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Vaasa Master Plan 2040

Participation and Assessment Scheme

Translation of an unofficial summary

Urban Environment Committee 26.4.2023

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Introduction

The master plan is a general plan for the whole city. It indicates the main land uses and main transport networks. The municipality has the responsibility to ensure that it has an up-to-date master plan showing the general lines of urban development. The most significant solutions that have, for example, the most long-term impacts on city planning costs and environment are decided on at the level of the master plan.

The master plan is intended to examine, for example, the overall distribution of housing, services, and recreational opportunities between the different parts of Vaasa. The master plan also examines the overall needs and possibilities for developing transport networks in relation to other areas of development.

This participation and assessment scheme explains, among other things, how the master plan process will proceed, who will be involved, and at what stage and how to participate and influence the process. The scheme also names the initial objectives of the master plan. The participation and assessment scheme will be updated as necessary as the planning process progresses. An up-to-date version of the participation and assessment scheme will be available on the master plan website www.vaasa.fi/vaasamasterplan2040.

1. Background of Vaasa Master Plan 2040

1.1. Master plan as a part of the planning system

The Land Use and Building Act (MRL) governs Finland's land use planning system. The regional plan contains a master plan for the use of land in the region and is drawn up by the Regional Government. For its part, the municipality draws up master plans and local detailed plans.

In addition to the planning levels, the State Council may approve national objectives for land use and regional structures, which guide all planning.

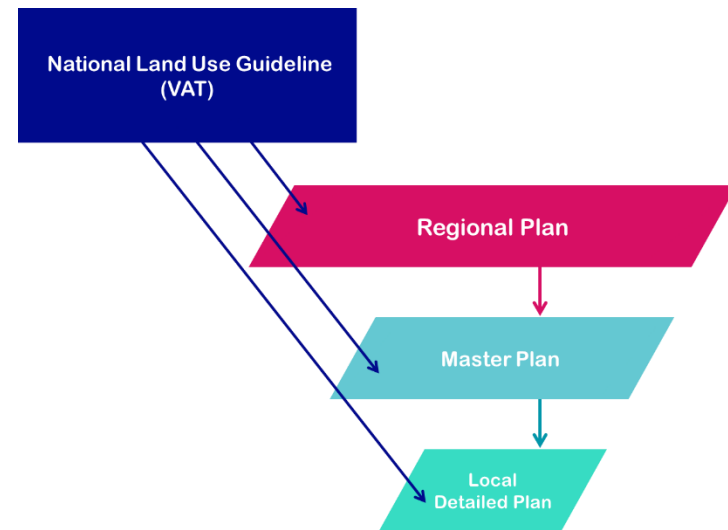


Figure 1. The Master Plan is part of Finland's planning system.

1.2. Target and objective of planning

The Vaasa Master Plan 2040 covers the entire Vaasa region. The planning area covers an area of approximately 575 km², of which approximately 210 km² are water areas.

The master plan will be drawn up as a legally binding area reservation plan and as a strategic plan. The purpose of the master plan is to implement and promote an urban structure in line with the city's strategic objectives and sustainable development.

The plan will also review and update the Vaasa Green Space Framework (i.e., Vaasan viheraluejärjestelmä), which will serve as the basis for the master plan and as one of its thematic components.

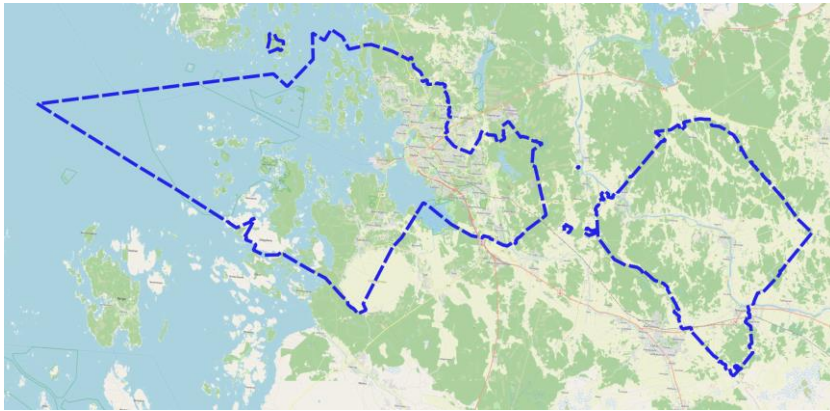


Figure 2. Area covered in the plan.

1.3. Initiation

A zoning permit for drawing up the Vaasa Master Plan has been issued on 26.4.2023 (Urban Environment Committee).

1.4. Master Plan documents

The Master Plan is shown on a map with the plan symbols and detailed plan provisions are included in the plan. These documents are legally binding. In addition, the master plan is accompanied by a plan report. It is not legally binding, but it plays an important role in interpreting the content of the plan.

2. Basic information

2.1. Land Use and Building Act

The content requirements for the master plan are laid down in §39 of the Land Use and Building Act (henceforth MRL in legal references).

Other articles of the Land Use and Building Act concerning land use planning must also be considered when drawing up a master plan.

2.2. National land use objectives

The State Council outlines issues of land use that are important for the whole country. The revised National land use Goals came into effect on 1 April 2018.

National land use objectives cover the following configurations:

- Functioning communities and sustainable mobility
- Efficient transport system
- Healthy and safe living environment
- Vibrant natural and cultural environment and natural resources
- Sustainable energy maintenance system

2.3. Regional plan

The Regional Plan for Ostrobothnia 2040 was approved by the Regional Council on 15 June 2020 and came into effect on 11 September 2020.

The regional plan indicated, for example, the Vaasa urban development zone.

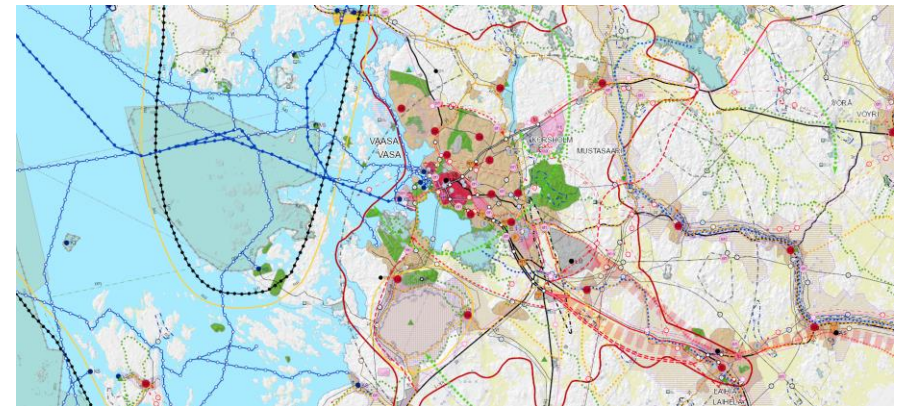


Figure 3. Extract from the Regional Plan for Ostrobothnia 2040.

The preparation of the 2050 Regional Plan of Ostrobothnia has started. The aim is to have an approved regional plan by the end of 2024.

2.4. Finland's Maritime Spatial Plan 2030

The purpose of marine spatial planning is to promote the sustainable development and growth of the different uses of the sea, the sustainable use of the sea's natural resources and the achievement of a good marine environment. The marine spatial plan is not part of the land use planning system and has no legal effects. (<https://www.merialuesuunnittelu.fi/en/msp-draft-2030/>)

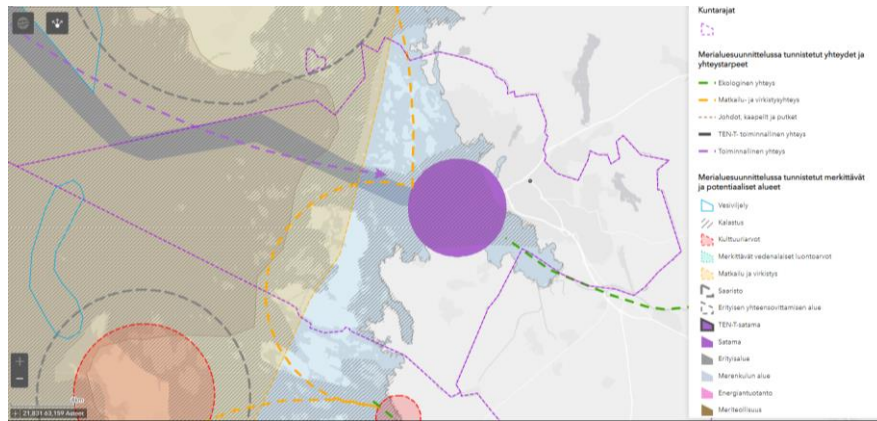


Figure 4. Extract from the Marine Spatial Plan.

2.5. Structural model of the Vaasa region 2040

The structural model of the Vaasa urban region was developed between 2012 and 2014. The aim of the structural modelling work was to establish a common vision on the main lines of the long-term urban structure of the city region.

The work resulted in the "Sunshine Model 2040" (i.e., Aurinkomalli 2040), which aims to create 30 000–50 000 new inhabitants and 15 000–25 000 new jobs in the Vaasa region.

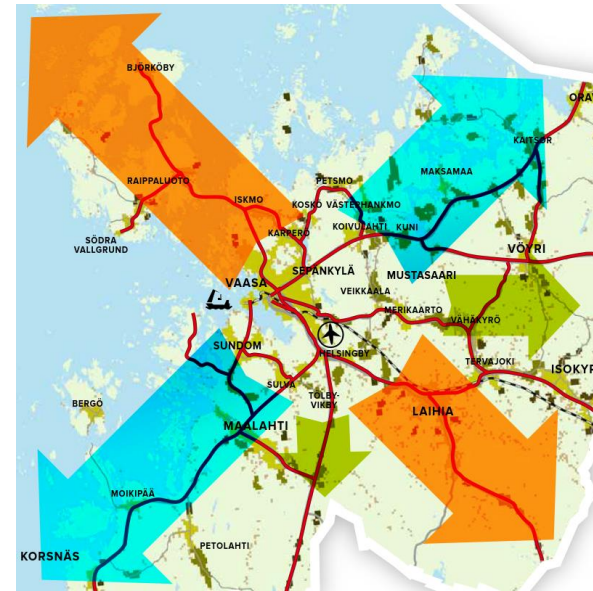


Figure 5: Structural model of the Vaasa region 2040.

2.6. Master planning

The existing master plans, their impact assessments, and the examinations on which they are based form an important starting point for the preparation of the Vaasa Master Plan 2040. At present, Vaasa has a component master plan in force for about 81 % of the city's area. 19 % of the city has no master plan at all.

Table 1. Component master plans in effect or partially in effect in Vaasa on 1 January 2023

Name of the plan	Approved	In effect
Huutoniemi Component Master Plan	18.8.1980	Partly
Archipelago Component Master Plan	22.5.1987	Yes
Pilvilampi Component Master Plan	5.10.1990	Partly
Öjberget Component Master Plan	17.2.1997	Yes
Merikaarto Component Master Plan	11.11.2003	Yes
Vaasa Master Plan 2030	13.12.2011	Partly
Tervajoki Component Master Plan	14.3.2012	Yes

Torkkola Component Master Plan	13.12.2012	Yes
Liisanlehto, Kuninkaankartano, Risö	5.5.2014	Yes
Merkkikallio Wind Farm Component Master Plan	20.2.2017	Yes
Vähäkyrö Centre Component Master Plan 2040	3.9.2018	Yes
Laajametsä Component Master Plan	8.10.2018	Yes
City Centre Component Master Plan 2030	10.6.2019	Yes
Vaskiluoto Component Master Plan 2040	10.10.2022	Yes



Figure 6: Master plans in force in Vaasa on 1.1.2023. The areas in red do not have a valid master plan.

2.7. Scenarios for the City of Vaasa up to 2040

As a basis for the City of Vaasa Strategy and Master Plan 2040, an examination on future scenarios for Vaasa was done in 2021. This examination identified four different scenarios for Vaasa. The work examined the key future developments of the city and the strategic choices for the key long-term objectives of development.

Table 2. Four different scenarios for Vaasa 2040

<p>Attractive Vaasa</p> <p>Vaasa's job attractiveness increases and diversifies. The city becomes even more compact and attractive.</p>	<p>Cold Vaasa</p> <p>Vaasa's image and attractiveness will fade. Vaasa's residential areas will become more segregated, its cultural offerings will deteriorate, and the city's image will become cold.</p>
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Vaasa of diversifying skills

Vaasa remains on the cutting edge of technological excellence. Vaasa's technology companies and experts are thriving, but not everyone is keeping up with the pace of change.

Remote work Vaasa

Work no longer dictates where you live, so the rules of the attractiveness race are changing. Vaasa will have to change some of its strategic policies as housing preferences change.

The examination of future scenarios also identified how to prepare for these scenarios.

3. Objectives

The main objective of the Master Plan is to develop Vaasa towards the following objectives:

- as a capital of sustainable energy
- as an energetic and attractive city
- as a 15-minute city
- as a maritime city

The role of the master plan is to implement and promote an urban structure in line with the city's strategic objectives and sustainable development. The City of Vaasa's strategy 2022—2025, the Energy Capital of the Nordic Region, was approved by the City Council on 14 February 2022, with the main objectives of having the happiest inhabitants in Finland, 100 000 inhabitants, increasing the number of jobs and becoming a carbon neutral city by the 2020s.

The objectives of the Master Plan are also derived from other programmes of the city, together with other specific decisions concerning the city, and the UN 2030 Agenda for Sustainable Development.

3.1. Capital of sustainable energy

Vision:

Vaasa is an international and internationally successful city. As a pioneer in the energy sector, the city is active in combating climate change and its adverse effects. The city is both global and compact. Local companies are active in global markets and are involved in the successful development of low-emission technologies in many sectors.

Vaasa is an attractive and significant concentration of talent. Successful and globally significant new innovations are being researched and developed in Vaasa. GigaVaasa's activities are established and developed in Vaasa, and Vaasa has also become a pioneer of next steps

in development. Vaasa actively promotes the development opportunities for both new and established companies.

Vaasa has long been carbon neutral and a pioneer in the green transition. Vaasa is actively working both to mitigate climate change and to improve energy efficiency. Greenhouse gas emissions have been significantly reduced through, among other things, increased use of renewable energy. Adaptation to climate change has taken place and carbon sinks are a natural part of the city.

Carbon dioxide emissions from transport have been reduced, thanks in part to the development of cycling and public transport. A sound urban structure encourages walking and cycling on the city's high-quality walking and cycling routes. Public transport offers a viable alternative to the private car for a large proportion of people in Vaasa. Smart Transport has been developed, and car transport is mainly powered by sustainable energy sources.

The diversity of green spaces and green buildings has been increased and the regenerative capacity of nature is constantly maintained. Important ecosystems such as carbon sinks, agricultural land, stormwater absorption and recreational facilities are being nurtured. Landscape structure is considered in construction and biodiversity is supported.

The objectives of the master plan to achieve the vision:

- Developing Vaasa into an internationally attractive city.
- Vaasa's international routes must be confirmed in the plan.
- The operational preconditions for businesses should be supported, for example, by allocating sufficient space and the necessary routes for them in the master plan.
- The plan enables the development of research, development, and innovation activities.
- The operating conditions and potential needs arising from the growth of Giga-Vaasa and subsequent innovations must be taken into account.
- The master plan will provide sufficient space for investment in new technologies.
- The plan will contribute to the city's goal of becoming a carbon neutral city. The master plan will provide sufficient space for investment in low-carbon energy production.
- The plan considers the impacts of climate change.
- The plan promotes green transition.
- The city will be developed primarily through densification to allow for more low-carbon modes of transport.
- The master plan will create the land-use conditions for climate change mitigation and energy efficiency improvements. It will enable the use of renewable energy to be increased and greenhouse gas emissions to be reduced.
- Carbon dioxide emissions from transport must be reduced, for example, through the development of cycling paths and public transport.
- The master plan will promote Smart Transport.

- Important ecosystem services such as carbon sinks, agricultural land, stormwater absorption and recreational facilities should be preserved. The plan will take account of carbon sinks and designate areas for them.
- The diversity of green spaces and green building should be increased, and the loss of nature should be halted.
- The regenerative capacity of nature must be ensured. The nature base will be considered as the starting point for the green space scheme and its objectives will be implemented and reinforced.
- In the master plan, the potential for compensatory green space should be examined and clarified.
- Building on lacustrine plain and valley areas will be avoided and their biodiversity supported.

3.2. Energetic and attractive city

Vision:

Vaasa is a pleasant and prosperous city with happy inhabitants. The city is approaching the population of 100.000 inhabitants. Strong population growth is strongly linked to job growth, and the city is actively developing its services to support this growth. The city has an excellent attraction and retention capacity — people want to come and stay.

Vaasa is a child-friendly, age-friendly, and an accessible city. In addition to a wide range of housing options, there are a variety of leisure and recreational facilities. You can live in Vaasa in an urban or rural setting, but also in a maritime environment. The city is well connected and easy to get around by walking, cycling, and public transport.

The city has a strong sense of identity which, together with its valuable characteristics, will be nurtured in its development. New constructions and new solutions will fit in with the previous environment. The different parts of the city, built at different times, form an interesting and varied urban environment.

The city centre of Vaasa is the centre of the whole region and has developed into a pleasant and lively meeting place for all. The amount of car traffic in the city centre, and in particular heavy traffic through the centre, has been reduced while accessibility has been improved.

A vibrant and lively city is easy to live in — everyday life is effortless.

The objectives of the master plan to achieve the vision:

- The master plan will provide enough space for residential development for 100 000 inhabitants. Provision must be made for significantly higher population growth

than projected, which may arise, for example, from a large increase in the number of jobs.

- The city's vitality, attraction and retention capacity will be strengthened by the development of a pleasant city in which to live, work, and spend leisure time.
- The living environments will be high-class and people oriented.
- The plan will promote a diversified housing supply. The plan provides space for both urban city centre housing and rural village housing. Marine housing will also be explored and, where possible, increased in the plan.
- Creating the conditions for a diverse and demand-driven land supply.
- Ensure that there is sufficient planning reserve to meet economic policy objectives. The service networks must take account of the strong population growth, and the plan must provide sufficient space for the necessary services.
- The widest possible range of sports and leisure facilities should be ensured in the plan.
- Vaasa will be developed as a child-friendly city.
- Adequate recreational areas and access to them must be ensured.
- The conditions for increasing urban greening must be improved.
- Safeguarding the status of culturally significant built environments (RKY areas)
- The valuable features of the city will be preserved.
- The importance of Vaasa city centre as the centre of the whole Vaasa region must be safeguarded. The city centre should be developed as a compact, balanced, attractive area with good transport connections and sustainable ecological development.
- The volume of car traffic in the city centre, and in particular heavy goods traffic through the city centre, should be reduced to strengthen safety and safe mobility in the city centre.
- The accessibility of the city and its centre must be safeguarded and improved, considering all modes of transport.
- Smooth transport links will be developed.
- Invest in the development of walking, cycling and public transport to increase the attractiveness and vitality of the city, reduce climate emissions and reduce the city's carbon footprint. It is important to integrate walking and cycling routes into a seamless whole.
- Creating master-planned conditions for an accessible living environment and accessible solutions.

3.3. 15-minute city

Vision:

Vaasa is a truly functional 15-minute city, where services, schools, sports and recreation facilities and other meeting places are within walking or cycling distance of about 15 minutes for most citizens. Services are concentrated in the city centre and in a few vibrant

and functional district and village centres. The district centres have been developed as dense and diverse areas where different activities and building stock of different ages combine to create an interesting and attractive environment for residents. Some jobs have been made possible in the centres, bringing life to the districts also during the day.

Vaasa has developed into an ecologically, socially, and economically sustainable city. The urban fabric is dense and cohesive. Public and private operators provide the efficient, high-quality, and cost-effective services needed by residents and businesses. The walking and cycling network is a fast and attractive alternative, providing the shortest possible routes. The streets of city centres are public spaces where mobility is complemented by a variety of activities. Urban spaces are developed from a human perspective, resulting in a people-oriented city and social urban spaces.

New housing and residential areas have been and are being built mainly near the city centre and district centres. The focus of development in Vaasa is within the built-up areas, and the urban structure is mainly densified to support the maintenance of an efficient service network. Densification has allowed the city to grow in an economically sustainable way, minimising investment while keeping the mobility needs of residents to a minimum. In a compact city, public and private actors can provide quality services in a cost-effective way.

Vaasa's districts are pleasant and diverse places to live. The old districts have been actively developed, considering their identity and characteristics. Sports and recreational facilities are close by, and there are a variety of local parks and an abundance of urban greenery throughout the city. The urban space in the city centre is urban and the centre is a vibrant and attractive place. Neighbourhood centres also offer non-commercial meeting places that enhance the opportunities for people to meet. In Vaasa, urban life is thriving.

Recreational and leisure opportunities for residents have been developed on an equal footing in local sports and outdoor recreation areas in different parts of the city. Vaasa offers a wide range of opportunities for leisure activities, activities and experiences all year round. Continuous attention is paid to social sustainability and active efforts are made to prevent segregation. A constant effort is made to develop the city as evenly as possible across the different districts. Different stakeholders have equal opportunities to participate and influence the city's development. Involvement, equality, interaction, and learning are important aspects of the city's functions and activities.

The objectives of the master plan to achieve the vision

- Vaasa will be developed according to the 15-minute city principle.
- The suburbs will be developed to be pleasant and comfortable.
- A review of service networks will be carried out as part of the master plan work.
- Services will be provided primarily in the city centre and district centres, and their accessibility will be ensured in the planning.

- The plan will examine the operational preconditions of city centres and identify the best network to reach the 15-minute city. The plan will set aside the planning conditions for the development of these district centres.
- Space must also be provided for more jobs in the district centres.
- Adequate non-commercial meeting places will also be planned for the district centres.
- The conditions for the continued development of the vitality of town centres and sub-centres will be strengthened.
- The land-use conditions will be created for the development of attractive and diverse residential areas. The development potential of districts will be promoted, in particular by creating opportunities for infill development and other activities to increase the vitality of the districts.
- Ensuring the regeneration of old districts and recognising their identities and characteristics.
- The aim is to achieve a dense urban fabric, to prevent urban sprawl and to guide the development of services in a planned way. Densification will create the conditions for a balanced urban and service structure, enabling public and private operators to provide the efficient, high-quality, and cost-effective services needed by residents and businesses.
- Developing urban space.
- Develop walking and cycling routes into fast and attractive networks.
- Developing a people-oriented city.
- Particular attention will be paid to the social sustainability of neighbourhoods to ensure that development is as even as possible across the city. Creating the land-use conditions to prevent segregation.
- Ensuring equal opportunities for recreation and leisure for residents in local sports and outdoor recreation areas in different parts of the city. The master plan must create the conditions for a wide range of hobbies, activities, and experiences throughout the year.
- The master plan solutions should be backed up by a vision of the order in which the solutions are to be implemented, how they are to be implemented and at what cost.
- Involvement and equality will be strengthened.
- Ensuring equal opportunities for the different groups of stakeholders to participate and influence the master plan. Promoting involvement, interaction, and learning.
- Gender, equality, and safety impact assessments will be integrated into the planning process.

3.4. Maritime city

Vision:

Vaasa is a maritime metropolis of culture and sport. The sea has always been a strong part of Vaasa's identity and its long history as a maritime city shows. The sea and shipping are

of great importance to the city of Vaasa, both functionally and economically, and the links with the Kvarken Archipelago are very active. Maritime transport and the cross-Kvarken link form an important part of Vaasa's transport network, and make Vaasa a central hub, meeting the needs of both passenger and freight transport. Maritime transport is an important part of Vaasa's international connections.

Seascape is a natural part of the inhabitants' everyday life. Access to the sea must be guaranteed for all and the archipelago must be easily accessible. At the same time, the strong land uplift of the Kvarken is a particular feature of the area, and the constantly changing coastal areas are a natural part of the city's appearance. The city is also a place to live in a maritime environment.

Public coastal parks are an important part of the city's maritime identity and the city's waterfront in particular has been developed as a public recreational and outdoor trail and a series of parks open to all. Vaasa's southern city bay route forms an interesting and varied recreational route along the sea, partly in a valuable, almost untouched/unmodified natural environment in Natura nature reserve, partly even on a fully developed urban waterfront.

The objectives of the master plan to achieve the vision

- Promoting connections with the Kvarken.
- Marine housing opportunities are explored and, when possible, included in the plan.
- The archipelago is accessible.
- The importance of the sea and seafaring as factors in the city's identity must be fostered and the maritime character of the city must be strengthened.
- The continuity of the city's waterfront as a recreational and outdoor recreation route open to all should be safeguarded. The waterfront should be developed as a series of public parks open to all.
- The conditions for the Southern City Bay Trail will be strengthened/secured.
- Consideration will be given to the impact of land uplift and to preparing for the future.
- The master plan will clarify the conditions and potential locations for floating construction.
- Access to the sea must be guaranteed for all.
- The master plan will consider the need to improve the status of marine ecosystems and promote marine biodiversity alongside continental species.

4. Examinations

The master plan must be based on planning that assesses the plan's significant effects through all the necessary examinations and surveys (MRL § 9). The preparation of the master plan is based on a broad and varied information base. The city has a wealth of information on transport, the cultural environment, natural conditions, and the state of the environment. This knowledge base is utilised in the preparation of the Vaasa Master Plan 2040. The master plan will also make use of information provided by other authorities, research institutes, etc., where appropriate.

During the preparation of the Vaasa Master Plan 2040, at least the following examinations will be carried out:

- The City of Vaasa Commercial Survey 2040 (completed in 2023).
- Vaasa Green Space System 2040
- Valuable natural spaces
- Possible uses of beaches in Vaasa (Maritime life in Vaasa, DI-thesis)
- Update of the Vaasa Cultural Environment Report (during the work, possible needs for built environment and archaeological inventories will also be investigated)
- Potential for solar energy production
- Transport system plan
- Village development study
- Housing market study
- Stormwater plan
- Noise study (if needed)?

Additional studies will be prepared if necessary.

5. Impact assessment

The plan must be based on planning and the necessary studies and surveys to assess the significant effects of the plan (MRL §9). When drawing up the plan, the environmental impact of the plan and the implementation of the alternatives under consideration must be examined to the extent necessary.

Previous studies and other information that may affect the need for such studies shall be considered. The significant direct and indirect effects of implementing the plan shall be assessed on the following levels:

- 1) human living conditions and the living environment
- 2) the soil, water, air, and climate
- 3) plant and animal species, biodiversity, and natural resources
- 4) regional and urban structure, urban and energy economy, and transport

- 5) urban landscape, landscape, cultural heritage, and the built environment
- 6) the development of effective economic competition

The impact of the master plan is assessed at the draft and proposal stages.

In addition to the above-mentioned impacts, the master plan will also include an assessment of at least the potential impact on children.

6. Interaction

The Vaasa Master Plan 2040 will be developed in cooperation with stakeholders. All interested parties should have the opportunity to participate in the planning process.



Figure 7. Interaction methods are used to gather ideas, background information, and experiences from the different stakeholder groups involved in the master plan. The plan process reconciles different interests.

6.1. Providing information about the master plan

The following notice is given of the launch of the master plan and the public consultation period:

- Public notices in Pohjalainen, Vasabladet and Pohjankyrö newspapers.

- On the official notice board of the city in the Citizen Information Centre in Tammipihta (Teräksenkuja 1) and in the Vähäkyrö Community Service (Vähänkyröntie 11).
- The notice board of the Technical Office (Kirkkopuistikko 26 A).
- On the website of the Master Plan www.vaasa.fi/vaasamasterplan2040
- Public authorities and other stakeholders are kept informed about the plan's progress mainly by e-mail.

The Vaasa Master Plan 2040 will also be promoted on social media.

Discussion events will be organised in such a way that as many people as possible can participate.

6.2. Stakeholders

According to §62 of the Land Use and Building Act (MRL), stakeholders are the landowners of the area and those whose living, working or other conditions may be significantly affected by the plan, as well as the authorities and associations whose area of activity is affected by the planning:

Public authority stakeholders:

- EPV Alueverkko Oy
- EPV Energia
- Centre for Economic Development, Transport and the Environment (ELY) for South Ostrobothnia
- Finavia Oyj
- Fingrid Oyj
- Natural Resources Institute Finland (LUKE)
- Regional State Administrative Agency for Western and Inland Finland
- The Forest and Park Service
- Forestry Centre
- National Board of Antiquities
- Centre for Economic Development, Transport and the Environment (ELY) for Ostrobothnia
- Ostrobothnia Welfare Region
- Regional Council of Ostrobothnia
- Ostrobothnian Museum
- Ostrobothnian Rescue Department
- Ostrobothnian Police Authority
- Finnish Defence Forces, 2nd Logistics Regiment
- Finnish Border Guard
- Suomen Erillisverkot
- The Finnish Wildlife Agency (Coastal Ostrobothnian Hunting Association and Ostrobothnian Hunting Association)

- Traficom
- The Safety Technology Authority Tukes
- Finnish Customs
- Port of Vaasa
- Vaasan Sähkö / district heating unit
- Vaasan Sähkö Oy / electrical power network unit
- Visit Vaasa
- VR Group
- Finnish Transport Infrastructure Agency
- Neighbouring municipalities
 - Isokyrö municipality
 - Laihia municipality
 - Maalahti municipality
 - Korsholm municipality
 - Vörå municipality
- City of Vaasa
 - Welfare department
 - Early Childhood and Basic Education Committee
 - Urban Environment Committee (Real Estate Department, Public Utility Services)
 - Corporate Administration
 - Education Committee
 - Culture and Sports Committee
 - Board at the Commity for building and environment (Building Control, Environmental Office)
 - Executive Board for Technical Enterprises (Vaasan Vesi, Vaasan Talotoimi)
 - Vaasa Youth Council
 - Vaasa Region's Waste Board (Vaasan seudun jäätelautakunta)
 - Vaasa Disability Council
 - Vaasa Senior Council (Vanhusneuvosto)
 - Vähäkyrö Area Committee

Other stakeholders:

- Aktion Österbotten rf
- Geological Survey of Finland GTK
- National Emergency Supply Agency (NESA)
- Kvarken Council
- Merinova Technology Centre
- Metsänhoitoyhdistys South Ostrobothnia
- Central Union of Agricultural Producers and Forest Owners, South Ostrobothnia
- NLC Ferry Ab / Wasaline
- NLC Vaasa
- Ostrobothnia Australis
- Oy Vaasa Parks Ab
- Ostrobothnia Chamber of Commerce

- Ostrobothnian Associations
- Rannikko-Pohjanmaan Yrittäjät (RPY)
- Island Committee
- Skogsvårdsföreningen Österbotten
- Vaasa Society for the Environment
- Vaasan Yrittäjät ry
- Vaasa Region Development Company VASEK
- Vaskiluodon Voima Oy
- Development Association YHYRES
- Österbottens Svenska Producentförbund rf, ÖSP
- Österbottens Fiskarförbund rf
- Residents' associations and real estate units involved in land division proceedings:
 - Aaltopuiston asukasyhdistys
 - Gerby skifteslag
 - Gerby vattendelägarlag
 - Gerby-Västervik kotiseutuyhdistys ry
 - Haapaniemen pienkiinteistöyhdistys
 - Haarajoen jakokunnat / Kyläyhdistys
 - Hietalahden pienkiinteistöyhdistys ry
 - Hiiripellon Kyläyhdistys ry
 - Huutoniemen omakotiyhdistys ry
 - Höstves Bygårdsförening rf
 - Isolahti – seura ry
 - Jukolan rakentajat – Jukolas Byggare ry
 - Järvenkylän kyläyhdistys
 - Kantakaupungin asukasyhdistys
 - Korkeamäen asukasyhdistys
 - Kronvik byaförening rf
 - Merikaarto – Seura
 - Ojaniemen kyläyhdistys ry
 - Palosaaren asukasyhdistys ry
 - Pappilanmäen omakotiyhdistys
 - Perkiön jakokunta
 - Perkiön kylätoimikunta
 - Pienkiinteistöyhdistys Teeri-Kiila ry
 - Pohjois-Ristinummen pienkiinteistöyhdistys
 - Pohjoisten kaupunginosien aluetoimikunta, i.e., Gerbyn aluetoimikunta
 - Purolan kyläyhdistys ry
 - Runsor bygårdsförening rf
 - Saarenpään kyläyhdistys ry
 - Selkämäen kyläyhdistys ry
 - Sundom bygdeförening rf
 - Sundom delägarlag för samfällda områden
 - Sundomin aluetoimikunta

- Suvilahtiseura ry
- Tervajoen kyläyhdistys
- Variskan aluetoimikunta
- Vaasan Bölen Asukasyhdistys ry
- Vaasan Melaniemi-yhdistys ry
- Vaasan pohjoinen kaupunginosayhdistys (Kotiranta)
- Wanhan Sataman asukasyhdistys
- Vanhan Vaasan yhdistys ry
- Vikingan kyläyhdistys ry
- Vähänkyrön kirkonkylän Kyläyhdistys ry
- Västervik bys samfällighet

The list of stakeholders and participants will be updated as the planning work progresses.

6.3. Participating in the preparation and methods of interaction

Participation in the preparation of the plan is possible at different stages of the process.

Opinions and comments should be sent to the City of Vaasa, Kaavoitus, PL 2, 65101 Vaasa, Kirkkopuistikko 26 A, II floor, or by e-mail to vaasanyleiskaava2040@vaasa.fi.

The comments, opinions and remarks received will be summarised and responses will be drawn up and approved at the next stage of the plan. The summary will be annexed to the Master Plan.



Figure 8. The planning process and the opportunities for participation at different stages of the planning process.

6.3.1. Participation and assessment scheme

During the initial phase, the participation and assessment scheme for the master plan is made available for public consultation, where it is possible to participate by means of oral or written comments. The stakeholders and other participants concerned are consulted on the starting points and examinations, the schedule for the plan, the preliminary objectives, the designation of the parties concerned, and the organisation of interaction.

(MRL § 63, MRA § 30)

Informational events on the master plan are organised, including workshops and discussions. In addition, background information will also be collected through an online survey.

6.3.2. Draft plan

A draft master plan will be prepared at the draft stage.

During the public consultation period, it is possible to participate by submitting oral or written comments. Stakeholders are consulted on the objectives of the plan, the examinations, and the draft plan.

(MRL § 62, MRA § 30)

Information and workshop sessions will be organised during the period of public access to the draft master plan. It will also be possible to comment on the draft plan electronically.

6.3.3. Plan proposal

The draft plan will be drawn up based on the feedback received on the draft plan and more detailed information.

The procedures and means of interaction at the proposal stage will be designed in more detail as the work progresses, drawing on the experience of the initial and draft stages.

(MRL § 65, MRA § 19)

The draft plan is open to the public. At that time, it will be possible to submit written comments. The parties concerned will be consulted on the draft plan and its report.

6.3.4. Approval of the master plan

The City Council adopts the master plan based on a proposal from the City Board. An appeal against the City Council's decision to approve the master plan may be lodged with the Vaasa Administrative Court (MRL § 37, § 188).

6.4. Cooperation with the authorities

The first public consultation on the Vaasa Master Plan 2040 was held on 27 March 2023. A second public consultation will be held, if necessary, after the draft plan has been made available for public consultation and comments and statements have been received.

In addition to the public consultations, there will be cooperation with a wider team of authorities.

Public authorities and partners will be consulted at the public consultation stage.

6.5. Interaction with elected representatives

The Urban Environment Committee approves and makes available for consultation the participation and assessment scheme, the draft master plan, and the master plan proposal. The City Council approves the master plan based on a proposal from the City Board.

During the preparation of the master plan, one or more council seminars/evening schools on important topics are planned.

7. Schedule

Work on the master plan starts in spring 2023, with the aim of opening the draft plan for public consultation in 2025. The plan proposal is released for public consultation in 2026.

8. Contact details

The preparation of the master plan is the responsibility of:

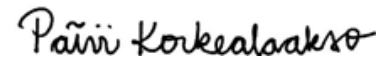
General planner Annika Birell, 040-846 5173, [annika.birell\(at\)vaasa.fi](mailto:annika.birell(at)vaasa.fi)

Planning office 040 188 4187, vaasanyleiskaava2040@vaasa.fi
Kirkkopuistikko 26 A, second floor, 65100 Vaasa.

Meetings must be arranged in advance with the preparer.

The progress of the planning process can be followed on the planning website:
<https://www.vaasa.fi/vaasamasterplan2040>.

9. Signature



Director of City Planning Päivi Korkealaakso

10. Legal references

Land Use and Building Act: §37, §62—67 and §188

Land Use and Building Decree: §19 and §30–32