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How Hagastaden Blur the Boundary Based on Transit-Oriented Development?

Current situation of Hagastaden

Constructing Hagastaden

1. Narrow spaces between buildings
2. Covering the E4/E20 highway

Public Facilities Nearby

3. Karolinska Institute
4. Karolinska Institute Hospital

Imperfect Environment

5. Rough kindergarten
6. Complicated traffic

Pedestrians’ “high-way”

7. Tiring vertical connection
8. “Highway” used for pedestrians only

Site Analysis of Hagastaden

Problems

Citywide Scale

The E4/E20 passed through Hagastaden and became a barrier of the communication between Solna and Stockholm. The whole city seemed to be torn.

Site Scale

Pedestrians cannot cross easily because of the scar-like highway in the middle of Hagastaden. People have to walk a long way or walking through negative spaces.

Site Scale

Although Hagastaden is close to Haga Park and Karlsberg Palace Park, the connectivity is negative because of the barriers.
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Opportunities for Hagastaden -- TOD Testfield in 21st Century

Transit-Oriented Development in Stockholm

<table>
<thead>
<tr>
<th>After WWII</th>
<th>1970s</th>
<th>1980s</th>
<th>1990s</th>
<th>2000s</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABC City</td>
<td>Independent Satellite City Jobs, Housing, Services</td>
<td>Satellite Cities were planned or evolved as a more specialized community</td>
<td>Greenfield Brownfield City Center</td>
<td>Hammarby Sjöstad</td>
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<tr>
<td>Sven Markelius’ General Plan 1945–52</td>
<td>ABC City</td>
<td>ABC City</td>
<td>ABC City</td>
<td>ABC City</td>
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<tr>
<td>Million Program</td>
<td>ABC City</td>
<td>ABC City</td>
<td>ABC City</td>
<td>ABC City</td>
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<tr>
<td>“like pearls on a necklace”</td>
<td>Higher densities in suburban TOD areas</td>
<td>Ethnicly mixed town</td>
<td>Slow down population decline in inner city</td>
<td>Active public transportation rate</td>
</tr>
<tr>
<td>Täby, Vällingby, Skärholmen, Fasta</td>
<td>Main commercial and civic centers were placed in station areas</td>
<td>Technopolis as Sweden’s Silicon Valley</td>
<td>Spark Stockholm’s urban attractiveness</td>
<td>Lower environmental footprint of its inhabitants</td>
</tr>
<tr>
<td>Järva</td>
<td>Pedestrian and bicycle paths were separated from automobile traffic</td>
<td>Design with human scale</td>
<td>Strengthen the communication between city centre and suburban areas.</td>
<td>Resemble the early new towns but close to inner city</td>
</tr>
</tbody>
</table>

Source: Past, Present and Future of Transit-Oriented Development in Three European Capital City Regions Pizani, Donna, Swan Dominic
**Current Proposal for Hagastaden**

Advanced design and function program -- Published by Stockholm Stad

- **Criticism of the Current Proposal**
  - **Proposal**
    - Green Spaces Accessibility
  - **Point of Reference**
    - Most of the green spaces around Hagastaden are considered to be well-connected.
  - **Point of Doubt**
    - The proposal does not solve the problem of connecting Karlsberg park which is blocked by highways and railway.

- **Ongoing planning study work with detailed plan**
  - Currently designed area:
    - Ongoing planning study work with detailed plan
  - A crossed green structure is proposed as a fundamental structure of Hagastaden

- **Linear park going through the whole area, and high density of new buildings will decrease the richness of spatial experience.**

- **Part of the E4/E20 highways will be covered as a tunnel in order to lower the negative influences on Hagastaden area,**

- **Crossing green linear park will be built as a fundamental structure of the design proposal.**

- **High density of new buildings are planned to meet the demands of high density populations in the future.**

- **The location of metro stations maximize the convenience of users/inhabitants in Hagastaden.**

- **The large-volume buildings are blocking the metro stations’ influence on the whole area.**

- **Public Transport**
- **Walkways**

- **Citywide Connectivity**

- **Metro Station Location**

- **KI Hospital**
  - High-rise residential building
  - High-rise residential building
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Activities Timeline of Different Users

Routes of Different Users
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Strategies to 'Fusion'

- Direct connection to the park
- Mixed-uses of the Complexes
- Blending Green Spaces into Buildings Groups
- Better Connections in Site-scale and City-scale
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Axonometric Ground Floor Plan of Complexes

Square and Linear Park

Complex and High-rise Apartment Buildings

Blending Green Spaces
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