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Mixed land use

★

Land use is mixed in the station area: housing, street-level businesses, commercial space and services. The area also features 25 % of adaptable, convertible, flexible space in hybrid buildings.

★★

In the local detailed plan 30-40% of land area is designated for developed land,

★★★

In the local detailed plan 40-60% of developed land should be designated for office floor area within 500 metres of a station and 10-40% of developed land should be office floor area between 500 and 1,000 metres from a station

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Carbon emissions from transportation

★

Transport planning in the area prioritizes walking, cycling and public transport, in that order.

★★

The parking spaces closest to the station are reserved primarily for bicycle parking, cars with low emissions and car sharing services as well as for Mobility as a Service (MaaS) services. The area is under surveillance. Arrangements for park and ride and drop-offs are taken into account.

★★★

The station area is designated in the land use development plan a low emission zone, allowing only low-emission vehicles, including park and ride, drop-off vehicles and service transport.

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Improving the quality of the pedestrian environment

★

The pedestrian network offers unobstructed radial connections (including winter maintenance) to the station as well as the possibility to cross over or under the tracks.

★★

The station area is developed with a pedestrian focus, taking into account the shortest routes, safety, lighting, guidance and accessibility. A sufficient number of safe places to sit and rest are provided along the routes.

★★★

The walkways in the station area are high quality, interesting and safe, taking into account such features as interactivity and lighting.

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Improving the quality of cycling environment

★

In the vicinity of the station, there are continuous connections for cycling and walking that are prioritized over car transport lanes. Walking and cycling lanes are clearly separated from each other. Clear instructions for cyclists.

★★

Comprehensive, radial, well-guided (equipped with station sign) and illuminated bike network in the station area (within a 2-3 km radius), which ties seamlessly into the regional cycling network.

★★★

The main cycling lanes and walking streets are structurally separated from each other. Cycling lanes are one-way lanes. In the station area, car traffic is restricted and there are streets designated only for biking.

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Connecting different parts of the district divided by the railroad

★

In the vicinity of the station, there are continuous and accessible (e.g. declination) walking and cycling connections that enable smooth crossing over and under the railroad as well as smooth changes in the mode of travel. The crossing solution for walking is minimum 5 meters wide. Lanes combining both walking and cycling should have at least 4 meters each. Different modes of transportation are separated from each other with lane markings.

★★

Materials used in the railroad crossing make the solution safe and agreeable for the user. There is an agreement on the xxx. The crossing solutions for walking and cycling are prioritized over car traffic lanes in the vicinity of a station.

★★★

Crossing solutions enable agreeable (weather conditions, green structure) urban space and they are strongly connected as part of the surrounding city structure and service structure. The future requirements for space reservations have been taken into account in planning by increasing multifunctionality and flexibility.

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Rail services and accessibility

★

A good and reliable level of service for train traffic and sufficient frequency, especially at notable transfer points. Timetables optimized for transfer traffic, especially at peak hours.

★★

Automatization employed to improve the level of service. Light rail transportation takes transport of bikes into account and the signs are clear.

★★★

Frequent service, on-demand connection service or a robot bus is available. Multi-functional equipment solutions that take bike transport needs into account.

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Winter maintenance of cycling routes

★

Winter maintenance and lighting are provided to improve winter cycling.

★★

There is enhanced winter maintenance in main radial cycling routes.

★★★

There is a routine-specific, real-time monitoring based enhanced maintenance (e.g., brush salt method) provided, which can be repeated several times a day in the area.

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Promote cycling and enhance services

★

The station area features a self-service bicycle maintenance point.

★★

Comprehensive, radial and illuminated bike network in the station area (within a 2-3 km radius), which ties seamlessly into the regional cycling network.

★★★

The city has set up a bicycle service point that provides bicycle maintenance, WC, shower and half-deck parking services also for bicycle trailers, e-bicycles (incl. warm and locked charging stations), city bicycles and electrically assisted bicycles. Bicycles taking different needs of different groups(e.g. bicycles with safety seats) and transport needs (for example trailers, pushchairs) are provided for rent.

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Bicycle parking at the station

★

Cyclists are offered a clearly marked, safe bicycle parking space, as well as high quality storage. For example, at least half of the bike racks allow frames to be locked to them, and cargo bike parking is provided. Traditional racks will be devested in 10 years time.

★★

The bicycle parking spaces are in a safe and lockable shelters. The number of shelters is defined based on population density. At least 50% of bicycle parking spaces at the residental buildings are weatherproof and lockable in the station areas. Weather-protected, lockable spaces form 30% of parking spaces and include parking places for cargo bikes and trailers.

★★★

A safe and clearly quided bicycle center, that can be reached seamlessly through a ramp and where the bikes can be parked weatherproof, under control and with quality built in the station areas. Services e.g. maintenance services provided.

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Promoting electric cars

★

The city has identified possibilities to increase the number of public charging points in conjunction with its own offices or public space and developed a scheduled action plan.

★★

At least 2-4 public charging points for electric cars are provided in the station area.

★★★

Charging points for electric cars are provided in residential construction.

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Park & Ride spaces

★

The recommendation is 0.5 parking place/apartment or 1 place/125 m2 floor area, and 1 parking place/200 m2 floor area for commercial construction within 500m of the station.

★★

In park and ride areas, the spaces closest to the station are reserved for shared and renewable energy vehicles. 20% of parking spaces with electric car recharge systems. Electric car recharge systems are linked to the smart energy grid. In the park and ride areas shared parking is organized when possible. Larger park and ride areas are located further from a station. The cost of the park and ride is allocated to drivers and linked to a travel card or a ticket.

★★★

Park and ride facilities are effectively placed in a parking garage, no surface parking. Parking garage or park and ride facilites enable the execution of a solar power production site.

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Mobility as a service (MaaS)

★

Space requirements which are dedicated for MaaS services and other complementary services are taken into account.

★★

MaaS services are clearly visible and immediately available in the station area.

★★★

MaaS services are clearly visible and immediately available in the station area and all types of new low-carbon mobility solutions are on offer at arrival as a part of the trip chain. "

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Trip chain planning

★

Optimal placement of stops, real time information and intuitive signage to facilitate travel chains, and attention to accessibility. The timetables of different modes of transport have been co-ordinated.

★★

Real time information is provided to facilitate transfers (walking route navigation, applications). Emissions information is included in mobility plans and route planning.

★★★

The minimization of travel times and fast feed traffic to stations is taken into account in route planning and in implementation of the level of service.

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City logistics and solutions for the last mile

★

A plan for city logistics and “last mile” services has been prepared for the station region to support transport chains.

★★

There is a concentration of city logistics services in the station region, such as parcel lockers and shopping bag pick-up points. Transport logistics needs to be designed so that it doesn't cause harm to pedestrian or cycling or it has been taken care of the wheellogistics.

★★★

In addition to the above, the station region offers last mile mobility services, such as demand responsive transit or driverless buses.

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Information for passengers

★

Real time passenger information is offered for both public transport and MaaS services or other last mile services, car sharing services and ridesharing.

★★

Real time passenger information is offered to drivers about congestion in the city centre and the park and ride parking situation.

★★★

Application/paid premium services for real time passenger information, and park and ride sites with signage.

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Area density

The area density is higher at the station than in the surrounding area.

The area density within a 500-metre radius of a station

The area density within a 500–1,000 metre radius of the station

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Building temperature control

★

In a plan and steering of construction reflective or light-coloured surface materials and colouring are advised to be used on facades and on roofs in particular. Alternatively green roofs and walls can be used.

★★

Facades are designed and built in the way that shading building elements and vegetation are utilized for cooling without blocking solar power genaration in the buildings. Tree cover on the site and in the neighboring area is taken care in the way that it does not block solar power production in the building.

★★★

The microclimate (shading, city wind tunnels, mitigation of the heat island phenomenon) is taken into account and predicted in the district plan/component master plan and in the local detailed plan. The plans indicate what structures are needed in order to create a good micro climate for pedestrians and for the optimization of energy efficiency.

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Services in station areas and minimizing the need for mobility

★

There is a kiosk, a coffee shop and pickup services for online shopping at a station.

★★

Basic public and commercial services as well as cultural services have been organized in the area. Bicycle parking places are available in conjunction with businesses and services.

★★★

Specialized shops, cultural services and sports facilities are located in the vicinity of a station. Different stations are specialized in different types of services and form enterprise and service clusters. Bicycle parking places are available in conjunction with business and service permises.

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Energy efficiency of businesses

★

Companies in the area are offered energy advice.

★★

Companies in the area have implemented energy efficiency measures such as heat recovery and energy-efficient lighting solutions as well as job mobility plans for workplaces.

★★★

Companies in the region are involved either light environmental management systems or use environmental certifications such as LEED and BREEAM. Business deliveries are made by bicycle or electric vehicles.

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Nature based solutions to keep cities cool

★

Increase urban greenery, and reintegrate nature into buildings and built structures (bridges etc.).

★★

Plant urban forests to increase carbon sinks and to mitigate the urban heat island effect. Aim to increase the current tree canopy cover to 25% or more. Establish new community gardens and allotments for local food production. Park area should be max 15 % of all land use in the 500 m zone from the station, and should be especially pocket parks.

★★★

Aim for access to minimum 24m2 of green space per resident within the city, in 10 mins walking distance. Green space can be placed in the outer ring of the station area. Public green space should be easily accessible on foot or by bike, and should be evenly distributed in the city.

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Optimizing energy efficiency in new buildings

New public buildings are energy class A, residential buildings are 20% more energy efficient compared with current minimum energy efficiency requirements.

New residential buildings are mostly energy class A.

New buildings are mostly positive energy buildings.

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Trends in the area's greenhouse gas emissions

★

The greenhouse gas emissions of the area have been calculated according to the regional calculation method.

★★

Greenhouse gas emissions are significantly lower than the region on average.

★★★

Consumption-based greenhouse gas emissions are less than 2 tonnes/resident or the area can be demonstrated as carbon-neutral."

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Buildings' life-cycle carbon footprint

★

A building's life-cycle carbon footprint is calculated and reported for pilot subjects (including building materials, transport emissions, machinery emissions, etc.).

★★

The life-cycle carbon footprints of public buildings have been calculated and the value is below the set limit values. The use of local materials and wood is taken into account.

★★★

The life-cycle carbon footprints of all new buildings have been calculated and are below the set limit values. "

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Existing buildings and infrastructure

★

The actual energy consumption of the properties in the area is measured and compared with the assumed consumption. Plan for improving the energy efficiency is done. Energy advisory services are offered free of charge in the area.

★★

50% of old building stock has undergone energy retrofitting in conjunction with other major renovations. Steering methods such as additional building rights or laddered land use fees are established to encourage energy retrofitting.

★★★

Energy efficiency has been improved throughout the existing building stock and over 80 % of old building stock has undergone energy retrofitting in conjunction with other major renovations.

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Energy efficient and sustainable heating solutions

★

Low-temperature-level heat distribution systems are required in new buildings enabling several options to use renewable energy or waste heat.

★★

The buildings are connected to the district heating network from which the renewable share of the consumed heat energy is over 70 %, or buildings utilize other low-carbon heat energy sources (e.g. heat pumps or solar heat).

★★★

The available district heat in the area is carbon neutral.

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Solar energy production

★

The solar energy potential of existing and planned buildings has been mapped out. Over 5% of the annual electricity use in the area is produced locally with solar panels or 30% of surface area suitable for solar panels, has been taken into use.

★★

3D modelling of the shadowing of existing and planned buildings has been performed, and based on this model, the ideal massing for solar energy collection has been determined. Over 10% of the annual electricity use in the area is produced locally with solar panels or 50% of surface area suitable for solar panels has been taken into use.

★★★

Of the surface area suitable for solar panels, over 70% has been put into use.

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Reduction of water consumption in buildings

★

Apartment-specific water consumption metering and invoicing is arranged

★★

Properties' plumbing fixtures are replaced with low-consumption fixtures, water pressure in faucets and showers is lowered and water flow adjusted, and the consumption of warm water decreases.

★★★

The water temperature of hot water is energy efficient, piping is well insulated and heat is recovered. Rain water is collected and utilized for consumption or watering plants.

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Smart energy solutions

★

The conditions for local energy production (e.g. roof direction) are taken into account in development plans and building ordinances. Opportunities for saving energy in the area have been identified.

★★

The area's opportunities for utilizing waste heat for energy conservation have been identified and largely exploited, and intelligent building technology solutions have been introduced in the area.

★★★

Energy reserves or peak power control methods have been installed or connected to the building energy system, and residents have use of demand response services as well as small-scale solutions (e.g. possibility to store solar energy in buildings).

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Small scale, decentralized energy solutions and innovations

★

New energy innovations are established, such as building-integrated photovoltaic (PV) cells that also form the roof of a building, saving materials in construction.

★★

Use smart metering to monitor consumption and energy production. Aim for peak use periods to match peak energy generation. Smart storage is able to store renewable energy for use outside of generating periods. Information on energy-related data from buildings is available. Smart metering and control of the building energy systems are used to cut peak loads.

★★★

Buildings become net generators of energy. More energy is produced than is required by the residents, and surplus energy is fed into surrounding energy system.

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Innovations and new services

★

A trial/pilot project with commercial potential is being planned in the area to reduce emissions (Life Cycle Assessment, LCA).

★★

A trial/pilot project with commercial potential has been implemented in the area to reduce emissions

★★★

There are several permanent scalable services in the area that reduce emissions and have commercial potential. Crowdsourcing has been used in their development.

Adaptation

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Risk management planning

Impacts of climate change on the project have been assessed.

The climate risk management plan has been completed (for the project). Measures to reduce climate risks are defined.

The project is prepared for major and/or exceptional situations (such as extremely heavy rainfall or a heatwave).

Adaptation

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Flood risk management

★

Flood risks have been assessed in the area. The risk assessment includes the impact of climate change on the magnitude of the risk; flood situations have been prepared for.

★★

Flood risk areas are not built upon, or the area is flood protected so that the flood risks of the other areas will not increase.

★★★

Residual risks have been assessed and measures to manage them have been implemented; assessment has been made of the combined effects of floods and other risks.

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Reducing the heat island effect

★

The magnitude of the urban heat island effect is estimated, the impact of climate change on the urban heat island effect is assessed.

★★

This phenomenon has been taken into account in the planning of the area.

★★★

Evidence-based solutions for cooling and reducing urban heat island effect have been implemented, such as green roofs, green walls, vegetated pergolas, shaded public spaces, structures and materials, etc.

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Temperature balance control of dwellings

★

The issue is taken into account in block design in a densely built environment.

★★

The orientation of new buildings in respect of the sunlight has been considered and optimized. Cooling solutions have been carried out in dwellings, such as windows blinds, lattices and vegetation.

★★★

Cooling and heating mitigation solutions such as canopies, blinds, lattices, vegetation and choice of windows are carried out. Solutions for already existing building stock have been developed, also. Residential construction and renovation uses preferably open floor plan layouts to enable a cross-draught.

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A pleasant micro climate

★

The effects of the project on the area's microclimate have been studied and results have guided the planning work (MP).

★★

Wind speed and direction are taken into account in urban planning.

★★★

The impact of climate change on the future microclimate are taken into account. In designing public areas, parks, walking and cycling trails, convenient resting and sitting places etc. the requirements of a pleasant microclimate are taken into account.

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Safe and attractive streets and station areas

★

Weather and climate impacts have been taken into account in the design and maintenance of streets, sidewalks and bicycle paths.

★★

Climate change has been taken into account in planning: there are sheltered, illuminated, attractive routes, urban runoff solutions, more trees for cooling etc. There is special attention paid to wintertime safety and maintenence to reduce the impact of ice and snow.

★★★

Routes are memorable, there is continuous feedback and improvement in the residents' communications, route recommendations and up-to-date maintenance information.

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Using the green factor tool

The green factor is laid out in the plan.

The factor is taken into account in a more detailed plan.

The factor is carried out in the building phase.

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Green structures

★

A landscaping plan based on the participation of residents and users in the area has been done if there are already nearby residents.

★★

Green areas are accessible a safe walk away for all residents, a long-term maintenance plan has been made for the green areas.

★★★

Sufficient green areas (quantity + quality) have been defined and included in the plan; ecosystem services have been defined. The design of the green structure increases biodiversity, creates pleasant environments for people and increases food production possibilities.

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Risk-proof technology

★

Electricity grid and communication network cables are well protected from floods and storms.

★★

Early warning systems have been created to inform dwellers about shortages of water and expected floods and storms.

★★★

Advanced climate modelling is in use to anticipate further adaptation needs.

Circular Economy

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Land mass use optimization

★

The creation of construction/demolition and other types of waste is minimized. Fillings and cuts are avoided. The closest possible opportunities for reuse and recycling have been identified.

★★

At least half of the landmasses are utilized as materials locally. Block-specific mass balance has been examined.

★★★

95% of land masses are utilized as material locally.

Circular Economy

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Circular economy in infrastructure and construction

★

Opportunities for using recycled materials (such as asphalt and concrete) in infrastructure construction have been investigated in the area.

★★

At least two recycled materials have been used in infrastructure construction.

★★★

At least two recycled materials have been used in infrastructure construction. Subsequent reuse and/or recycling of materials and soil are taken into consideration during construction.

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Adaptabiliy of buildings

★

When designing new public buildings, versatility and adaptability are taken into account.

★★

Versatility and adaptability are taken into account in all new public buildings. In residential and office areas, to increase the multiple use of buildings, the detailed land use plan does not allow building depths of more than 12 m.

★★★

Versatility and adaptability are taken into account in all new public buildings. The detailed land use plan does not allow building depths of more than 12 m. Two entrances are required in 30% of apartments more than 100 m2 in size.

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Promotion of car sharing

★

The detailed development plan specifies parking spaces for shared cars near stations, and parking of shared cars is free in the station area.

★★

The detailed development plan specifies parking spaces for shared cars near stations, and parking of shared cars is free in the station area. Parking places have been reserved for shared cars in housing company car parks.

★★★

The detailed development plan specifies parking spaces for shared cars near stations, and parking of shared cars is free in the station area. Parking places have been reserved for shared cars in housing company car parks. Fewer parking places are planned for than currently exist.

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Promotion of bicycle sharing

★

Actors in the station area (including health care centres, schools) offer bicycle sharing to their staff.

★★

The possibility of the area joining the city bike system has been investigated.

★★★

A functional city bike system for residents and visitors exists in the area.

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Optimizing building utilization

A review of the utilization rates of public buildings has been completed in the area.

Measures (incl. communications) have been taken to improve utilization rates of public buildings (for example, evening activities in schools, web-based reservation systems)in the area.

There are no underutilized public facilities in the area. Measures have also been taken to reduce underutilization of private spaces.

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Enabling reuse and recycling in construction of buildings

★

Public construction and repair work take into account the serviceability of building parts (e.g. placing water pipes and electrical wires in conduits) and easy recyclability of materials.

★★

Construction principles that enable reuse are implemented in public construction.

★★★

Serviceability, recyclability and enabling reuse are taken into account in public and private construction.

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Building waste utilization

★

The utilization of construction materials from buildings to be repaired or demolished is planned in advance.

★★

The utilization of construction materials from buildings to be repaired or demolished is planned in advance. To maintain the quality of the materials, sorting of the elements takes place (in a weatherproof location where necessary).

★★★

The utilization of materials from buildings to be repaired or demolished is planned in advance. To maintain the quality of the materials, sorting of the elements takes place in a weatherproof location and conditions where necessary. Efforts are made to use the materials within the area.

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Sorting waste in the station

★

Waste can be sorted in the station area.

★★

Waste can be sorted in the station area, and residents may also deposit recyclable household waste.

★★★

Waste can be sorted in the station area, and residents may also deposit recyclable household waste.

Circular Economy

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Municipal services and circular economy

★

Municipal services explore the possibilities of promoting the sharing economy (e.g. libraries and schools as platforms for the sharing economy). Municipal services produce circular economy services for residents.

★★

In addition to the above, the city supports and strengthens the circular economic activities of residents through measures such as organizing a residents' evening on circular economy topics.

★★★

In addition to the above, the city take the action to increase the common spaces available for the residents, for example by evaluating spaces for urban agriculture.

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Supporting business activity in the circular and sharing economy

★

Small business spaces suitable for circular/sharing businesses (bicycle rental and service, cobblers, tailors, clothing rental) are planned and negotiated for the area.

★★

Possibilities for increasing circular and shared economy business activities have been considered for the station and its spaces as well.

★★★

Businesses in the area are offered the opportunity to co-operate in the circular economy (for example, circular economy match-making for businesses).

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Generating new innovations with residents

★

Use of a participatory process to co-generate new ideas.

★★

Creating community, increasing opportunities for socializing (music, events, sports, second hand shops).

★★★

Transitioning from producers and consumers to producer-consumers.

Circular Economy

Efficient & Mixed

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Renewable construction materials

Using renewable or recyclable building materials is a main principle when planning the area.

The share of renewable building materials is _____ % and buldings' life cycles are designed for minimum of 70 years. Material selection takes the environmental impacts of the entire life cycle into account.

The share of renewable materials in construction is almost 100% and that includes also thermal and ground frost insulation. The life cycle of buildings is designed for 100 years.

Circular Economy

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Internet-based community tools

There is a web based platform for a community (e.g. FB) in the area.

There is a web based platform for a community (e.g. FB) in the area and a fixed business permises for shared goods.

There is a web based platform for a community (e.g. FB) in the area and a fixed and maintained business permises with central location for circular and sharing economy. There is a specific person responsible for it.

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Managing change(leadership)

The “Station Manager” has been appointed as the "Person in charge" who is responsible for developing the area, communication, building cooperation and strengthening the community.

The region has a forum of key stakeholder groups (residents, service providers and the public sector actors) that meets at regular intervals with the idea of developing the area together, committing to common goals and strengthening the region's identity. The forum also strenghtens the community development of the area.

Resources have been allocated to development work.

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Low carbon road map of station area

★

A low carbon road map has been drawn up in cooperation with key players in the area, aligned with the city's climate target timetable.

★★

The low carbon road map includes short and long term goals and actions, and responsibilities for their implementation have been named.

★★★

Those operating in the station areas (such as housing companies, businesses, etc.) are identified in the guidance documentation for the city's low carbon targets.

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Resourcing of the implementation of a low carbon station area

★

The objectives of the city/municipality's operational and financial plan have set resource targets for station areas.

★★

The objectives of the city/municipality's operational and financial plan include allocating budget funding for the implementation of the low carbon roadmap.

★★★

Those operating in the station areas (such as housing companies, businesses, etc.) have long-term investment plans to provide resources for the implementation of low carbon measures.

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Communal spaces

★

Neighbourhoods have communal spaces and a defined goal for them.

★★

Neighbourhoods have a work/hobby area, a concept/idea that connects residents.

★★★

Neighbourhoods have public communal spaces which also give added value to residents from other parts of the town.

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Strengthening participation

Residents participate in building/neighbourhood development and decision making, including energy solutions. Participation is made as easy as possible for both residents and planners.

Residents participate in the development of public spaces.

Participation includes young people and the collection of initiatives; participatory budgeting is applied, including for energy solutions, and resident-oriented ways to organise participation in a motivating way are considered.

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Life-cycle housing

★

There are safe, accessible connections, including ones for children and adolescents.

★★

Residential neighbourhoods near the station have 100% fully accessible housing. Homes can be converted from family homes into homes for the elderly.

★★★

The neighbourhoods near the station are life-cycle neighbourhoods, bringing together different generations.

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Social innovations in housing

There are care services available for children and elderly people.

Flexible layouts are used; there are housing solutions for both the elderly and the young, e.g. using the empty rooms of the elderly as homes for young people on a permanent or AirBnB type basis.

There are new types of work experiments, for example in welfare services.

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Social sustainability in housing

★

Share of rental housing is at least 50% of all the apartments in station area.

★★

40-50% of new housing is affordable housing.

★★★

The ownership of dwellings is diverse. The possibility to carry out group building projects has been secured.

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Consumption awareness

★

It is possible to download an application that provides real-time consumption information (water, electricity or heat).

★★

Real-time consumption data (water, electricity, heat) is visible in a public place in the neighbourhood; building managers are trained in comsumption monitoring.

★★★

Every household has its own view of real-time consumption, with information also shown in Euros (water, electricity, heat, GHG emissions).

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Sharing economy

★

Housing cooperatives/neighbourhoods have goods sharing schemes: electric bikes, trailers, tools or a goods lending service.

★

In the station area there is a communal work space and a room reservation service to improve utilization.

★

Collection of surplus of food has been carried out at the station and nearby housing blocks, and is distributed via a scheme such as the People´s Fridge, taking into account all hygiene regulations."

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Circular economy and communal modes of action

★

In the neighbourhood there are lending, exchange and recycling facilities and services.

★★

Near the station/in the neighbourhood there is a recycling station for different materials and consumer goods, which is unstaffed. A 'Library of Things' has been arranged by municipality.

★★★

In the neighbourhood there are rental work spaces for residents, or repair and refurbishment spaces and services. The municipality actively develops these.

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Housing companies as enablers of sustainable and communal lifestyle

★

Housing companies have led the discussion of owners, tenants and enterpreneurs to increase the awareness of how each and everyone can have an effect on the climate sustainability of the housing company with their own action.

★★

Housing company has led the interactive process where the most central challenges for climate sustainability has been recognised and measures addressing those challenges have been created.

★★★

Necessary investments to fund the prioritized measures have been done.

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Local economy and services

★

The area has basic public services and commercial services, like grocery shops.

★★

The area has functional food circuits and spaces reserved for them; there are marketplace events such as alternating market days.

★★★

The area enables new types of commercial services: new services at the market halls and a grogery shops that are owned by residents (making them visible).

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Green structure, safety and comfort

★

Access to nearby parks is safe and easy to find. The station and the nearby neighbourhood have safe and accessible seating.

★★

In the vicinity of the station there are pocket parks, and at the station green space is implemented through plantings and green walls. Maximum park area is 15 % of total land use within 500 m of the station.

★★★

In the neighbourhoods around the station there are pocket parks and plenty of green stuctures.

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Microclimate, sound landscape and lightning

★

Visitors to the station are protected from rain and wind.

★★

The station has warm and soundproof waiting areas.

★★★

Noise and microclimate have been taken into account when designing the station.

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Service providers at the station

★

Service providers are provided with room for pop up services that support low-carbon everyday life.

★★

Ecocertificate for 80 % of service providers.

★★★

Green public procurement (GPP) is in use by 100% of service providers.

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Enabling new small scale businesses and integrating them to existing service structure

The development of innovative business activity and area's sense of community is being supported by offering common spaces or other possibilites to network.

Area's infrastructure supports small enterprises and they are in vital role in the development network of the area.

Business hubs of local products and services have emerged. These hubs strenghten the area's qualities.

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Social safety at the station

★

Ticket sales are organized at the station, there is a CCTV or security, as well as other services, and there are direct views of the station from the surrounding residential buildings.

★★

Innovative Coziness" is actively developed at the station using interior decorating, art, smart lighting, wood materials and high quality materials which do not attract smudging.

★★★

The station is a pleasant and safe meeting point and has become the focal point of the community providing for example outdoor activities.

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Urban farming

★

100-500 m from station there are places for small scale urban farming.

★★

500-1000 m from station there are larger areas for urban farming.

★★★

In the station area there is one or several farmers markets for farmers and residents for buying and selling their products.

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Internet-based community tools

There is a web based platform for community (e.g. FB) in the area which enables strengthening the community and sharing economy.

There is a web based participative planning tool for the area which includes a discussion group.

There is a web based participative planning tool for the area which includes a discussion group and has a specific person responsible for it.