FRUÄNGEN CENTRUM
- A contextual approach to public space

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INDEX

PROPOSAL p. 3-26

  Description
  Map
  Axo
  Siteplan
  Plans
  Elevations
  Sections
  Diagrams
  Images
  Photos of models

PROCESS p. 27-48

  Site photos
  Mapping
  Survey of suburban centres
  Potential interventions
  Sketch models
PROJECT DESCRIPTION

This thesis project attempts to introduce monumentality to a generic environment, and to strengthen the definition of its public spaces. The proposal includes two additions to Früängen Centrum: a bus station and a library.

Intro
The subject matter is post-war suburban centres, and particularly the case of Früängen.

The intention has been to explore ways of intervening spatially in this type of context, in a way that will benefit public spaces while not contradicting the logic of the existing system.

The method can be divided into three main parts. A survey of suburban centres in Southern Stockholm, built between the 1940s and 1980s has been undertaken throughout the project. Secondly, a large part of the project has been dedicated to creating detailed drawings of the existing centre, to better understand the spatial conditions present there. Finally, series of proposals of more or less radical interventions was made during the first half of the project. The information gained from these three explorations has been used in the final proposals.

Früängen, like many other areas from the post-war period, is currently subject to intense gentrification and densification. Changes in population and built environment will lead to new challenges for the centres of these areas, and developing strategies for intervening in them becomes acutely relevant for architects and planners today.

Moreover, the planning behind these centres (and residential areas) have faced a lot of criticism in later decades. Separation of uses, separation of traffic and “generic” architecture corresponds poorly to contemporary planning ideals. Attempts to create “urban qualities” by imposing the morphology of the 19th century inner city on these areas have been made, often with little success. In light of this, a new perspective on these centres becomes even more important.

Background
Früängen Centrum was inaugurated in 1961, and is a typical commercial centre from that time. It shares many of the common features found in this type of centre: separation of uses and traffic, two-storey commercial buildings arranged around pedestrian malls, a singular high rise, etc.

Like many similar centres, Früängen is organised as a sequence of public spaces, connected by the commercial pedestrian malls. The primary spaces in Früängen are the main square to the west, the church to the east, and the metro station in between.

There are also a number of secondary spaces - several parking lots of varying size and a large outdoor bus station. As such, traffic has a very strong presence in the centre.

There are a few important aspects that are specific to Früängen. First of all, it functions as a local traffic node. Located at the southern end of a metro line, at the periphery of Stockholm municipality, it connects suburbs in Huddinge and Alvsjö to the city. Furthermore, in recent years there have been talk of introducing a new tramline, that would connect Früängen to Alvsjö in the east, and Kungens Kurva and Flemingsberg in the south west.

Secondly, Früängen Centrum is unusually intact compared to many of it’s contemporaries. There have been no major changes or additions to the built environment.

Finally, the topographical conditions of Früängen Centrum are important to note. The metro station has exits on two levels, about 3.5 metres apart. This, combined with the separation of traffic, has resulted in many tunnels, viaducts and steps in and around the centre.

Proposal
This project proposes two new buildings. The first is an indoor bus station, located on the site of the existing outdoor station. This new structure would make more efficient use of the space, and create more definition for the residential street running next to it. It would also allow direct indoor access from the metro station to the bus station. Also, the lower level (below ground) could be used for parking, creating the possibility of using some of the existing parking lots for other purposes.

As such, the second proposal is a building on the main parking lot, located south of the main pedestrian mall. This volume creates a clearer boundary between the main square and the former parking lot, which now becomes another public square.

The building contains a library on the first two floors, and office spaces on the remaining four. A two-level entrance space in the library connects the square two Früängsgatan one storey above.

Architecturally, both buildings use a strict formal language. This is done in order to create a sense of monumentality linked to public institutions, a quality which is not present in Früängen today.

To conclude, this project suggests that by dealing more effectively with the traffic situation, space can be created for new buildings on land that is not owned by the private interests that manage the existing centre. This allows for the return of civic institutions to increasingly commercial centres and improved public spaces.

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Fruängen is located on the South Western periphery of Stockholm Municipality, bordering Huddinge kommun. To the North are residential areas from the 40’s and 50’s, consisting mainly of multi family housing. To the South are several neighbourhoods made up of single family housing. Fruängen is situated about 10 minutes from major commercial areas Kungens Kurva and Skärholmen.
The new additions occupy former "left over" spaces in the centre: the over-sized bus square, and part of the southern parking lot.
Fruängen Centrum is situated within a residential area made up primarily of free standing high rises and 3-storey lamellas, placed carefully in the landscape.
The new bus station increases the spatial definition of Ellen Keys gata. The library closes the main square to the south east, and changes the nature of the eastern space, from parking lot to public square.
New ground treatment is applied around the library, both on the existing square, and the new square that is created on the old parking lot.

PLAN 1:200 (1:100 at presentation)
The second level of the library has entrances to Fruängsgatan, and contains staff areas.

Storey 3-6 of the library building contains office spaces. This plan shows one possible layout.
The underground level is used for parking. Connected directly to the metro station, this offers commuters an option of parking their cars in Fruängen and taking the metro to the inner city.
The office floors use the entrance towards Fruängsgatan, taking the first step towards introducing workplaces outside the borders of the centre.

Buses enter from Ellen Keys gata, taking the same route they do in the current situation. Next to this opening is a ramp that leads to the parking garage below.
The difference in levels is manifested in the facade of the library.

The facades of the proposed buildings pick up on the strict formal language of the surroundings, without becoming a historical pastiche.
The two levels are bridged inside the library without breaking with the existing traffic separation. The civic institution becomes a spatial component within the centre.
The new bus station consists of large concrete beams, resting on concrete columns. A form of arcade is created in the pedestrian part of the space.
The steps used to connect the square with Fruängsgatan become a multi level social space within the library.
The structural columns turn the waiting area into an arcade.
The building extends into the square, creating a north facing entrance that aligns with the steps to the upper level.
The building turns Ellen Keys gata from a large and unclear space into a more spatially defined street.
The library has an entrance towards the former parking lot. This, combined with new ground treatment and parking arrangement, can be the starting point of turning the parking lot into a new public space.
SITE MODEL 1:500
Library seen from Fruängsgatan.
Fruängen Centrum is a typical post-war suburban centre. It consists of two-storey commercial buildings, organised to form two pedestrian malls, that connects a sequence of public spaces. In addition to the two storey buildings, the centre also contains a typical residential high rise with a sign, and an above ground metro station.

The centre straddles two levels, separated by one storey. As is common in post-war planning, the high rises are located on higher ground, and the two-storey buildings occupy the lower.

The main square is located in the western part of the centre, and connects to the metro station through the main pedestrian mall. It is the least populated out of the primary public spaces in Fruängen. The square has an elongated shape, with a strong north-south orientation. It connects to the residential areas of Fruängen through two tunnels, to the west and south. Steps lead to Fruängstorget one level above.

This is the part of the centre where the difference in topography is most strongly felt, with Fruängsgatan and its traffic running 3.5 metres above the square.

To the north east of the centre and metro station lies the largest open space in the centre. Five bus routes leave from here, connecting Fruängen to Älvsjö, Vantör, Gullmarsplan, Huddinge and Botkyrka.

The space is larger than it needs to be for its current use, and seems more like a left over than carefully planned, very unlike the other public spaces in Fruängen Centrum.

There is not direct connection from the metro station to the bus stops.

One level above the centre is a secondary entrance to the metro station. This connects to a narrow strip of small shops and restaurants, where several outdoor seatings have been arranged despite the north orientation and lack of sunlight.

Next to the restaurant is a street and a parking lot, where many drivers stop to pick up commuters from the metro stations.

This is one of the most used, and according to conversations with locals, most well liked parts of the centre.

The bus stops are accessed through a small passage between the metro station and one of the buildings of the east pedestrian mall. The tents of the vendors sometimes obstruct this passage make it very narrow and inaccessible. For a first time visitor to the centre, it can be difficult to find.

Two additional bus routes stop at Fruängsgatan, Bredäng - Kärrtorp and Skärholmen - Skarpnäck. Much like the larger bus station, this stop can be difficult to find for first time visitors.
SITUATION IN CONTEXT

1. Fruängens centrum
2. Kungens Kurva
3. Skärholmens centrum
4. Liljeholmstorget

Fruängen is situated in relatively close proximity to a number of commercial nodes, notably Skärholmen, Kungens Kurva and Liljeholmstorget. This is one of the most important factors to understand when considering Fruängen’s commercial potential.

Liljeholmstorget is less than 10 minutes from Fruängen by underground, and is a large and modern shopping mall offering many brands and chain stores unavailable in Fruängen.

Kungens Kurva is a car based shopping centre in Huddinge municipality. 10 minutes away from Fruängen by bus or car, Kungens Kurva contains IKEA, as well as many large chain stores.

Skärholmen is a suburb built a few years after Fruängen, with a large shopping centre turned indoor shopping mall. Like Kungens Kurva, it’s 10 minutes away from Fruängen by bus or car.

Directly adjacent to Fruängen lies a number of residential suburbs (to the south mainly single family housing, to the north multi family housing) without any major commercial centres.

TRANSPORTATION

1. 144
2. 192
3. 703
4. 704
5. 707
6. 163
7. 173

Fruängen is connected by bus to Borkyrka, Huddinge and the south-eastern parts of Stockholm municipality. Line 173 runs through Fruängen from Skarpnäck in the east, to Skärholmen. Line 163 connects Fruängen to Bredäng and Kärrtorp. Bus 707 goes to Kungens Kurva and then further on to Botkyrka, whereas 703 and -4 goes to Huddinge.

Bus 144, 163 and 173 all connect Fruängen to Älvsjö Station and the commuter trains. The E4 route passes by Fruängen.

A tram route, Spårråg syd, was proposed from Älvsjö to Flemingsberg. This route would pass through Fruängen, as well as Kungens Kurva and Skärholmen. As of 2013, the plans have been cancelled.

A number of parking lots are available in the centre, with a total of around 150 parking spots. However, there is a shortage of long term parking for commuters etc.
MOVEMENTS

The main movement of pedestrians in Fruängens centrum during the day seems to be from the underground exit, westwards through Fruängsgången.

The area in front of the main underground exit is by far the most busy part of the centre. People move constantly over and around the square, in all directions. The square to the west, next to Systembolaget, is comparatively empty.

Another busy part is the area above the main centre, by the secondary underground exit. Many cars come and go, dropping off and picking up commuters by the underground. Also, many pedestrian arrive by the pathway running parallel to the train tracks.

“HOTSPOTS”

There are certain parts of Fruängen’s Centrum where people seem more prone to stop, or to gather in pairs or small groups.

Most of these are in the vicinity of the entrances to the station, but the corner outside the local pub, close to Systembolaget, is another gathering place, as is the parking lot between the church and the health centre.
ORIGINAL PROGRAM
1. Livsmedel
2. Bokhandel
3. Herrkippering
4. Bank
5. Livsmedel
6. Färghandel
7. Herrfrisör
8. Tobaksaffär
9. Systemaktiebolaget
10. Försäljningslokal
11. Konditori
12. Butik
13. Guldsmed
14. Butik
15. Foto
16. Blommor
17. Radio
18. Bosättning?
19. Manufaktur
20. Ur
21. Optik
22. Parrfys
23. Damekippering
24. Apotek
25. Elaffär
26. Pälsaffär
27. Fiskaffär
28. Affär
29. Affär
30. Väskor
31. Glasmästeri
32. Tvättbolaget
33. Cykel och sport
34. Modeaffär
35. Damfrisering
36. Bibliotek

CURRENT PROGRAM
1. COOP
2. Videobutik
3. Gym
4. Hemköp
5. Systembolaget
6. Parma Kök & Bar
7. Barnhörrnan
8. Marsella Guld och Silver
9. Fruängens snabbkem
9. Donna Bella Pizzeria
10. Radio/TV
11. Kamelia Fruängens Blommor
12. Malle hair
13. Apotek
14. Spel och Tobak
15. Örns ur, optik och Strazz
16. Bigges grill
17. Apotek
18. Ersys Fisk & Deli
19. Mr Texas
20. Hälsokraft
21. Happy Tails
22. Thors frisör
OWNERSHIP AND MANAGEMENT

Fruängens Centrum is currently owned and managed by a Finnish company called CityCon. They acquired the centre from Fabefge in 2006. According to the local manager of Fruängens Centrum, Citycon's vision is for Fruängen to be "the first choice of meeting place and daily shopping for local residents and those who commute through Fruängen". CityCon's target businesses are those that deal in perishables.

According to CityCon, Fruängen's main advantage is its role as a traffic node, connecting the underground to bus routes in the area. They have no current plans to alter anything in the built environment.

CityCon was founded in 1988, and originally dealt in office buildings. Throughout the 1990's and early 2000's, CityCon's business was limited to Finland, but in 2005 it acquired its first shopping centre abroad, Åkersberga. CityCon itself is owned by several foreign investors, the main being Israeli property developer Gazit-Globe.

Recently, there have been strong complaints from local shop owners, about high rents and long opening hours, and many have considered leaving the centre. This displeasure have been reported by local press, most recently in March 2016.

Stort missnöje med centrumägaren i Fruängen: "Många här vill sälja sina butiker"

Höga hyror, krav på längre öppettider och en hyresvärd som inte lyssnar. Handlarna i Fruängen centrum är missnöjda med centrumägaren Citycon. Nu vill flera av dem lämna Fruängen.
INTRODUCTION

This booklet contains a survey of suburban centres south of Stockholm. The time span ranges from the 1940s to the 1980s.

The idea behind the post war suburban centre was to gather all commercial venues of the neighbourhood in one area, separate from the residential zones. This centre was meant to cater to all day to day needs of the inhabitants - perishables, clothes, basic services etc. Like in the post-war suburbs in general, there tends to be separation of traffic.

The centres featured in this booklet have many things in common. Many are organised as a sequence of public spaces, connected by pedestrian shopping malls. Often, the public transport is located on one side of the centre, and the important public buildings (church, library etc) on the other. This pattern is most prevalent in the examples from the 50’s and 60’s, and is broken completely in the 80’s by Dalen, which is made up of closed courtyard blocks.

There are a few recurring typologies: two storey commercial buildings (generally found along the pedestrian malls), a single high rise with the name of the centre on a sign at the top, and three storey residential buildings with commercial ground floors, often surrounding a public square.

Furthermore, the separation of traffic creates some additional common features: bridges, tunnels and viaducts are found in most of the later centres. Large parking lots are located behind the commercial buildings in almost all the centres.

The separation of traffic becomes more prevalent in the later centres and the separation of use more pronounced. The earlier centres often have housing on the upper floors along the main street or square. By the 60’s, the housing usually gives way to offices, except for in the highrise.

Many of the centres have been rebuilt and renovated in the decades following their construction. Generally, these renovations have served to further strengthen the commercial character of the centres. The pedestrian streets have been glazed, and turned into indoor shopping malls. Venues that used to house services have often been turned into shops. Originally publicly owned, many centres have been bought by private enterprises.

In centres still owned by municipal companies, a different approach to renovations can be observed in recent years. Stockholmshem’s project Hållbara Hökarängen is the most ambitious example. This project claims to focus on social and environmental issues as well as financial gain. Among other things, the project endeavors to increase the number of services available in the centre.

INDEX

1. TALKKROGEN
2. JOHANNESHOV
3. KÄRRTORP
4. GUBBÄNGEN
5. HÖKARÄNGEN
6. BANDHAGEN
7. VÄSTERTORP
8. RÅGSVED
9. BAGARMOSSEN
10. HÖGDALEN
11. BJÖRKHAGEN
12. FRUÅNGEN
13. BREDÅNG
14. SÄTRA
15. SKÅRHOLMEN
16. VÅRBERG
17. HäGERSTEN
18. DALEN
TALLKROGEN
Inauguration year: 1943
Architect: Eskil Sundahl
Population 2014: 4165
Prognosis 2024: 4565
Owner: Unknown
Services: None
Status: Unknown

The centre of Tallkrogen consists of three commercial two storey buildings on either side of a street next to the metro station. The second floors of both buildings are residential.

Besides from the centre and a few other instances, Tallkrogen consists of single family housing. Unlike later suburbs included in this booklet, there is no separation of either uses or traffic. There are no services in the centre - only a grocery store and a few small shops.

JOHANNESHOV (GULLMARSPLAN)
Inauguration year: 1946
Architect: Erik Glemme
Population 2014: 6165
Prognosis 2024: 7745
Owner: Unknown
Services: Pharmacy, Health centre
Status: Green

Gullmarsplan is an important traffic node for the south-eastern suburbs. It connects the three green metro lines to buses and trams, and is walking distance from Globen.

As such, the centre is strongly characterised by traffic. The square however, sits somewhat apart from this infrastructure. Closed to three sides by 5 storey buildings containing housing and ground level shops, this square has a more traditionally “urban” character than many of the other centres featured in this survey.

The square was renovated between 2001 and 2003. New paving was introduced, as well as the separation of traffic, common to many later centres.
KÄRRTORP
Inauguration year: 1952
Architect: Hjalmar Klemming
Population 2014: 4819
Prognosis 2024: 5222
Owner: Svensa Bostäder
Services: Cinema, Theater, Bank
Status: Green

Kärrtorp’s centre consists of a single public square, directly connected to the metro station. The square is flanked on two sides by three storey residential buildings, with shops on the ground level.

GUBBÄNGEN
Inauguration year: 1953?
Architect: Curt Strehlenert
HSB
Population 2014: 5401
Prognosis 2024: 6034
Owner: Familjebostäder
Services: Library, Theater, Dentist, Pharmacy, Health Centre
Status: Green

In Gubbängen, the metro station is located by Lingvägen, the main street that connects the neighbourhood to Tallkrogen to the north, and Farsta to the south. Along this street, to the south east of the metro station, is a small public square.
HÖKARÄNGEN
Inauguration year: 1954
Architect: David Helldén
Population 2014: 9347
Prognosis 2024: 10666
Owner: Stockholmshem
Services: Health centre
Elderly care
Pharmacy

Hökarängen's Centrum is made up of a pedestrian street and an irregularly shaped square, that opens to the west. It's mainly a commercial centre, with relatively few civic services.

The owner, Stockholmshem, has been running a project called "Hållbara Hökarängen", aiming to create a more sustainable suburb. The project began in 2011.

BANDHAGEN
Inauguration year: 1954
Architect: Curt Strehlenert
Erik Glemme
Population 2014: 6395
Prognosis 2024: 8011
Owner: HSB Brf Bandhagen

Bandhagen has a small commercial centre, consisting of a pedestrian mall flanked by two storey buildings, and a small square framed by one highrise and one L-shaped two storey building. The original 1950's architecture is largely intact. Bandhagen's Centrum has few civic services.
VÄSTERTORP

Inauguration year: 1955
Architect: Nils Sterner
Population 2014: 6960
Prognosis 2024: 7669
Owner: Västertorps företagarförening
Services: Pharmacy, Bank, Dentist, Undertaker, Church

Status:
The centre of Västertorp consists of a street and a small square adjacent to the metro station. The four storey buildings along the street and square contain housing on the upper floors, and small shops and services on the ground level. The square is framed by an eleven storey residential block. Unlike many of the suburban centres in the area, Västertorp Centrum has no traffic separation.

The original architecture is intact, as is the streetscape with the exception of some new lighting and ground treatment.

RÅGSVED

Inauguration year: 1957?
Architect: Kell Åström, Lars Bryde
Population 2014: 11924
Prognosis 2024: 12599
Owner: Stockholm Hem?
Services: Pharmacy

Status:
Rågsved’s Centrum is recognisable by its horseshoe shape. The two storey buildings in the centre contain a number of small shops, but very few civic services.
Bagarmossen's centre consists of two public squares, connected by Lagavägen, which changing character from a regular road to pedestrian street when it reaches the centre.

The southern square contains the metro station and a number of commercial venues. In the northern square lies the church and the library. As such, there is a clear spatial distinction between the commercial and the civic.

Högdalen boasts one of the larger centres in the area. It underwent extensive renovations in the mid 1990's, during which glass roofs were added to the pedestrian malls.

Högdalen's Centrum is a commercial centre, but contains a fairly large number of civic services. Unlike other, smaller centres in the area, Högdalen hosts several chain stores, such as Dressmann and Lindex.

The metro station is located in the eastern part of the centre, and is connected by the covered malls to the public square on the western side, which contains the church.
BJÖRKHAGEN
Inauguration year: 1959
Architect: Georg Varhelyi
Population 2014: 6271
Prognosis 2024: 8270
Owner: Svenska Bostäder
Services: Library
Status: Blue
The architecture of Björkhagen contains some famous buildings, including Markuskyrkan by Sigurd Lewerentz from 1960, and the highrise by Georg Varhelyi from 1956.
The centre of Björkhagen is small, and contains one grocery store, a gym and a few small shops.

FRUÅNGEN
Inauguration year: 1961
Architect: Svenska Riksbyggen
Population 2014: 9217
Prognosis 2024: 10031
Owner: Citycon
Services: Library, Church, Health centre, Systembolaget, Pharmacy
Status: Green
The centre of Fruängen consists of two pedestrian malls and two small squares. It's a traffic node that connects the metro to several bus routes to Huddinge, Alvsjö and Botkyrka. It’s a predominantly commercial centre, but holds a number of civic services, notably a health centre and a church. The architecture is generally intact, with the exceptions of smaller updates to facades, signs and lighting. Similar to other suburban centres in the area, several of the small shops of Fruängen have been closed, and restaurants have opened instead.
**BREDÄNG**

Inauguration year: 1965  
Architect: Jon Höijer 
Sture Ljungqvist

Population 2014: 9985  
Prognosis 2024: 10989  
Owner: Fast Partner  
Services: Library  
Health Centre  
Dentist  
Pharmacy 

Status: Green

While called “Bredängstorget”, the centre of Bredäng has more of the qualities of a wide pedestrian street than a square, what with it’s elongated shape and strong north-south flow of people.

**SÅTRA**

Inauguration year: 1965  
Architect: Gunnar Lindman  
Harald Mjölberg  
Åke Arell

Population 2014: 7295  
Prognosis 2024: 8140  
Owner: Örnbergets  
Services: Dentist  
Pharmacy  
Daycare  
Health Centre  
Social Workers 

Status: Green

Stockholm’s first indoor suburban centre was completed in 1965, and can be found in Sättra between Bredäng and Skärholmen.
SKÅRHOLMEN
Inauguration year: 1968
Architect: Boijsen & Efvergren
Hans Borgström
Population 2014: 8488
Prognosis 2024: 9701
Owner: SKHLM Skärholmen Centrum AB
Services: Church
Status: Green
Skärholmen Centrum, or SKHLM, is one of the largest shopping centres in Söderort. Originally an outdoor pedestrian centre, Skärholmen has subsequently been rebuilt (in two major phases, 1980's and 2005-2008) and turned into an indoor shopping mall, by glazing the former pedestrian streets.
Apart from the mall, the centre also contains an outdoor public square, and a large outdoor bus station and a major parking garage. In total, the centre offers about 3000 parking spaces.

VÅRBERG
Inauguration year: 1968
Architect:
Population 2014: 9817
Population prognosis 2024: 10365
Owner: AGORA
Services: Dentist, Pharmacy, Health Centre, Church
Status: Vårberg centrum is an indoor centre directly connected to the underground station. The centre works as a sort of indoor “square”, with a large open area at the centre of the building, where vendors sell fruit and vegetables.
HÄGERSTEN (AXELSBERG)

Architect:  1969
Population 2014:  9812
Prognosis 2024:  12521

Axelsberg is an official neighbourhood within the suburb Hägersten, which was built during the million program. The area is divided into two parts by the underground tracks.

The centre is small, consisting of a triangular square, which contains a grocery store, a dry cleaner, a hairdresser and a small pub/restaurant. Axelsberg Centrum is recognizable by the dark red tiles that cover the facade.

GAMLA ENSKEDE (DALEN)

Inauguration year: 1982
Architect:  L-E Bergman
Stockholms Fastighetskontor
Population 2014: 11242
Prognosis 2024: 11717
Owner:  Svenska Bostäder
Services:  Library
Public bath
Status:  Green

Dalen was constructed between 1977 and 1982, within the existing neighbourhood Gamla Enskede, Stockholm’s first municipal garden city. The first stage of Gamla Enskede was built between 1908 and 1925, with additional developments in the 20’s, 30’s and 40’s.

Dalen Centrum is one of the last examples of an integrated centre complex in a Stockholm suburb. It differs morphologically from earlier centre’s in the region, having a more closed main square, and lacking the typical centre high rise. The centre is more integrated in the urban fabric of the residential area, and more separated from the metro station than previous examples. The architecture differs in too, with an expression that is more postmodern.
1. Current condition

2. Glazed pedestrian malls.
Both malls are covered with glass roofs to protect shoppers from the elements. Similar to renovation in for example Högdalen.

3. Another commercial building is added south of the existing pedestrian mall, on the current parking lot.

4. Another commercial building is added south of the existing pedestrian mall, on the current parking lot, extending to delimit the east square to the south, creating a closed square in all directions.
5. The southern building of the west pedestrian is demolished, creating a larger, open square.

6. The southern building of the west pedestrian is demolished, and a new building is constructed further south, creating a larger, closed square.

7. The western shopping mall is demolished, creating a larger, open square. Steps are added, connecting the square to the area one level above.

8. The western shopping mall is demolished, and a new building constructed further south, creating a larger, closed square. Steps are added, connecting the square to the area one level above.
9. The western shopping mall is demolished. Steps are added, connecting the square to the area one level above. Three lamellas are added across the square.

10. Three new storeys are added to the centre building, creating space for housing or offices.

11. Two highrises are built on the southern parking lot, adding additional program and spatial definition to each of the main squares.