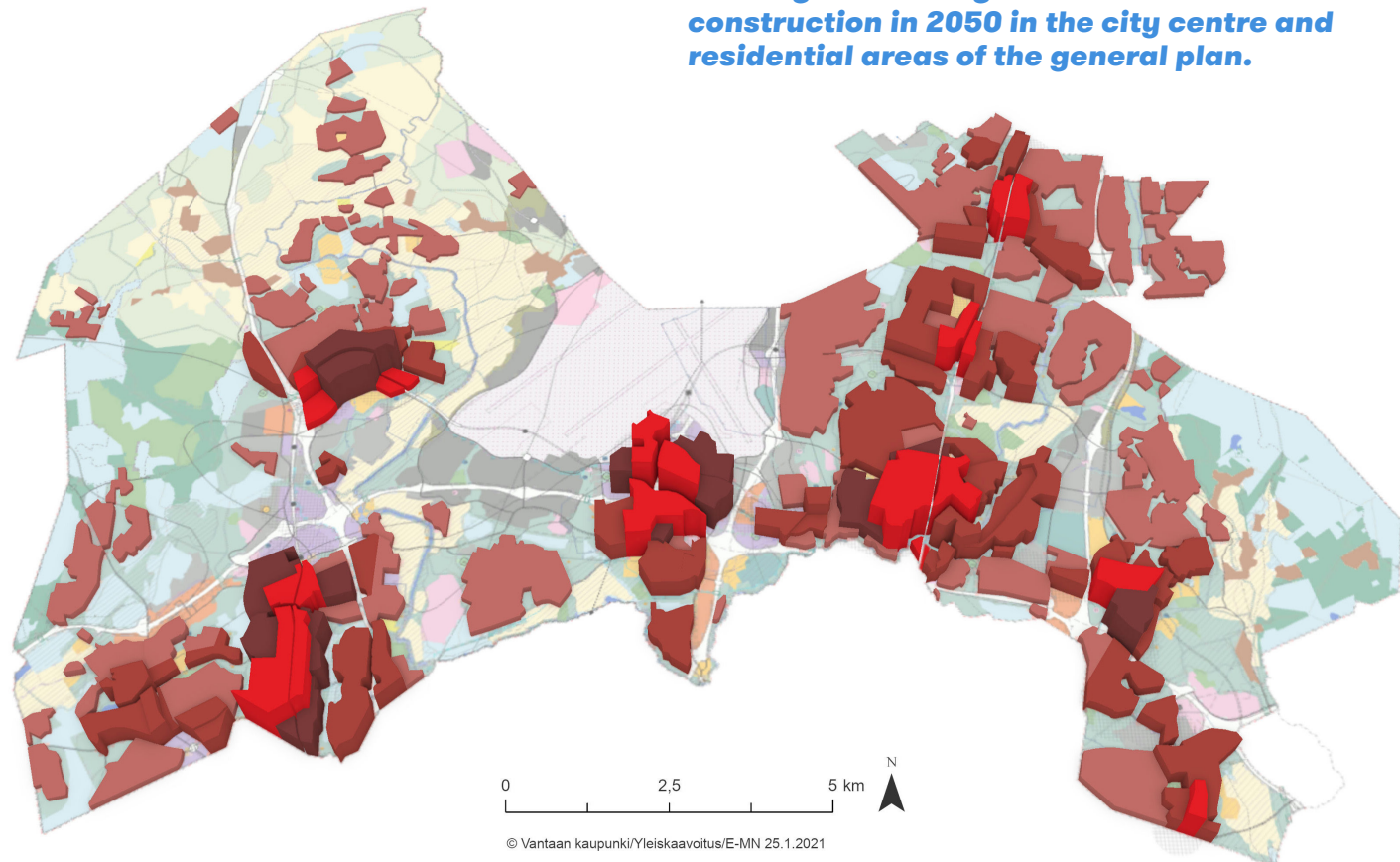
General plan reserve

In accordance with the guidelines of the general plan, Vantaa will grow inward in the future, relying on the existing urban structure. The large proportion of additional construction causes significant uncertainties in terms of implementation. Therefore, there should be more construction opportunities for both residential and workplace construction than necessary. Dimensioning the growth in the accuracy of the general plan is

difficult, because in the further planning, significantly more construction possibilities can be found in the existing structure than anticipated, or some still unknown boundary conditions may limit them.

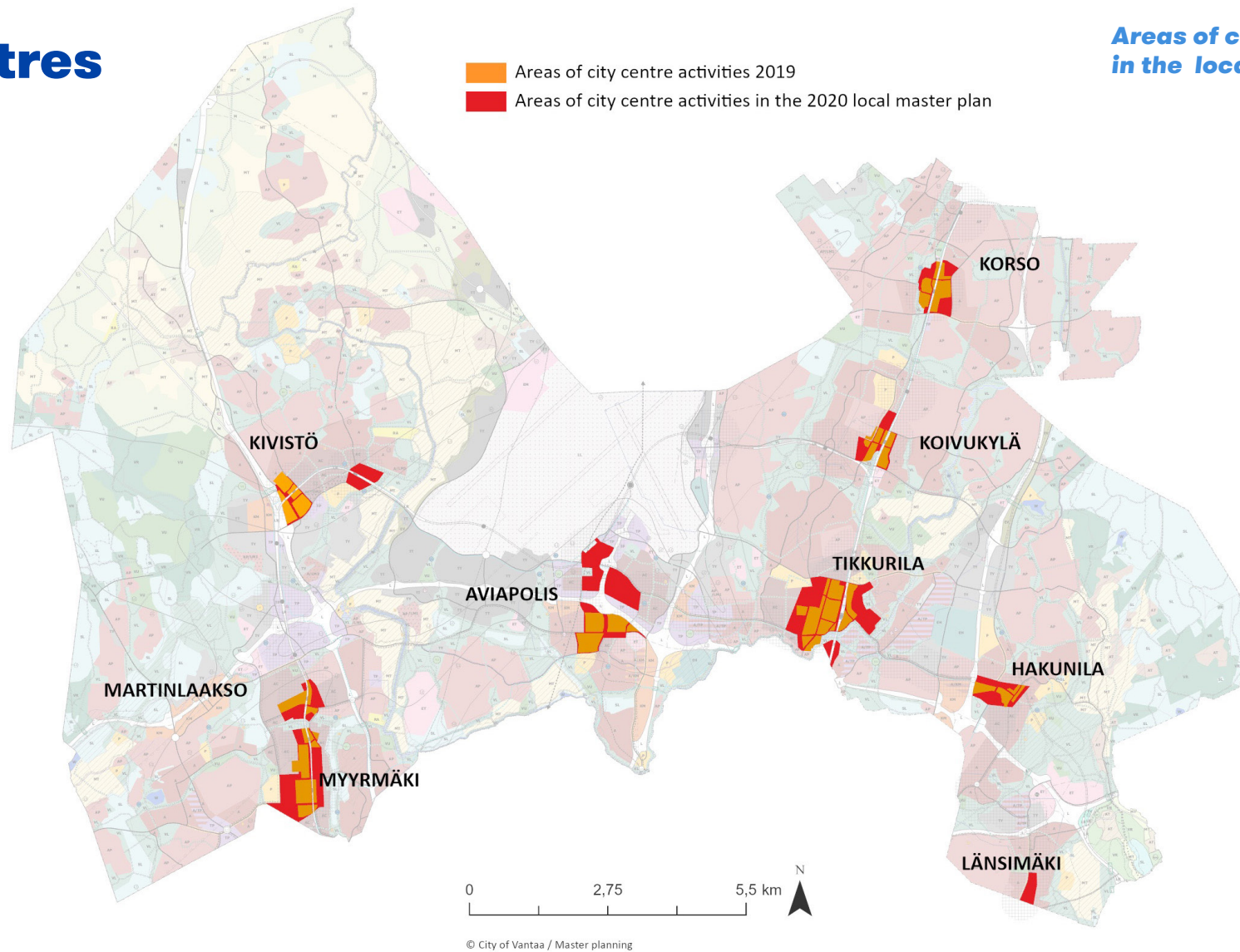
In zoning, reserve refers to the planned amount of construction that has not yet been implemented; the so-called building right in stock. The master plan does not directly grant building rights, but the master plan defines/evaluates the possible amount of building rights granted in site plans and other plans based on the master plan. The amount of construction made possible by General Plan 2020 has been estimated using the calculated general plan reserve.

Housing reserve together with current construction in 2050 in the city centre and residential areas of the general plan.



City centres

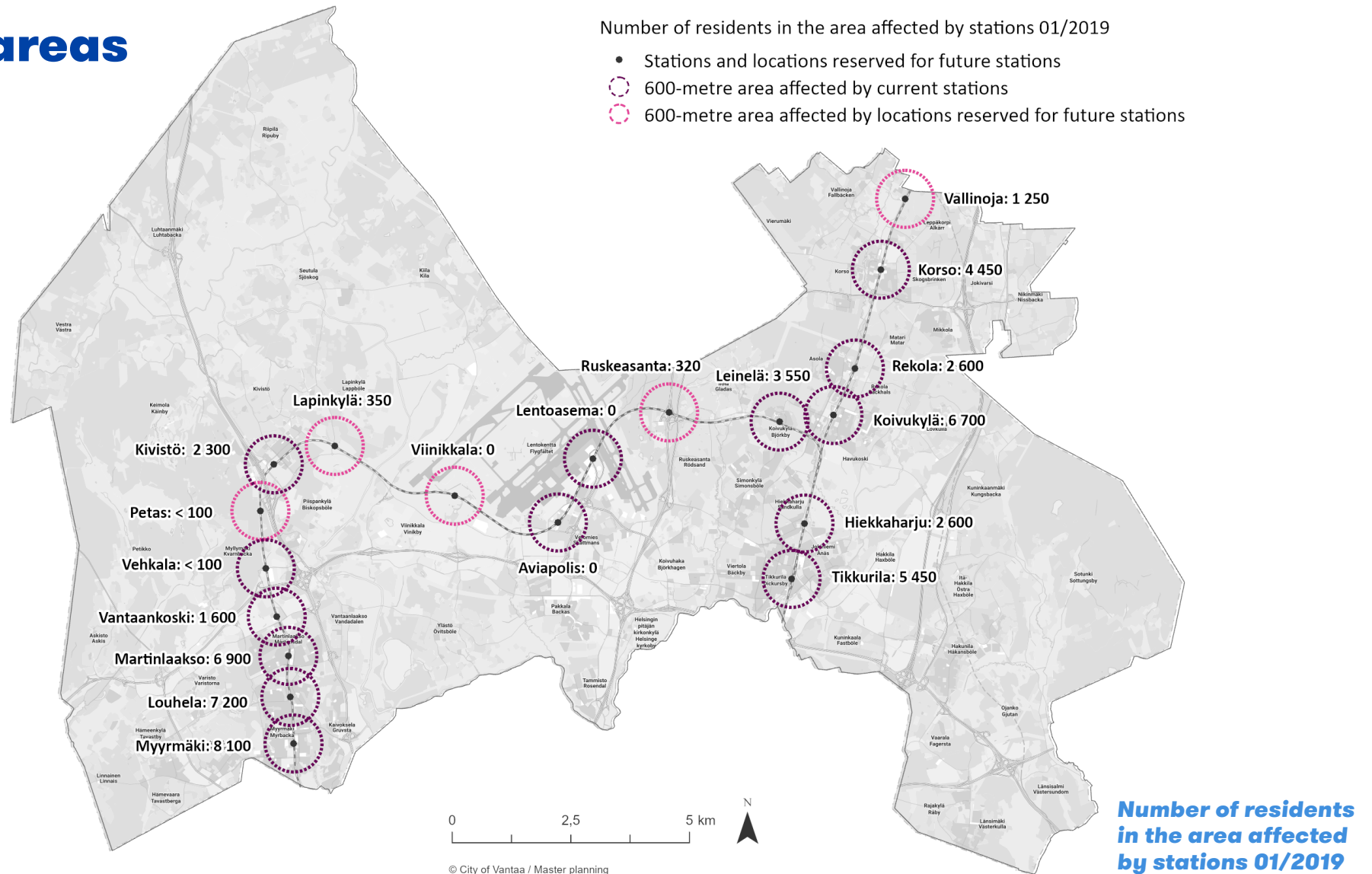
Areas of city centre activities in the local master plan



The local master plan integrates and strengthens all the city centres as functional hubs. The city centres must be built into areas that comprise residents, services, shops and workplaces alike. Expanding the city centre areas promotes the development of a public transport city and the accessibility of services without a car. The objective is to use complementary

construction to turn the city centres into dense and versatile areas with high-quality urban space. Local master plan regulations guide the creation of urban space in terms of walkability, green structure and parking arrangements.

Station areas



Easy accessibility of the public transport system on foot is an essential part of the system's functionality. The recognisability of the sustainable growth zone is supported from the point of view of public transport passengers.

The accessibility of the urban structure and easy orientation are part of the usability of station areas and public transport interchanges. The interconnection of the city centres and station areas is of great importance to the functionality of the city.

Services

The accessibility of services and various activities has a significant impact on people's everyday life in terms of their time management and need for mobility. In city centre areas, services can ideally be easily reached by sustainable means of transport. Vantaa residents have expectations about the advantages of urban living: a smooth everyday life and reaching services on foot. Due to the number of residents and the density of the service network, the objective cannot be the same in all areas: it must be accepted that services will be closer in a dense urban structure than in areas with single-family housing or the countryside.

The local master plan does not lay out the services in the areas in detail, but rather creates the conditions for them in terms of land use. The possibilities for implementing the services have been increased and strengthened by including the adequacy and accessibility of the service network in the regulations concerning city centres and housing. A more detailed examination of the service network should be conducted in connection with local detailed planning.

Tikkurila © Vantaan aineistopankki



Workplaces

The solution for business premises in the local master plan is strongly based on the objective of sustainable growth. Sufficient possibilities for the construction of business premises have been put forth from the current structure, which also makes it possible to improve the efficiency of land use in places central to the urban structure. In the local master plan, the business premises areas have been divided into four categories: commercial services areas, versatile workplace areas, production and warehouse operations areas, and space-intensive production and warehouse operations areas.

The areas reserved as versatile workplace areas include especially business premises areas located along good public transport connections with good conditions for the development of office, service and efficient production operations. The creation of a high-quality urban space, opportunities for pedestrians and cyclists to move around as well as greenery should be taken into account in area development. Areas of production and warehouse operations that do not cause environmental disturbances where the public transport connections that do offer good conditions for labour-intensive activities will be developed as areas for more rugged activities. Activities that cause environmental disturbances, such as noise, vibration and heavy traffic, have been directed to areas where they would cause as little harm as possible. These areas have been designated as space-intensive production and warehouse operations areas, and they are located mainly in areas of road and aircraft noise and around the airport.

There will continue to be plenty of workplaces and business premises also in the vicinity of city centre activities, housing and workplaces, as well as around the airport. The area connected to the Tuusula street network and workplace areas in the aircraft noise zone in Vierumäki is presented as a new business premises area.

Some business premises areas in central locations in the urban structure have also been converted into areas that also allow housing or completely into residential areas. The mixing of workplaces and housing enables the densification of the city and the diversification of the structure into sustainable growth zones.

Trade

The solution for guiding trade in the local master plan is the development of the city centres as primary versatile trade and service areas, which is also required by the local master plan content requirements laid down in the Land Use and Building Act. Trade is an important and attractive city centre activity, the location of which is controlled in the local master plan with plan regulations in addition to symbols. The city centre area is being developed as a versatile urban environment with a mix of activities. In the existing city centres, it must be ensured that the quantity of commercial and business premises continues to develop, and that the construction improves the quality of the urban space, especially at street level.

The city centres are primary locations for large-scale retail units. Regionally significant large-scale retail units can be placed in city centre areas in Myyrmäki, Kivistö, Aviapolis, Tikkurila, Koivukylä, Korso and Hakunila. Locally significant large-scale retail units, in turn, can be placed in city centre areas in Lapinkylä and Länsimäki.

In addition to guiding further planning, the local master plan secures the accessibility of the city centres by different modes of transport, which is very important from the point of view of the profitability and sustainable accessibility of trade. The local master plan also places the majority of future growth in the city centres, enabling them to develop as trade locations with a good customer base.

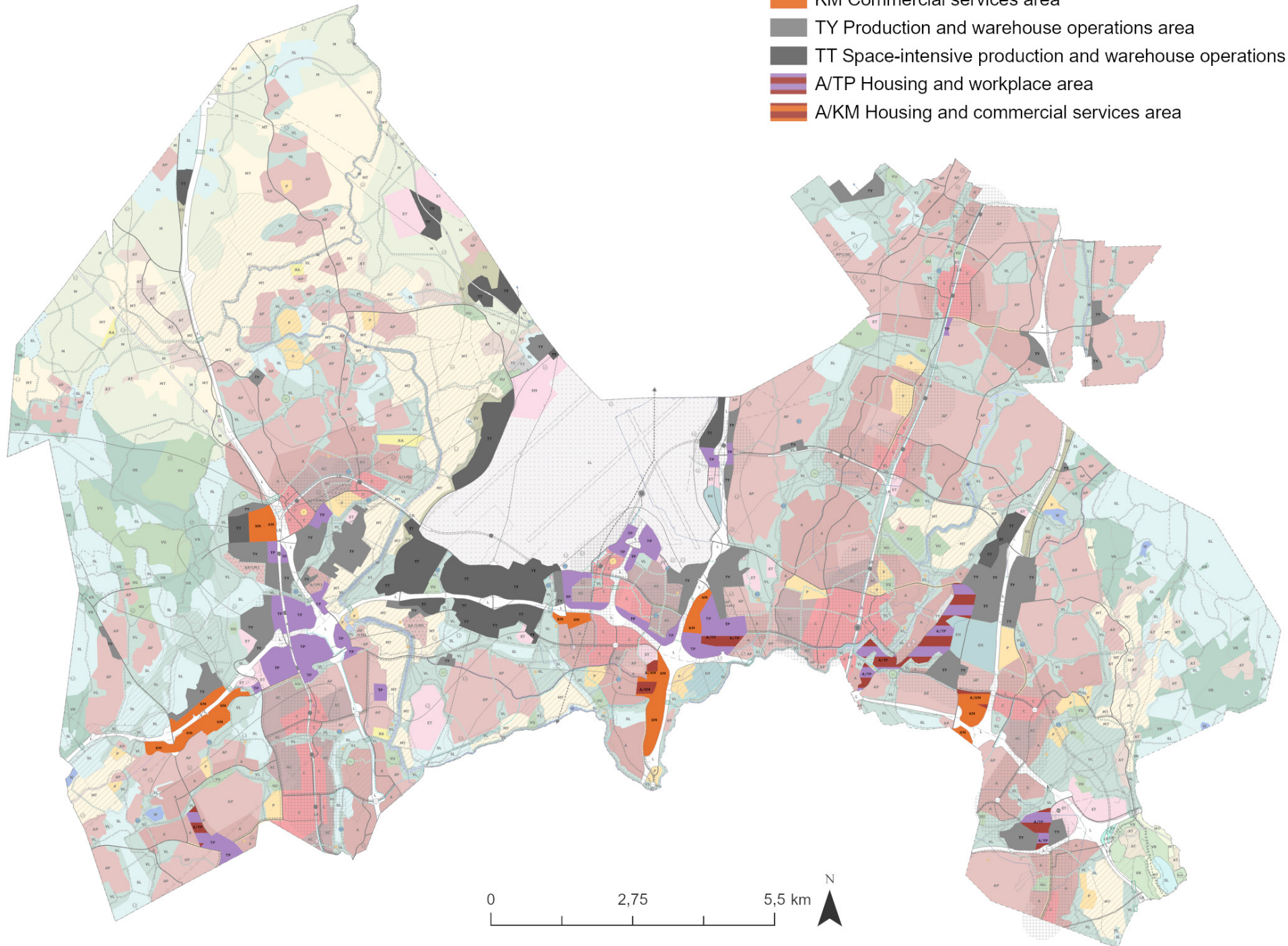
The private local service most used by residents is the grocery shop, which is why controlling their location is also important, for example, from the point of view of segregation. Local shops must serve consumers using all modes of transport and enable reasonable travel to services. The placement of large-scale units must not impair the accessibility of local services. Concentrations of local services are not specifically defined in the local master plan, but the placement of shops is controlled by local master plan regulations and ultimately by local detailed plans. In connection with local detailed planning and project management, it should be ensured that the population base of the surrounding area corresponds to the size of the project, and that the solutions do not harm the balance of the trade service network.

Commercial services areas supplement the supply of commercial services as part of the regional trade network. They can accommodate large-scale retail units and business activities that do not cause environmental disturbances. In the more detailed planning of large-scale retail units, special attention must be paid to ensuring that the placement of large-scale units does not weaken the operating conditions of trade located in the city centre. Therefore, such large-scale retail units that do not compete with trade located in the city centre and that are not relevant in terms of the daily accessibility of services can be allocated to these areas.

Area-specific regulations have been drawn up for the trade areas, which outline e.g. the placement of grocery shops by area in Tammisto, Vantaanportti and Porttipuisto. The solutions must support and strengthen the service structure, taking into account the nearby areas of city centre activities. More detailed planning of the Petas large-scale retail units requires a binding implementation decision on the station connected to the Ring Rail Line. The expression 'large grocery retail unit' used in the area-specific regulations concerning commercial services areas (KM) refers to a grocery shop exceeding the size of a large-scale retail unit. The regulations include the maximum area-specific scale defined in the regional land use plan (Uusimaa 2050). The further planning of trade projects should, as far as possible, take into account the lower limits of regional trade defined in the current regional land use plan.

Areas for housing and commercial services have been proposed on the western edge of Tammisto and in the northern part of Porttipuisto, which may in part become residential areas with the improvement of public transport connections.

- TP Versatile workplace area
- KM Commercial services area
- TY Production and warehouse operations area
- TT Space-intensive production and warehouse operations area
- A/TP Housing and workplace area
- A/KM Housing and commercial services area



Housing

A versatile city enables many types of housing. Housing construction is guided by, among other things, accessibility and housing health conditions. Residents bring life to the city, as long as housing is not the only activity in the area. Services that support housing and other activities that do not cause disturbance to habitation can be placed in the residential areas included in the local master plan.

Space for new housing construction has primarily been planned within the existing loosely built urban structure to supplement or replace the current housing stock. The aim of the guidelines for areas with single-family housing is to cherish the existing single-family house milieus and to create new ones. A residential area dominated by single-family houses can be built both using housing company solutions and as detached single-family houses. In addition, housing has been allocated to areas previously reserved for other land use. For example, some workplace areas along the light rail route have been converted to housing.

The local master plan does not put forth extensive new area reservations for housing construction in areas not previously designated for construction. All new areas of construction are within or on the edge of the existing urban structure. Areas that remained undeveloped from previous local master plans will be transferred to the local master plan as reservations for housing construction.

Some areas that were previously reserved for housing and remained undeveloped have been marked as green areas. Out of all land use categories, the local master plan contains the most residential area reservations. A total of approximately 7,000 hectares of land has been reserved for areas dominated by housing. The residential areas have been categorised based on their location in the urban structure and the values of the areas' existing structure. The regulations for residential areas include a lot of objectives for e.g. the development of the service network and green infrastructure, which are not presented in other ways in the map symbols. The types of residential areas differ more in the living environment objectives set for them than in what kind of buildings can be built in the areas.

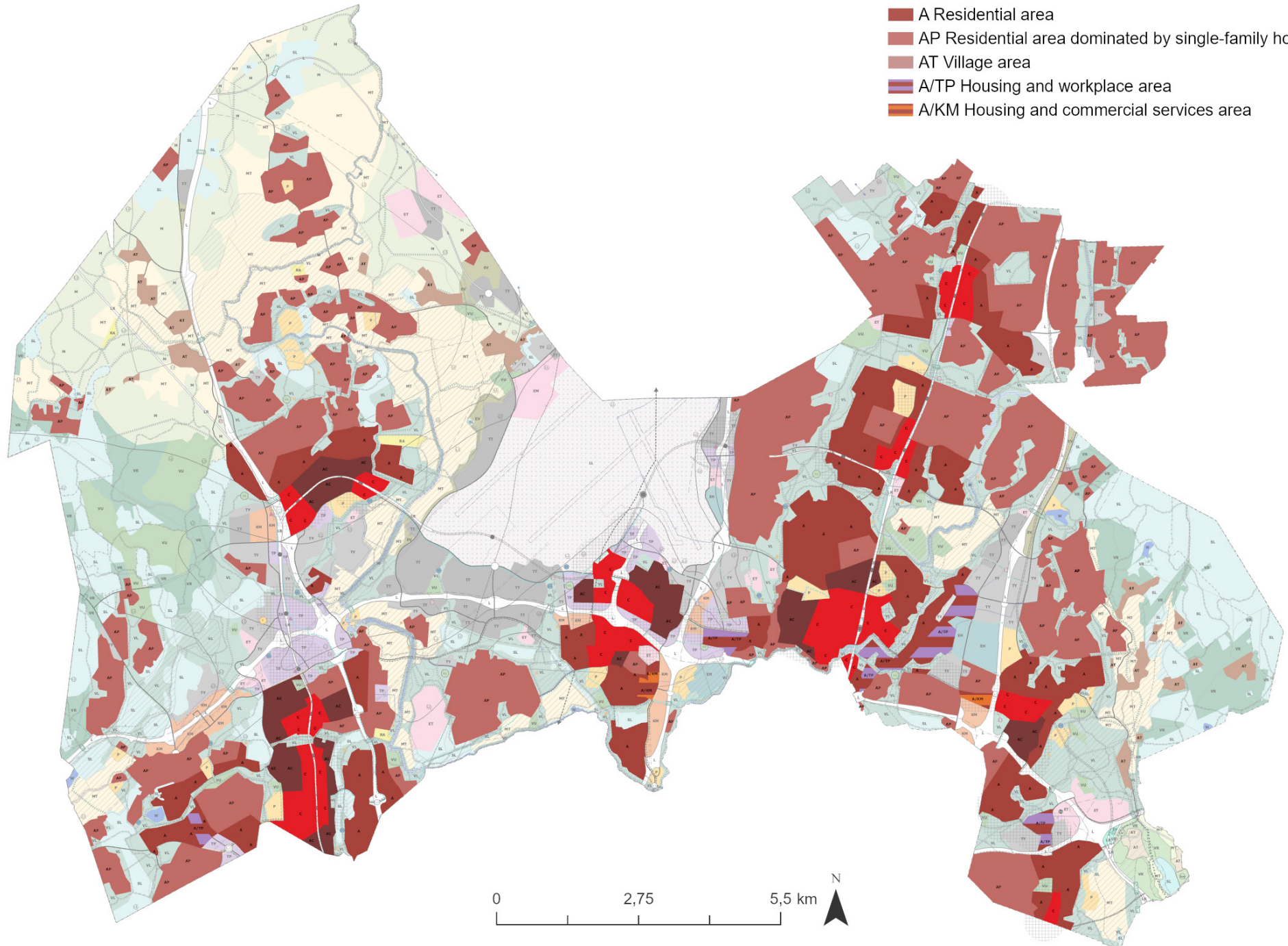
The categorisation of residential areas in the local master plan based on their location in the urban structure strengthens the conditions for the realisation of a mixed urban structure. Another objective is to promote the development of new solutions in the implementation of residential blocks. Building type is not dominant in the direction of housing construction in the local master plan. This aims for versatile, humane and dense areas with different identities, where housing construction solutions that have not yet been categorised can develop. The way of using symbols aims to promote the completion of blocks with solutions that diversify the structure and enrich the environment.

Efficient construction does not always best support the formation of humane urban space if it is increasingly multi-storey construction. Multi-storey construction can often be implemented with the same efficiency, low on the same plot and using more meaningful solutions in terms outdoor space. The objective for future residential areas is to allow the combination of blocks of flats and single-family houses as well as the development of intermediate forms and variations of these building types.



Kartanonkoski © Vantaan aineistopankki

- C City centre area
- AC City centre residential area
- A Residential area
- AP Residential area dominated by single-family houses
- AT Village area
- A/TP Housing and workplace area
- A/KM Housing and commercial services area



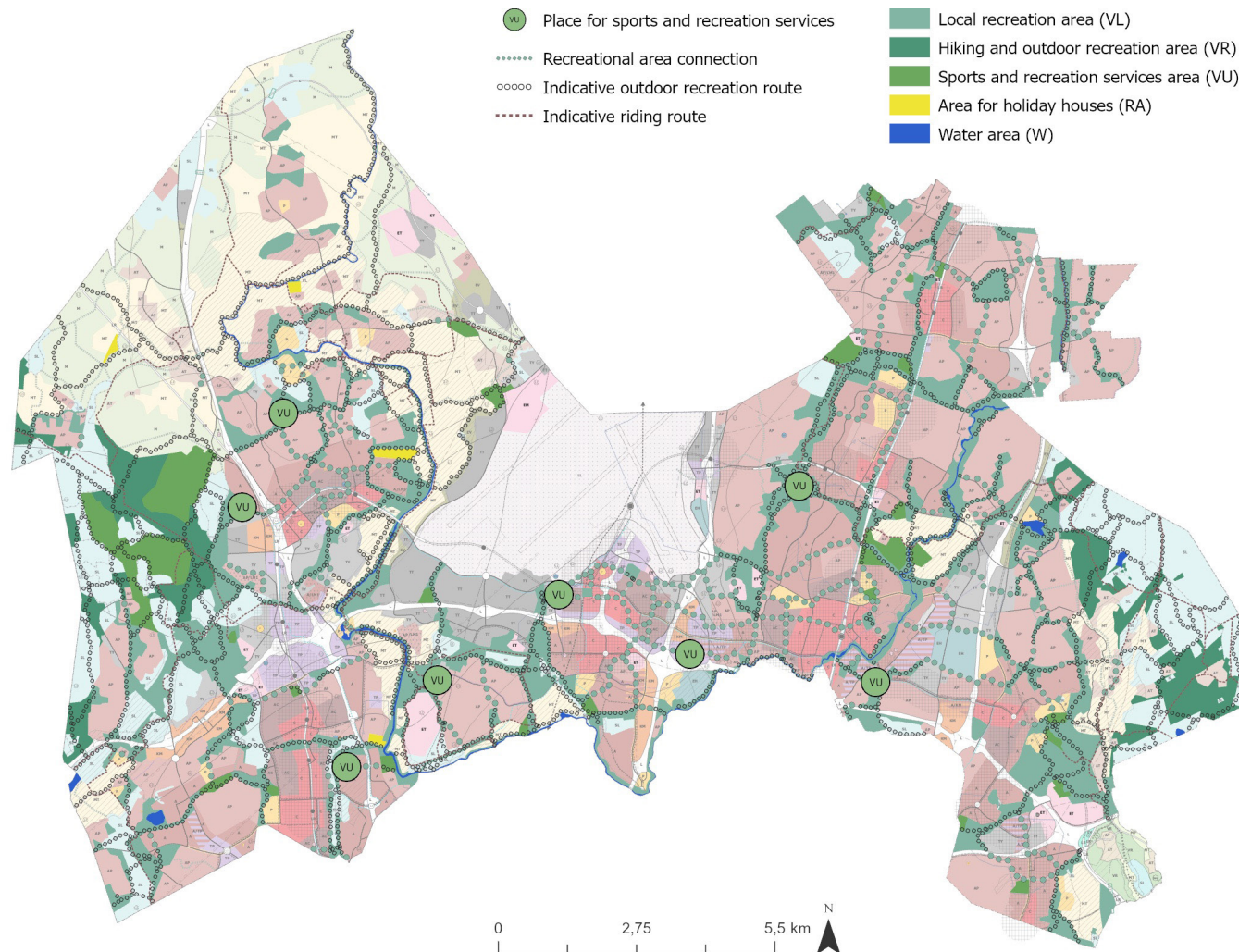
0 2,75 5,5 km

N

Network of green areas as a balancer for denser growth

The local master plan lays out the broad outlines of the network of green areas: extensive green areas and the connections between them. The network of green areas is based on the landscape structure. Vantaa's network of green areas has been planned on a long-term basis. It has become a good and functional green infrastructure – a strategically planned network of natural or partially natural areas that produces benefits, i.e. ecosystem services, for people. This green infrastructure will continue to be nurtured.

The network of green areas in the local master plan comprises recreational areas (which include sports and recreation services areas, local recreation areas as well as hiking and outdoor recreation areas), nature conservation areas, protection green areas, cemetery areas, areas dominated by agriculture as well as areas dominated by agriculture and forestry. The green area land use reservations include many kinds of landscapes and biotopes: various forests, agricultural landscapes, riversides and banks of creeks as well as city parks.



In addition to recognising the intrinsic value of nature, it is good to understand the many benefits that urban nature provides to people. Green areas are not only important for recreation, but their biological processes and structures benefit people by, for example, delaying and purifying water. The city's green structure is essential for people's health and well-being and produces financial benefits as well. The role of green structure in adapting to and mitigating climate change is significant. Carbon has been, and is still being, sequestered into vegetation and soil. As rainfall increases, the water has room to linger and be purified in green areas.

The solution offered in the local master plan is that the city continuing its growth in already built-up areas and conserving green areas is the best and most cost-effective way to ensure the benefits that nature provides to people. Compensating the benefits produced by green areas through restoration or by creating new green structure is only a secondary means.

In addition to the extensive network of green areas, the local master plan also attends to the small-scale green structure closest to people. In the city centres and city centre residential areas, it has been ordered to reserve sufficient space for parks and public outdoor spaces, and in other residential areas, for recreational areas.

Most areas intended for development have been ordered to be implemented in a manner that is efficient in terms of the green factor. The green factor is a tool developed to support the planning of the built environment, the purpose of which is to promote the consideration of ecological functions and the production of ecosystem services in the implementation of construction projects. The green factor is measured using a calculator. In more detailed planning, the target green factor figure is achieved either by preserving existing nature, planting plants on plots, roofs or streets, or by natural storm water management.

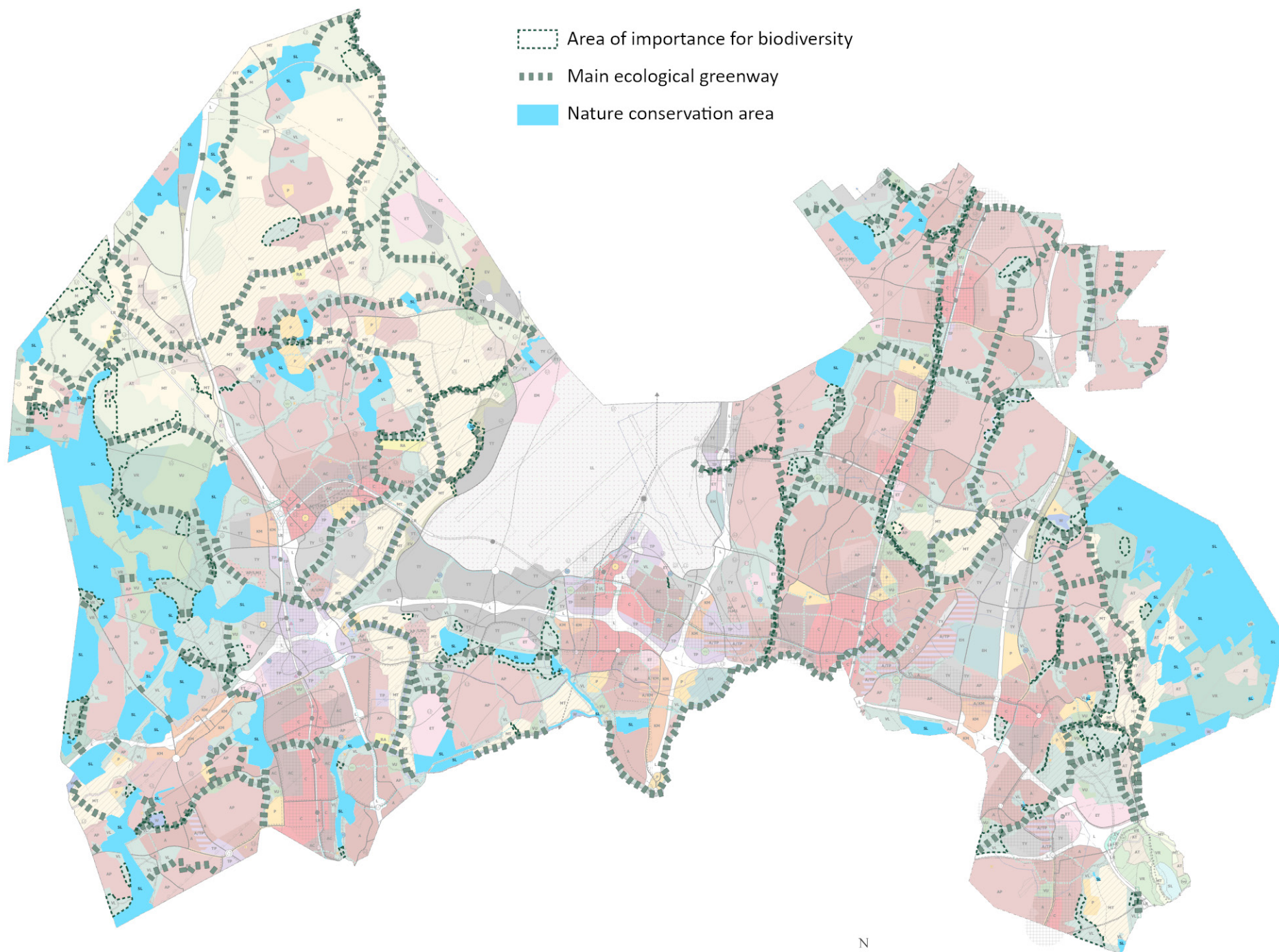
Directing the city's growth inward by making the existing structure more efficient will put more pressure on green areas. The quality of green urban environments must be nurtured, and their usability improved by guiding the use of the areas and developing the accessibility of places.

The rivers flowing in Vantaa are a significant attraction resource for the city. As one symbol to strategically guide the quality of the urban space, the local master plan map includes a development zone for the recreational use of riversides. The symbol for the development of the recreational use of the riverside has been put forth in the local master plan mainly for those riverside areas near which there is potential for population growth.

In order to prepare for storm water floods, places for flood storage basins have been designated with a symbol in the local master plan, and their locations and sizes will be specified in more detailed planning. Storm water floods are estimated to increase due to the efficiency of construction and climate change. Directing construction outside of floodplain areas and preparing for storm water floods are ways to adapt to the changing climate and increase the ability to adapt to changes in the city.

The local master plan safeguard biodiversity and functional ecosystems by strengthening the ecological network. The local master plan designates new nature conservation areas and areas of special importance for biodiversity (LUO), as well as main ecological greenways connecting the conservation areas. The nature conservation areas, together with other areas of significant natural value, form the basis of Vantaa's ecological network, the objective of which is to secure the preservation and diversity of species and biotopes in the long term.



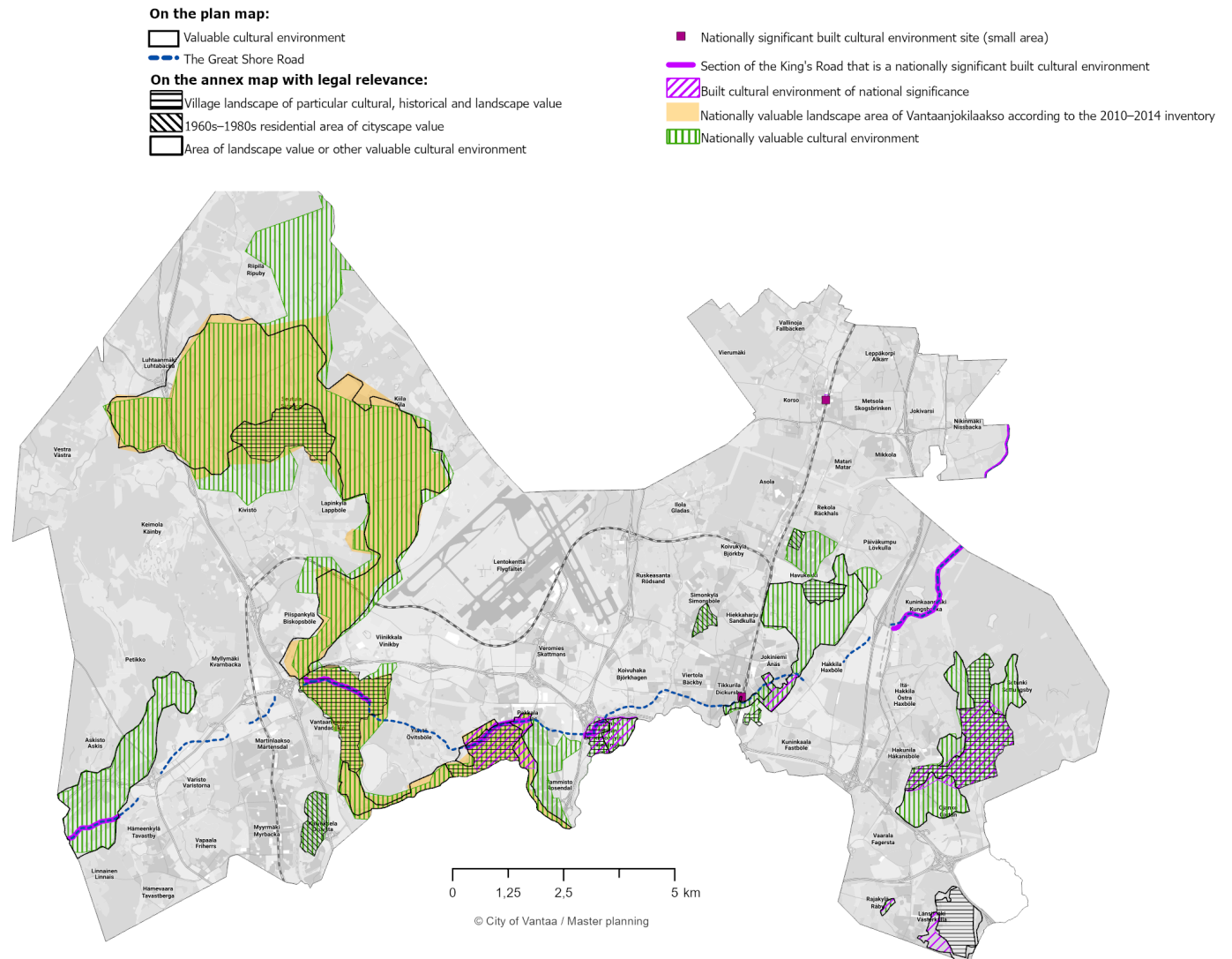


Protection of the cultural environment

The local master plan protects valuable cultural environments that have been identified in national, regional or City of Vantaa reports and inventories. In more detailed planning, it is necessary to find out the protection needs and requirements of significant built heritage sites. The protection regulations issued on the main map of the local master plan and on the annex map with legal relevance determine the boundary conditions for development based on the land use symbols.

The plan map includes the boundaries of a valuable cultural environment as an overlapping symbol. The annex map with legal relevance specifies the regulations concerning a valuable cultural environment in accordance with the type of cultural and historical environment and presents built cultural environment sites of national significance, which are small areas. The three specified types of cultural and historical environment are: area of landscape value or other valuable cultural environment, village landscape of particular cultural, historical and landscape value, and 1960s–1980s residential area of cityscape value.

The general regulations of the local master plan outline that local detailed planning and permit processes must take into account significant built heritage sites in accordance with the cultural environment database maintained by the museum authorities as well as stationary relics and other cultural heritage sites in accordance with the Ancient Relics Register maintained by the Finnish Heritage Agency, and to determine their protection needs and requirements. Significant built heritage sites are determined through inventories.



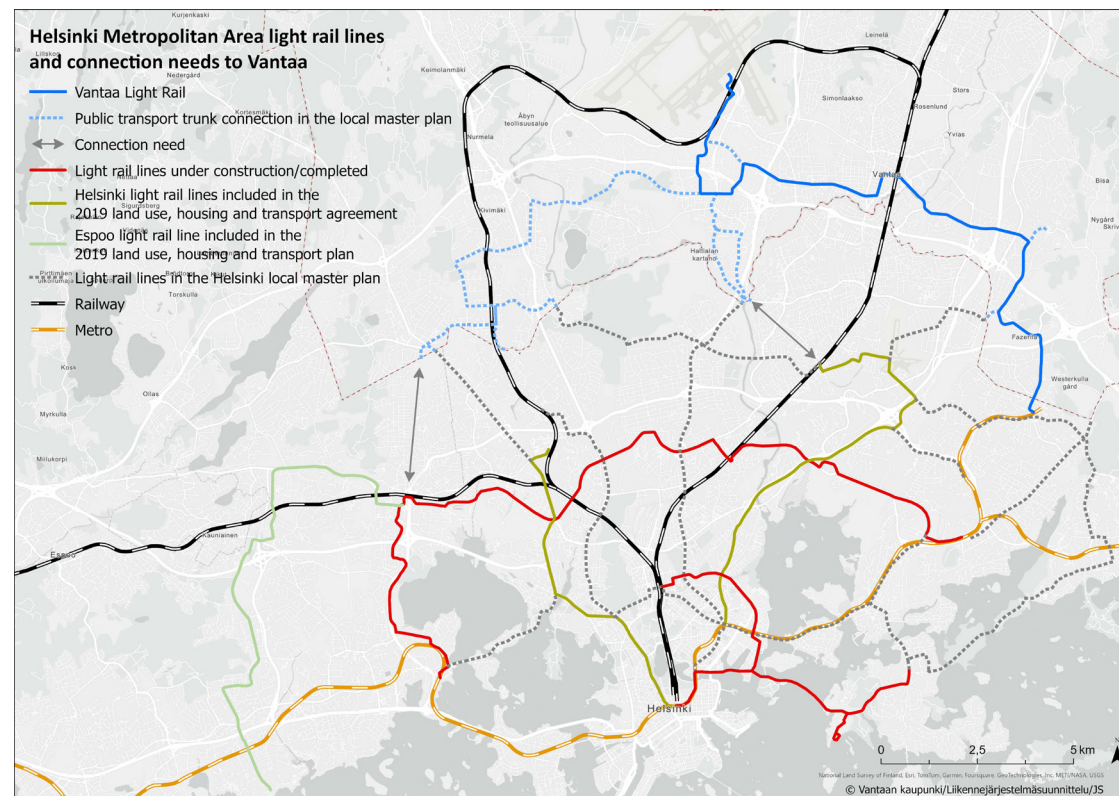
City connections

The objective of the local master plan is to create a functional and intact community structure where services and workplaces can be reached even without a car. The local master plan solution enables fast public transport trunk connections between the centres and hubs of the region. High-quality regional public transport trunk connections, functioning interchanges and cycling superhighways shorten travel times and bolster the emergence of urban structure based on them. Shorter travel times and directing new construction to the public transport zone improves accessibility, as more and more workplaces and friends can be reached in the same time.

The local master plan solution enables fast public transport trunk connections between the centres and hubs of the region. The main public transport trunk connection in Vantaa is the train. New reservations in the local master plan include the light rail line and public transport trunk connections, which can be bus trunk lines or in the future can also be realised as light rail lines. The trunk connections are part of the regional system and form continuous connections within Vantaa between the city's activities. In the local master plan, the Klaukkala railway line, which is a long-term reservation, departs from the Petas station.

The local master plan also provides for the Airport Rail Link and the Tallinn Tunnel with a separate 'Indicative alignment of heavy rail tunnel' symbol. The symbol shows the indicative alignment of the railway lines through Helsinki and their connection needs from the airport to the north. The alignments of the railway lines will be specified as planning progresses, but they will in any case have significant effects on both national and international mobility due to the airport connection. The local master plan includes an additional track reservation on the main railway line in the Tikkurila area up to Valkoisenlähteentie, and it is in accordance with the additional track plan approved in 2008. In the local master plan, the metro continues east from Mellunmäki in accordance with the regional land use plan.

Along the main railway line, the local master plan defines the new Vallinoja station with its land use. There are four station reservations on the Ring Rail



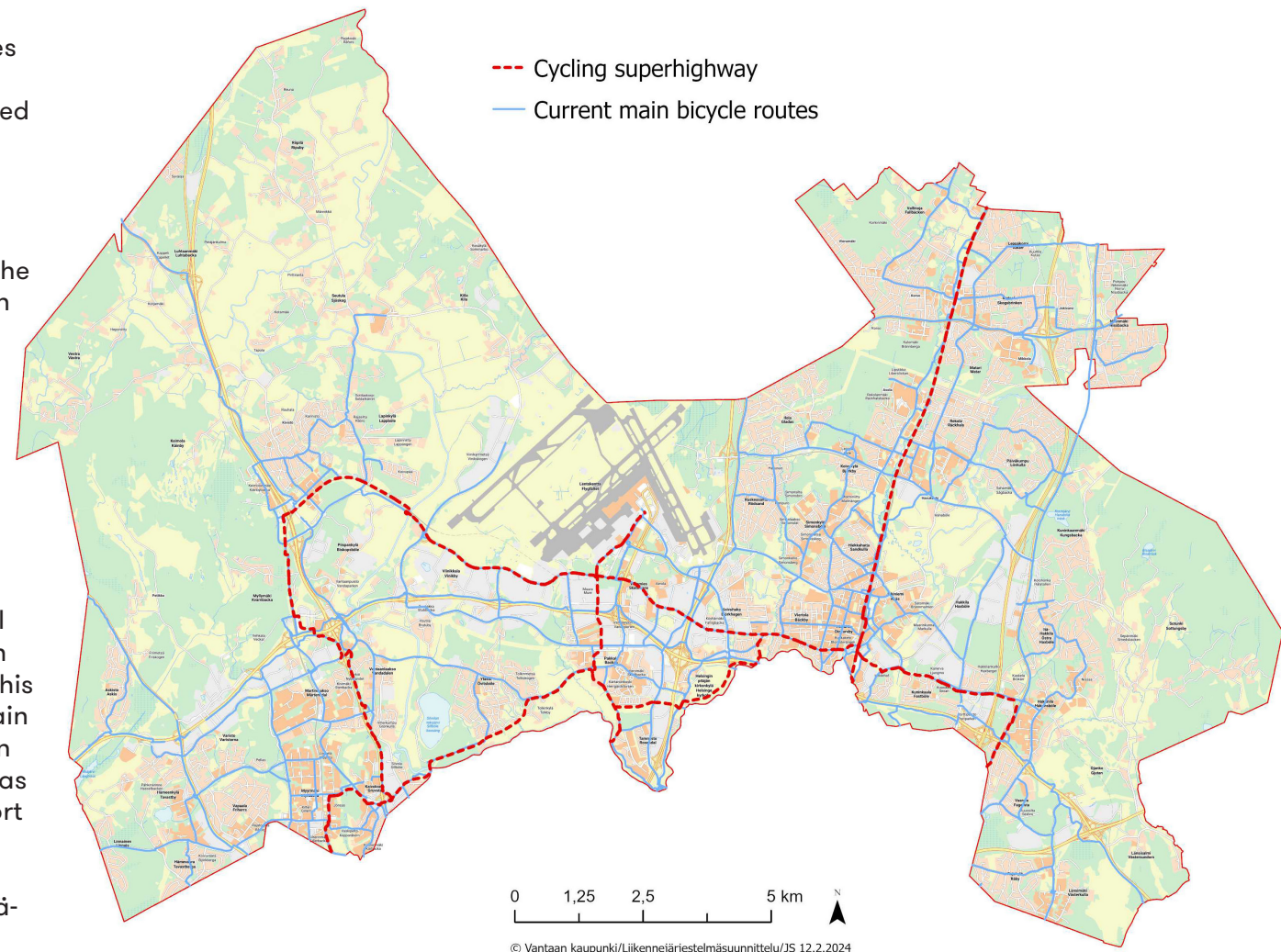
Line that have not yet been implemented: Ruskeasanta, Viinikkala, Lapinkylä and Petas. With the exception of the Petas, Viinikkala and Airport stations, the surroundings of railway stations and the area affected by the Vantaa Light Rail from Länsimäki to the airport, which improves the transversal connections in the city, are included in the sustainable growth zone in the local master plan, which is the zone to which construction to improve the efficiency of land use in the district will primarily be directed.

Railway stations, important public transport interchanges as well as regionally significant park-and-ride lots have been marked in the local master plan with symbols. In addition, the Airport and Tikkurila stations have been marked with a separate symbol as exchange stations for national public transport, because they play an important role in terms of international, national and regional public transport.

Cycling superhighways form a high-quality cycling network between the centres in Vantaa while also connecting to the regional superhighway network. The superhighways serve especially long-distance cycling and do not necessarily run right through city centre areas. There are excellent connections to stations and other city centre services from the superhighways.

The road and street network in the local master plan is divided into transport areas and connections. Routes serving national or regional transport with different multi-level junctions and rest areas have been presented as area reservations. Line symbols, in turn, have been used to mark as transport connections the important, most central roads between areas that serve local or regional traffic as well as the main streets to which passing traffic is directed. During the preparation of the local master plan, an area reservation plan was drawn up for the extension of Main Road 152, and the alignment marked in the local master plan is in accordance with that plan and the regional land use plan. No space reservation has been concluded for new multi-level junctions, but their locations are indicated by symbols.

By virtue of the excellent main road connections and the location of the airport, Vantaa is home to a lot of activities that produce goods traffic. There are several logistics companies in the vicinity of the airport and in Hakkila, many of which are of national significance. This also results in a lot of heavy traffic on many of the main roads and streets, which must be taken into account in the functionality of the transport network. Service areas for heavy traffic are a key part of the region's transport and logistics system and its functionality. The local master plan includes a reservation for a heavy traffic service area in the transport area at the junction of Hämeenlinnanväylä and the extension of Main Road 152.



The local master plan ensures the conditions for the airport's growth and the management of the environmental harm caused by aviation. The local master plan provides for the Airport Rail Link and the Tallinn connection, which, together with Vantaa Light Rail, will improve rail traffic connections to the station. This will also reduce the amount of vehicle traffic to the airport and the resulting emissions. In addition, the local master plan includes an area reservation for a track turning to the Ring Rail Line from the main railway line in the north.

Aircraft noise is one of the most significant boundary conditions for land use in Vantaa, because noise limits the location of housing construction as well as several services (so-called other sensitive activities, such as schools, daycare centres and care facilities). Aircraft noise, like other noise, causes adverse health effects. A socially sustainable city promotes the well-being of the residents, which in the local master plan means especially the quality of the living environment and the management of adverse effects.

Aircraft noise zones are indicated in the local master plan as areas based on Finavia's forecasts. Aircraft noise areas have been modelled according to the predicted traffic volume and aircraft type distribution, and the modelled aircraft noise areas describe the average aircraft noise level in the area on a daily and annual basis.

The stronger the aircraft noise, the more it restricts land use and construction. The outermost aircraft noise zone is only subject to a sound insulation requirement, while in the zone with the loudest aircraft noise, no new residential buildings are allowed, only the replacement of existing ones. Due to the noise caused by landing aeroplanes, a landing zone has been designated under the landing routes in western Vantaa, which is subject to a sound insulation requirement for residential buildings and other sensitive activities.

Technical network

Community infrastructure networks of regional significance run through Vantaa: these include the main electricity grid and other high-voltage grids, natural gas trunk lines as well as raw water and wastewater tunnels. In addition, there are electricity and district heating production facilities, electricity transmission network and district heating network located in Vantaa. The community infrastructure maintenance networks also include the city's bases and depots as well as snow and surplus soil reception locations. The functionality of the technical network is a regionally important objective and a prerequisite for a functional city and its growth.

The local master plan allocates sufficient connections and area reservations to meet the needs of the technical network. This secures the operating conditions of essential infrastructure and makes it possible to make preparations regarding the functionality of the networks even as the city grows.



Porttipuisto © Vantaan aineistopankki

ET Community infrastructure maintenance equipment

— Natural gas trunk line

— Power line

--- Power line to be developed

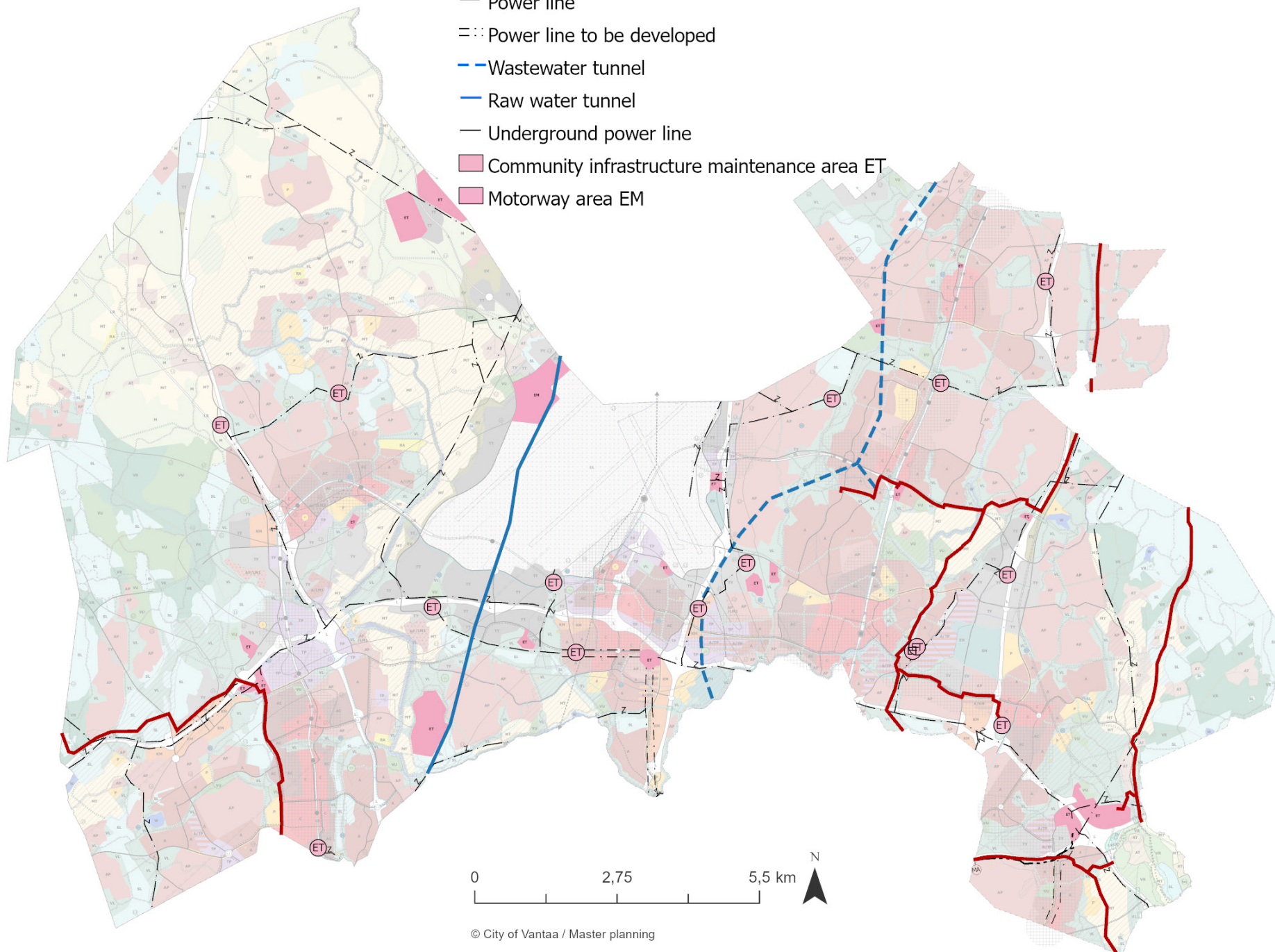
— Wastewater tunnel

— Raw water tunnel

— Underground power line

Community infrastructure maintenance area ET

Motorway area EM



Local master plan impact assessment

Impact assessments were prepared regarding the local master plan based on the draft (11 February 2019). As a result of these assessments and the draft interaction, a significant number of changes were made to the local master plan proposal (6 April 2020), and therefore the impact assessments were updated based on the proposal. Feedback given in the statements received on the proposal has also been taken into account in the assessments.

The following reports were prepared on the impact of the local master plan:

- Housing impact assessment
- Business policy impact assessment
- Climate impact assessment
- Traffic impact assessment
- Noise and air quality impact assessment
- Economic impact assessment
- Impact on the cultural environment
- Trade impact assessment
- Social impact assessment

All the impact assessment reports are available in Finnish on the 2020 local master plan website.

Stages of the planning process: participation and interaction

Starting and planning stage

The work started with the decision of the City Executive Board on 22 May 2017. During the starting stage, residents' events were held to meet with municipal residents and information was also collected through surveys. In addition, opinions were received from various partners and stakeholders. The draft was worked on in cooperation with the city's experts. The feedback was used in the preparation of the draft.

The local master plan committee approved the participation and assessment plan in October 2017. While the participation and assessment plan was available for viewing, an event was organised at the customer service premises of urban planning, where there was an opportunity to discuss the starting points of the local master plan work with the planners.

The City Executive Committee approved the objectives of the local master plan on 22 January 2018, and the City Council marked them for information on 5 March 2018. After this, interested parties were met with at residents' events in Kivistö, Korso, Hakunila, Myyrmäki, Koivukylä and Aviapolis as well as at the Dixi information point in Tikkurila. The master planners were also available at the area-specific 'Alueen päivä' events organised by the city in Länsimäki, Myyrmäki, Kivistö and Koivukylä.

A map-based survey was launched in spring 2018 to capture the views of the city residents and other interested parties. There were nearly a thousand survey respondents who made more than 4,500 entries on the map. Negotiations between authorities were organised in January 2018. Viewpoints regarding border areas, the cultural environment, issues of construction boundaries, the airport and international rail connections came up in the discussion.

In 2018, activities included, among others, two workshops for the city's personnel, visiting committees appointed by the City Executive Board as well as regional development committees, meeting with representatives of neighbouring municipalities and negotiating with the Centre for Economic Development, Transport and the Environment.

Draft local master plan

At its meeting on 11 February 2019, the City Executive Board decided to make the local master plan available for viewing in accordance with Section 30 of the Land Use and Building Decree and authorised urban planning to request the necessary statements. At the same time, the City Executive Board also decided on three amendments to the draft local master plan. The airport area was expanded in the vicinity of the terminals, a part of the residential area in Hiekkaharju was demarcated as a recreational area and the trade area regulations were amended in Porttipuisto so that grocery shops can be located in the area up to a combined floor area of 4,000 m².

The Vantaa draft local master plan was available for viewing from 18 February to 29 March 2019 at the department of land, construction and environment customer service in Tikkurila as well as at the Vantaa information points in Dixi, Myyrmäki and Korso. The draft local master plan map and regulations were also available for viewing in the city's map service, where it was possible to compare the draft to, for example, aerial photographs, maps and the 2007 local master plan.

While available for viewing, the draft local master plan was presented at residents' events in all of Vantaa's major regions: Kivistö, Myyrmäki, Aviapolis, Tikkurila, Korso, Koivukylä and Hakunila. In addition, events were held in Swedish and English at the City Hall. The presentation in Myyrmäki was recorded and is available on Vantaa Channel.

For the first time, the city used the Maptionnaire map feedback system to collect official opinions on the draft local master plan. In the map feedback system, it was possible to submit several points, areas and lines as well as open opinions concerning the entire plan area. In addition to the map application, official opinions could be sent to the city's registry office by email or letter.

Local master plan proposal

On 6 April 2020, the City Executive Board made the local master plan proposal available for viewing for the period between 22 April and 18 June 2020. Due to the state of emergency and restrictions on gatherings caused

by Covid-19 in spring 2020, the proposal stage interaction was carried out using electronic tools as widely as possible. The viewing period was extended from the usual 30 days to 58 days.

An announcement of the local master plan proposal being available for viewing was published in the newspapers Vantaan Sanomat, Hufvudstadsbladet and Helsingin Sanomat. The May issue of the residents' magazine of the City of Vantaa included an article about the local master plan proposal being available for viewing as well as a large plan map with explanations of the symbols.

The plan materials were available for viewing at the department of land, construction and environment customer service in Tikkurila as well as at the Vantaa information points in Dixi and Myyrmäki. The Vantaa information point in Korso was closed during the state of emergency. The local master plan proposal map and regulations were also available for viewing in the city's map service, where it was possible to compare the proposal to, for example, aerial photographs, maps and the current local master plan. The local master plan materials were also available on the local master plan website and the content of the plan was presented in the form of a story map.

Since public events could not be organised, three video recordings were made regarding the local master plan proposal. One of the presentations was in Swedish. The videos were available on the Vantaa Channel pages as well as on the participatory platform Osallistuva Vantaa website, where interested parties had the opportunity to ask the planners questions about the local master plan.

After the restrictions on gatherings were amended, outdoor events were held in early June in front of the City Hall in Tikkurila and at Paalutori Square in Myyrmäki.

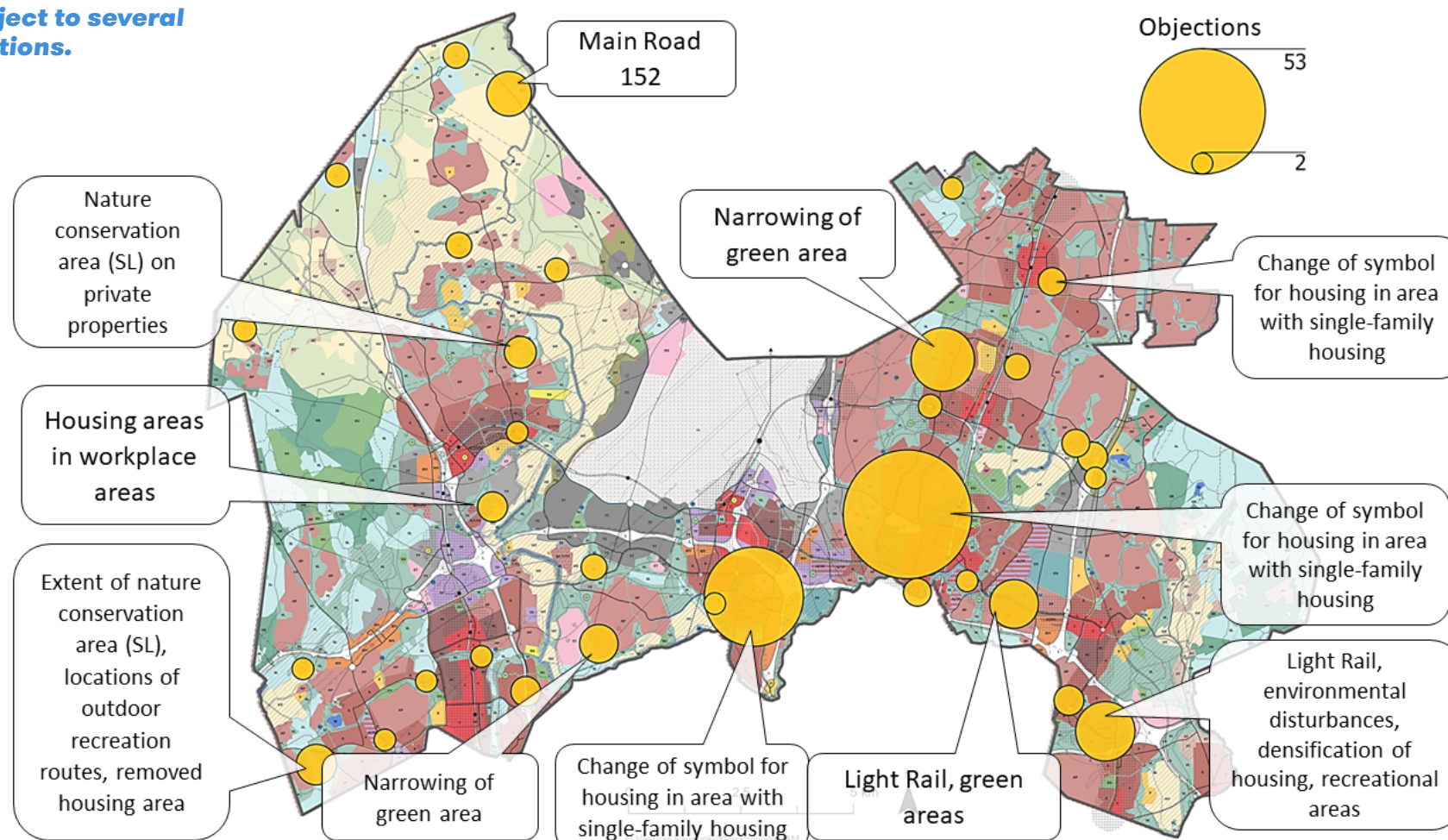
During the viewing period, the planners had regular hours for answering calls. If necessary, inquirers were referred to other bodies in the municipal organisation if their question did not concern the local master plan. In addition, several dozen questions were sent to the email addresses for local master planning and the planners.

The landowners of conservation areas were informed about the solutions in the local master plan proposal by letter. The letter provided information about the local master plan proposal, the grounds for protection of the areas and the viewing period, as well as the submission of objections. In addition, statements on the local master plan proposal were requested from the most important authorities as well as from other departments within the city. A separate summary report has been prepared on the statements and the responses to them.

During the viewing period, objections regarding the local master plan proposal were received by traditional letter or email (47%) as well as online via an electronic objection form (53%). Objections came in evenly from all of the major regions. The highest numbers of individual objections were received about the local master plan solutions concerning the major regions of Tikkurila, Aviapolis and Koivukylä-Korso.

The objections to the local master plan and the responses to these objections have been compiled in a separate interaction report, which was delivered as a response to all objectors who left their contact information.

Items subject to several (>1) objections.



Second negotiations between authorities

According to Section 18, paragraph 1 of the Land Use and Building Decree, the second negotiations between authorities regarding the local master plan are set up after the plan proposal has been available to the public and opinions and statements concerning it have been received.

The negotiations between authorities were held on 3 September 2020.

Preliminary responses to the statements received were discussed in the negotiations between authorities. Based on the discussion in the negotiations between authorities, regulations were specified for a base proposal that was considered by the local master plan committee on 28 September 2020.

Separate hearing in accordance with Section 32 of the Land Use and Building Decree

Based on the statements received concerning the local master plan proposal, an amendment was proposed to the local master plan map regarding the boundaries of the air traffic area along Turbiinitie and Tietotie. The boundaries did not change the area's traffic solutions. However, pursuant to Section 32 of the Land Use and Building Decree, the amendment required that the parties affected by the amendment be heard separately. Two interested parties were asked to add to the statements received on the proposal in the period between 28 September and 9 October 2020. An additional statement was received from one interested party, according to which the amendment could be left on the map.

Corrections made after the proposal interaction

A base proposal on the local master plan was submitted to the local master plan committee on 28 September 2020, containing a few clarifications based on the interaction and additions to the updated impact assessments. There was no need to make significant amendments to the plan map; instead, based on the feedback, it was decided to correct especially the regulations that guide further planning comprehensively in all the corresponding areas.

Review of the local master plan proposal

The local master plan committee considered the base proposal using three maps with legal relevance and their regulations as well as a summary of the interaction and the responses at its meeting on 28 September 2020, leaving it on the table. At its meeting on 22 October 2020, the local master plan committee decided to approve the local master plan maps, the amendments to the local master plan regulations and presentation, and to submit these to the City Executive Committee and the City Council for approval. In addition, the local master plan committee decided to submit the local master plan for information to the urban planning committee for its meeting on 3 November 2020.

At its meeting on 16 November 2020, the City Executive Committee decided to provide responses to the objections and statements as well as to submit the local master plan dated 16 November 2020 to the City Council for approval.

Amending the boundaries of the local master plan and notifying interested parties

On 16 November 2020, the City Executive Committee decided to submit the 2020 local master plan (YK0048) to the City Council for approval. After this, it emerged that it was necessary to amend the boundaries of the local master plan to be approved as well as the schedule for the approval process due to conflicts related to Östersundom joint local master plan. At its meeting on 30 November, the City Executive Committee decided to submit the 2020 local master plan (YK0048) to the City Council for approval in accordance with the City Executive Committee's decision of 16 November 2020, however, amended such that the Länsisalmi area to the east and south of Ring III and Porvoonväylä was excluded from the local master plan.

Information on the amendment to the boundaries was notified to the persons issuing a statement at the same time as they were provided with the responses to the statements issued by the City Executive Committee on 16 November 2020. Information on the amendment to the boundaries was also notified to all objectors who left their contact information.

Approval and entry into force of the local master plan

On 25 January 2021, the Vantaa City Council approved the 2020 local master plan (YK0048).

Several appeals against the City Council’s approval decision were filed with the Helsinki Administrative Court. The City Council issued a separate statement on each appeal in its decisions on 24 May 2021. The Helsinki Administrative Court gave a ruling on the appeals against Vantaa’s new local master plan (YK0048) on 28 June 2022. In its decision, the Administrative Court rejected most of the appeals and the claims presented in them. Three claims presented in the appeals led to local master plan symbols and regulations being revoked.

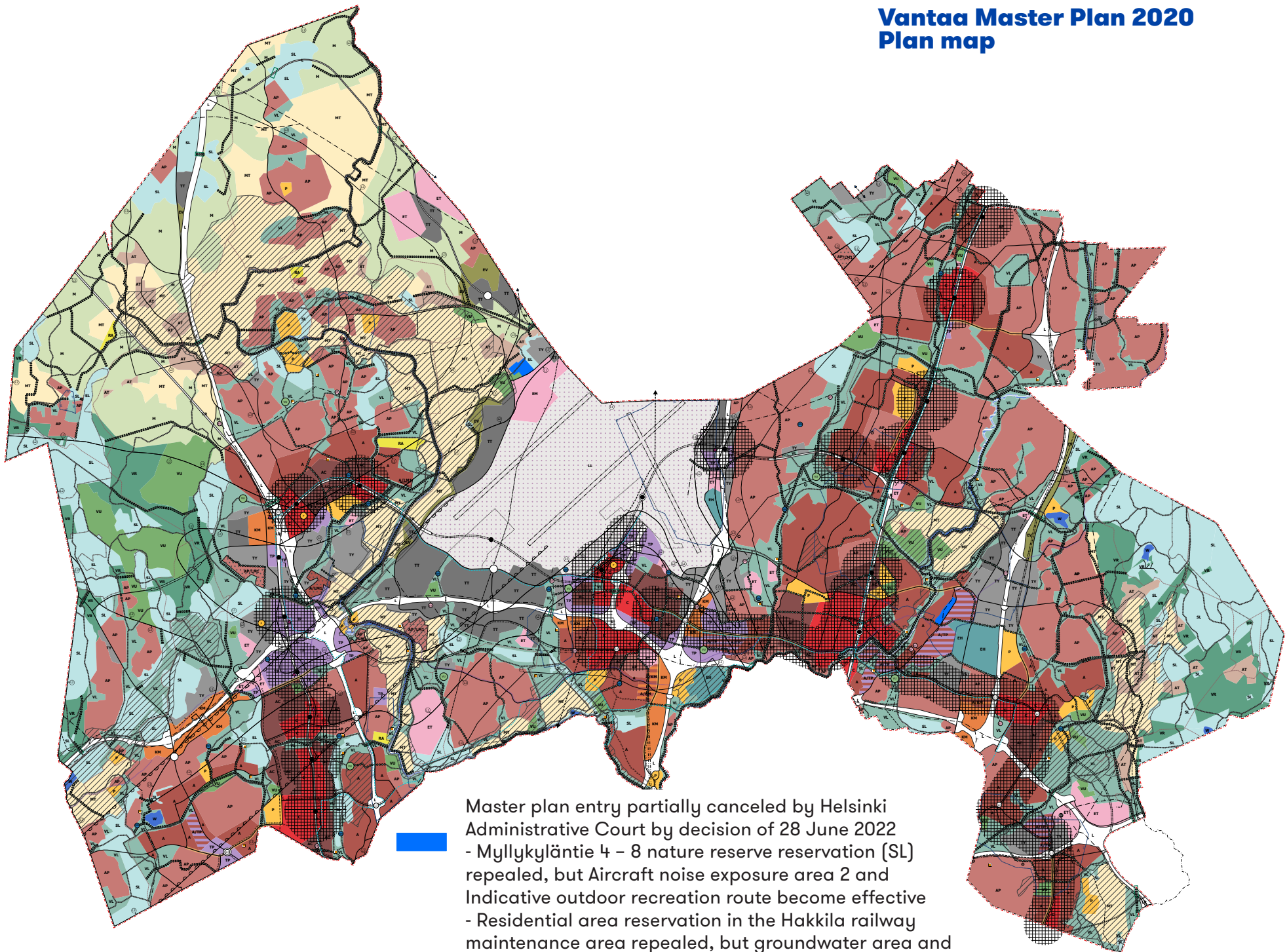
On 11 January 2023, the 2020 local master plan (YK0048) entered into force by public announcement.



Starting stage	Participation and assessment plan	Available for viewing 14 October–30 November 2017	Opinions: 26 Statements: 6	Interaction report I
Planning stage	Local master plan survey	Open 26 February–30 April 2018	Respondents: 967	Interaction report II
	Local master plan objectives: Road Show	Public events in each major region in spring 2018		
Draft stage	Draft local master plan	Available for viewing 18 February–29 March 2019	Opinions: 734 Statements: 28	Interaction report III Summary of statements
			Residents’ events 600 participants	
Proposal stage	Local master plan proposal	Available for viewing 22 April–18 June 2020	Complaints: 332 Statements: 33	Interaction report IV Summary of statements

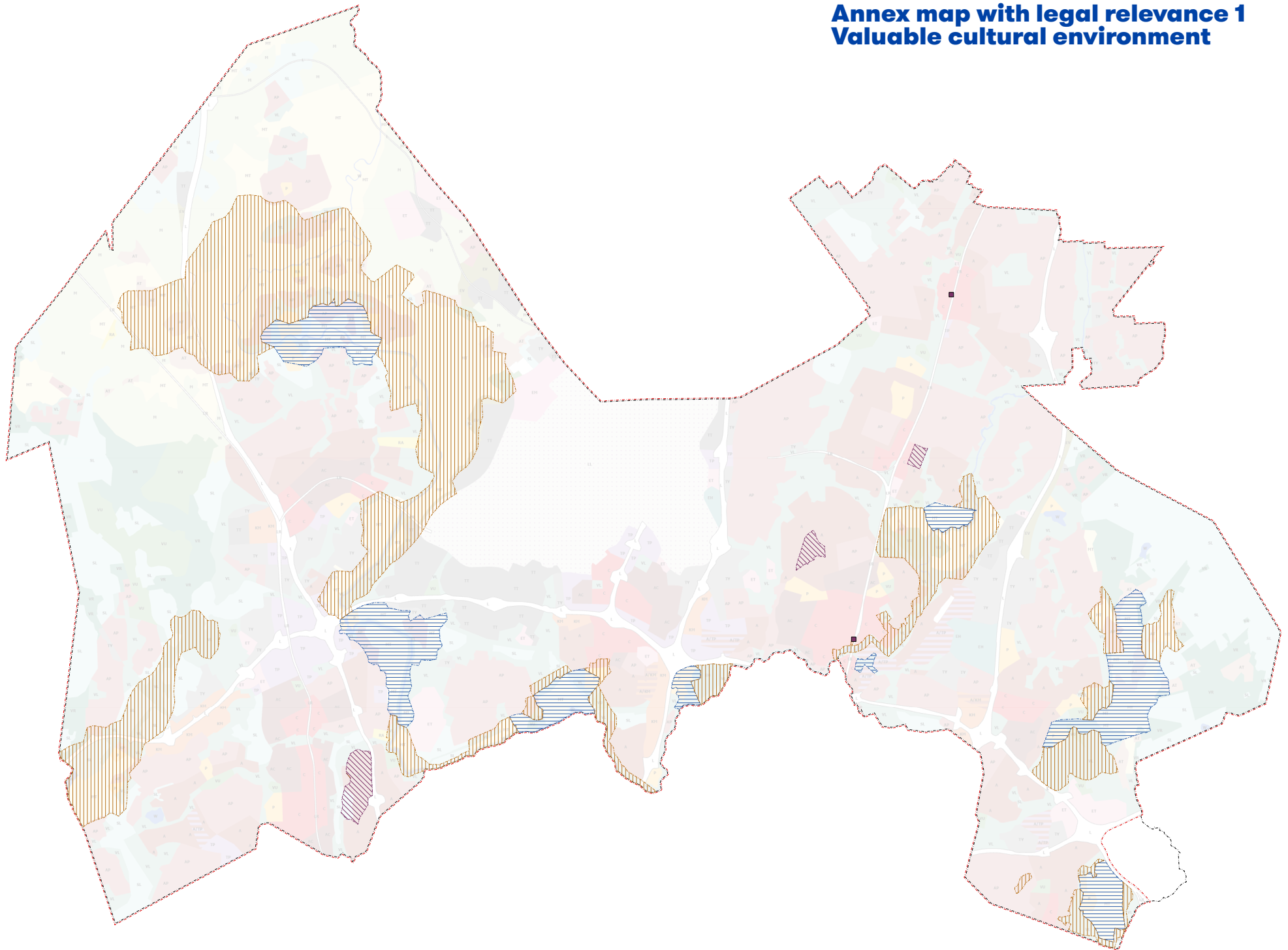


Vantaa Master Plan 2020 Plan map

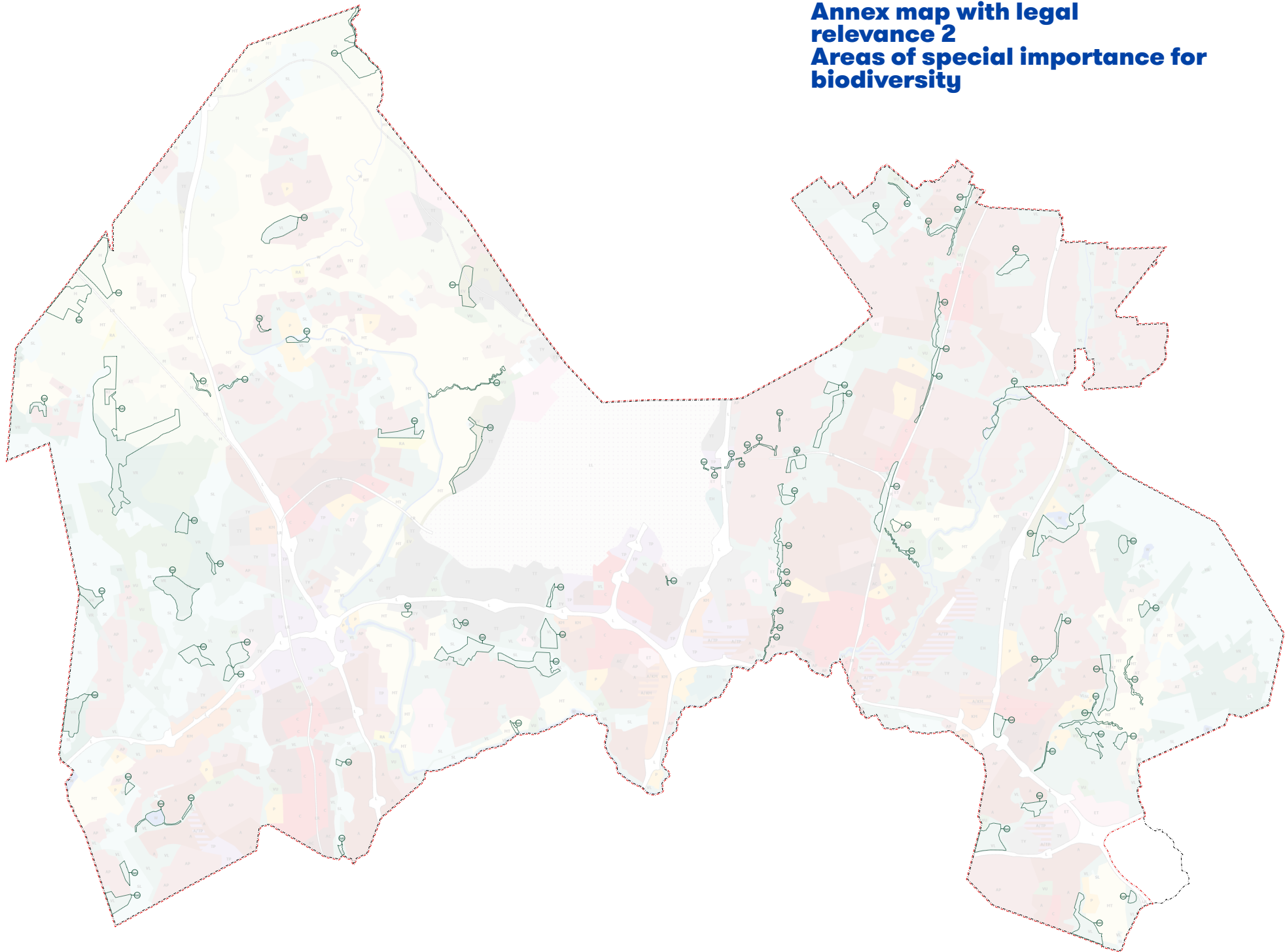


Master plan entry partially canceled by Helsinki Administrative Court by decision of 28 June 2022
 - Myllykyläntie 4 – 8 nature reserve reservation (SL) repealed, but Aircraft noise exposure area 2 and Indicative outdoor recreation route become effective
 - Residential area reservation in the Hakkila railway maintenance area repealed, but groundwater area and power line become effective

Annex map with legal relevance 1 Valuable cultural environment



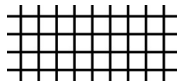
**Annex map with legal
relevance 2
Areas of special importance for
biodiversity**



YK0048 Vantaa master plan 2020

Map legend

Strategic plan symbols



Sustainable growth zone



Street scene development zone



Development zone for the recreational use of riversides

Land use symbols



City Centre area



City centre residential area



Residential area



Residential area dominated by single-family houses



Village area



Area for holiday houses



Area for services and administration



Place for services and administration



Commercial services area



Housing and commercial services area



Versatile workplace area



Housing and workplace area



Production and warehouse operations area



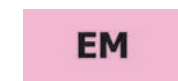
Space-intensive production and warehouse area



Community infrastructure maintenance area



Community infrastructure maintenance equipment



Motorway area



Sports and recreation services area



Place for sports and recreation services



Allotment garden



Local recreation area



Recreational area connection



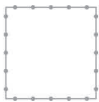
Hiking and outdoor recreation area



Green connection development point



Nature conservation area



Area included in the Natura 2000-network



Main ecological greenway



Indicative outdoor recreation route



Indicative riding route



Protective green area



Cemetery area



Water area



Groundwater area



Area for agriculture



Area for agriculture and forestry



Valuable cultural environment



The Great Shore Road



Road traffic area



Road traffic connection



Rail traffic area



Rail traffic tunnel



Tunnel section of a road traffic connection or light rail



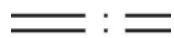
Indicative alignment of a rail traffic tunnel

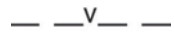
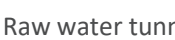


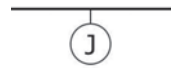
Traffic connection need

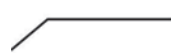
	Reservation for interchange
	Reservation for directional interchange
	National public transport interchange
	Important public transport interchange
	Metro
	Light rail
	Light rail depot
	Public transport trunk connection
	Cycling superhighway
	Railway station
	Metro station
	Regionally important Park & Ride area
	Aviation area

	Flight terminal area
	Runway area
	Aircraft noise exposure area 1 (LDEN over 60 dB)
	Aircraft noise exposure area 2 (LDEN 55-60 dB)
	Aircraft noise exposure area 3 (LDEN 50-55 dB)
	Residential area in aircraft noise exposure area /LM1
	Aircraft noise exposure expansion area /LM2
	Landing zone
	Landing zone
	Natural gas trunk line
	Power line
	Underground power line

 :  Power line to be developed

 —  Raw water tunnel

 Wastewater tunnel

 Leader line

 City boundary

 Line 20 m outside the master plan area

Annex map with legal relevance 1 Valuable cultural environment

 Area of landscape value or other valuable cultural environment

 Village landscape of particular cultural, historical and landscape value

 1960s-1980s residential area of cityscape value

 Nationally significant built cultural environment site

Annex map with legal relevance 2 Areas of special importance for biodiversity

 Area of importance for biodiversity

Contact information

<https://www.vantaa.fi/fi/yleiskaava2020>

Vantaa master plan 2020

The City of Vantaa

Phone: 09 839 11

yleiskaava@vantaa.fi

