

# GÖTEBORGS StadsbyggnadsGUIDE



55 exciting projects selected by The City Planning Authority

# RESIDENTIAL DEVELOPMENT AND URBAN CONSTRUCTION

Urban construction is an important part of the development of Göteborg. The local vision blends the small town and the big city. Göteborg should be both a vigorous regional centre and a collection of districts with their own identities and an active community.



"Having mixed urban buildings with districts that are populated more or less around the clock increases security and decreases segregation"



## FOCUS ON HOUSE-BUILDING

In order for Göteborg to remain an attractive and lively city, the house-building process must keep developing. At the same time, it is important from an environmental perspective that people should be able to move between different parts of the city using public transportation. That is why house-building is done through increasing the density of existing housing areas, such as Björkekärr and other places with access to public transportation.

## INCREASED SAFETY AND DECREASED SEGREGATION

Göteborg should be an open and safe city for everyone. It should also be a city in which many different ethnic and other groups live together. Having mixed urban buildings with districts that are populated more or less around the clock increases security and decreases segregation.

## GÖTEBORG – A REGION OF GROWTH

Purposeful investment in the harbour, an abundance of industrial areas with

attractive jobs, a variety of special events and excellent educational opportunities form the basis of Göteborg as an expanding region.

A great number of companies have settled down with their modern office buildings in the vicinity of Norra Älvstranden. The extension of the Swedish Exhibition Centre and Liseberg and the addition of the Museum of World Culture and Universeum have further strengthened Göteborg's position as number one in Sweden for special events.

## THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT

One of our priorities is to reduce the use of fossil fuels.

One way of reaching this goal is to increase environmentally-friendly travelling; another way is to build energy-efficient houses. New tramway lines have been added, and Västlänken, a train tunnel running under the city, is in the process of being designed, thereby improving regional commuting options.



# HOW GÖTEBORG WAS BUILT

The origin of Göteborg is the river Göta Älv, as well as the hills and valleys nearby. This is where the city was built, transformed over the course of four centuries from a fortress into an international centre of commerce.



"In 1621, Gustavus Adolphus II noted the possibilities for trade and founded the city of Göteborg."



## A GROWING CITY

The development of industrialism caused the city to expand enormously. The waterways were important to the industries, which started to move to Hisingen. The stone-based town districts and the "landshövdingehus" style specific to Göteborg, were often built in closed blocks. At the beginning of the 20th century, the flat land around the river Göta Älv started to run out, causing builders to make use of the hills.

Carolus IX regarded Göteborg as a fortress whose task was to protect Sweden's access to the North Sea. In 1621, Gustavus Adolphus II noted the possibilities for trade and founded the city of Göteborg.

## FROM FORTRESS TO COMMERCIAL CITY

The core of Göteborg was built as a grid, surrounded by a sheltering moat. Two fortlets, Skansen Lejonet and Skansen Kronan, protected the wooden houses of the city. Pointed bastions projected from the moat and powerful fortifications such as Carolus Rex Rosenlund completed the whole structure.

During the 18th century, commerce prospered and mercantile establishments such as the Ostindiska Kompaniet (East India Company) were founded near the channel Stora Hamnkanalen. Before long, however, the fortifications lost their usefulness and the area around the canal was remodelled into a series of parks, including, for example, Trädgårdsföreningen.

## CONSTRUCTION PROJECTS OUTSIDE THE CITY

During the 1930s and 1940s, urban construction continued in the form of an open plan, for example, around Övre Johanneberg.

Just after the war, Norra Guldheden was built, and later, in the 1950s, units were built just outside walking and cycling distance from the city centre. Some examples are Kortedala from the 50s, Bergsjön from the 60s, and Gårdsten from the early 70s.

## MAJOR TRANSFORMATION IN THE HARBOUR

Up until the 1970s, the shipyards and harbours dominated. Since then, the industries of the city have undergone considerable changes and offices have taken over the northern bank of the river.

On the horizon behind the fortress of Älvsborg, the wind-driven power generators spin, symbolizing the dimension of time and the diversity of the city.

# PRESENT-DAY GÖTEBORG

Göteborg is often called the “little big city”, but Göteborg is also the hub and the major meeting-place of the region. This puts big demands on accessibility, both to the centre and to the educational and industrial areas on the outskirts of the city.



"The city and urban life absorb the residents of Göteborg in a more obvious fashion than ever before."



## NEARNESS TO THE WORK-PLACE

It is considered highly important to keep long-term development in mind when planning the city. Residents of Göteborg should be given increasingly good opportunities to ride their bikes or use public transportation to and from work. An additional approach taken in urban planning is to encourage people to choose residences in ways that cut down on travelling to work and educational institutions.

## INTEREST IN URBAN CONSTRUCTION

It is apparent that the residents of Göteborg are interested in issues relating to urban construction and wish to exert an influence on planning. Everyone knows that imbalance and segregation lead to problems in society that affect people no matter where they live. That is why the city and urban life absorb the residents of Göteborg in a more obvious fashion than ever before.

## INCREASING POPULATION DENSITY IN RESIDENTIAL AREAS

House-building is preferred on sites with good public transportation and access to various services. This is done principally through increasing population density and reusing land previously used for industry and traffic.



## COHESIVE CONSTRUCTION

We are presently at a stage in urban construction at which we wish to recapture land in order to create a somewhat denser city. Construction should be cohesive, varied and provide fertile ground for experiences. Residential construction has become urban construction.



# GÖTEBORG IN THE FUTURE

How many Göteborg residents will there be in 50 years?

We can only speculate. The only thing that we know for sure is that Göteborg is a dynamic centre of western Sweden. This creates both challenges and strains for urban construction.



"The structures that we already have and that we are in the process of building today will live long. The difficult thing is knowing whether they will be considered obstacles or opportunities in the future."

## DIFFICULT TO SEE WHAT'S IN THE CRYSTAL BALL

The structures that we already have and are in the process of building today will live long. The difficult thing is to know whether, in the future, they will be considered obstacles or opportunities for development. Presently, people disagree on the phenomenon of the car and possible car fuels. For example, we do not know whether more residents of Göteborg will go by car to their summer houses, or whether it is possible to build a city that is attractive enough to reduce leisure housing in the future.

## THE RIVER, A BARRIER PROVIDING OPPORTUNITIES

The river Göta Älv is part of the city's origin and lifeblood, but it is also a barrier cutting right through the city. Both banks of the river are developing rapidly. Present-day terminals and industries provide space for the development of a coherent city. This also means that the demand for new communication is on the increase. This is a

major issue in the city's planning. Local connections are needed between the existing bridges at the same time as the tunnel Tingstadstunneln needs to be relieved of regional traffic.

## LINKING THE CITY TOGETHER

Göteborg covers a large area, including Askim to the south, Torslanda to the west and Angered to the north. Linking together the scattered buildings of the city and the surrounding municipalities is a highly important task. Among other things, it requires improved public transportation systems, locally as well as regionally. Västlänken is an ongoing project with the aim of creating a train tunnel to facilitate commuting.

## HIGH RISES IN GÖTEBORG?

Will high rises be built in Göteborg? Perhaps in some cases, but the Göteborg scale of 5-6-storey buildings will remain predominant. Most residents of Göteborg will still know their way about, even if more buildings are added in the future.



# 55 EXCITING PROJECTS

Public interest in urban construction has increased significantly, and it is a subject that stirs up emotions and creates discussion. The aim of this guide to urban construction is to show the scope of what, taken together, forms modern Göteborg.



## A SELECTION FROM CONTEMPORARY GÖTEBORG

Selecting 55 projects among all those buildings created in the last decade and those that are being planned in the near future is not easy. This guide is by no means fully comprehensive; instead, the aim is to show the variety found in contemporary Göteborg.

The projects are grouped together according to different themes, selected from the point of view of the approaches that are important in today's urban planning.

## MANY EXCITING SECTIONS

The most extensive section deals with various forms of house-building with respect to urban renewal and increasing the population density. You will find topics ranging from the reconstruction of the big apartment buildings from the 60s and 70s at Gårdsten to the construction of the town district Amhult at Torslanda. You may also want to look at Lindås Park, where traditional heating systems have been replaced by heat exchangers and the body heat of the residents.

Some of the other important sections deal with the city's trade and industry, options for education, culture, events and infrastructure. This is where you will find information about new constructions at Chalmers University of Technology, the opera house Göteborgsoperan, The Museum of World Culture, Hasselblad's spectacular office building, the tunnel Götatunneln and much more.

## THE QUICK GUIDE TO URBAN CONSTRUCTION

In order for you to get an overview of all 55 projects, we have produced Lilla Stadsbyggnadsguiden.

One side shows a map and the other gives a brief summary of all the projects. It's a good thing to keep in your pocket when you plan your tour of urban construction work in Göteborg.



# TRADE AND INDUSTRY IN THE CITY



## 1 THE BIOTECH CENTER

Medicinareberget, with Biotech Center near the hospital Sahlgrenska sjukhuset, provides opportunities for companies in biomedicine and biotechnology to develop in a central location. The ground is dramatically broken and construction permits are quite restricted; below ground level due to a planned tunnel and above ground level due to helicopter traffic to the hospital Sahlgrenska sjukhuset.

The centre consists of four individual buildings, held together by a glassed-in courtyard, situated at displaced angles at different levels on the slope. A glazed transept extends through all storeys. Biotech Center is specifically adjusted both to the older surrounding buildings and to the particular terrain.

**BUILD. PROP.** HIGAB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Liljewall Arkitekter  
**CONSTR. YEAR** 2002-2004  
**ADDRESS** Arvid Wallgrens Backe 20



## 2 ERICSSON LINDHOLMSPIREN

An important role in the development of Norra Älvstranden is played by an IT cluster.

The Ericsson office and development centre situated at the very end of the pier Lindholmspiren is a major player and enjoys a highly exposed location by the river. Through the creation of a roadway for loading under the building, it has all "fronts" on display. There is an indoor passage in the middle, from which laboratories and offices extend. The building has a capacity of up to 1,700 staff.

**BUILD. PROP.** Nordisk Renting AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Liljewall Arkitekter  
**CONSTR. YEAR** 2000-2002  
**ADDRESS** Lindholmspiren



Having had predominantly heavy industry, Göteborg has, in a relatively short period of time, seen new trades and industries develop in areas like biomedicine and IT. Special events and exhibitions have also turned into an important branch of business.

## 3 THE SWEDISH EXHIBITION CENTRE

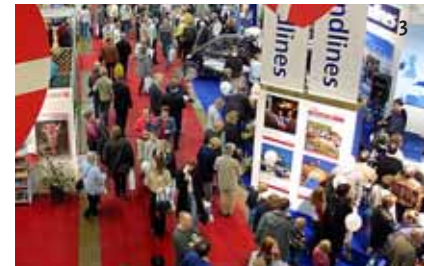
As far back as 1918, the country's first trade fair was inaugurated at Korsvägen, leading to "Svenska Mässan" being arranged every summer.

The area has been rebuilt, density has increased and it has been modernized on several occasions. The Swedish Exhibition Centre is a foundation that also runs the Hotel Gothia Towers, the largest hotel in Scandinavia, and the congress facility Göteborg Convention Centre.

The hotel towers were the subject of a discussion on high rises in Göteborg. Today, they appear to be a successful architectural project, both in terms of placement and the composition they form together.

### THE HOTEL TOWERS

**BUILD. PROP.** Stiftelsen Svenska Mässan  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** White Arkitekter  
**CONSTR. YEAR** 1983-1984 and 1999-2001  
**ADDRESS** Mässans Gata / Korsvägen



## 4 KLIPPAN

Historically, Klippan has some of the richest heritage that Göteborg has to offer. The fortress Gamla Älvsborg was situated on a rock on the southern bank of the river from the 14th century to 1660, when it was demolished and replaced by the new fortress Nya Älvsborg, built in the mouth of the river.

At a later stage, buildings were added by Ostindiska Kompaniet (the East India Company) and a combined sugar mill and brewery was erected. During the 20th century, the dominating silos and other industrial sections were built.

Nowadays, the area consists of hotels, offices, residential areas, workshops and artists' studios. New residential buildings are being built by the traffic route in the south, and the silos will be replaced by an equally tall building with living quarters and offices. This will be an exciting mixture of businesses, culture and residences, where the past and the present are linked.



# THE ATTRACTIVE FORCE OF THE CITY



## 5 UNIVERSEUM

Universeum is a centre for science, whose main purpose is to encourage young people's interest in natural science and technology. One part of the building consists of three different settings, which are experienced by the visitors as a nature walk: Swedish nature, from the hills to the North Sea, the oceans and the rain forest. The other part houses an experimental exhibition.

The building is designed to serve as a model of ecological building, with respect to both engineering and building materials. During the "architectural year" 2001, Universeum was selected best contemporary building.

**BUILD. PROP.** Universeum AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Wingårdh Arkitektkontor  
**CONSTR. YEAR** 2001  
**ADDRESS** Södra Vägen 50

## 6 THE MUSEUM OF WORLD CULTURE

In an architectural contest during 1998 for a new Museum of World Culture, architects Brisac and Gonzales won with their project "Ice Cube". The architects themselves characterize the building as "a simple and compact container in which the cultural heritage and our time are united" (from the journal "Arkitektur" 2-2005).

The exhibition rooms extend over four storeys and from the entrance, the visitor will meet a magnificent four-storey atrium with a staircase that is twenty metres wide and can also serve as a theatre. A tersely designed open space unites the building with Universeum.

The Museum was awarded the prestigious architectural Kasper Salin prize in 2004.

**BUILD. PROP.** Statens Fastighetsverk  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Brisac Gonzales Architects  
**PROJ. ARCH.** Frenning & Sjögren Arkitekter  
**CONSTR. YEAR** 2001-2004  
**ADDRESS** Södra Vägen 54

The Göteborg exhibition of 1923 was a gigantic trade fair, of which we can see traces to this day. Part of the area today functions as a site for special events, with popular favourites like Universeum, Scandinavium and Liseberg.

## 7 SKÅNEGATAN

The rebuilt areas Korsvägen and Skånegatan are parts of a larger context. The middle part includes part of Kringen, a tramway circle that improves the capacity of public transportation in Göteborg. Among other things, it encompasses a new tramway from Chalmers University of Technology to Korsvägen via a tunnel, and the northward reconstruction of Skånegatan.

The street is a city avenue characterized by straight lines and lined with cherry trees. The number of automobile lanes has been reduced in the section closest to Korsvägen and a new open space has been created opposite Scandinavium.

**BUILD. PROP.** Göteborgs Stad / Trafikkontoret  
**DETAIL. PLAN/**  
**DESIGN** Stadsbyggnadskontoret / Trafikkontoret  
**CONSTR. YEAR** 2000-2001  
**ADDRESS** Skånegatan

## 8 KORSVÄGEN

Korsvägen is an important junction near Liseberg, Universeum, Världskulturmuseet (the Museum of World Culture) and Svenska Mässan.

The site used to be badly arranged, disagreeable and somewhat dangerous. It is now a triangular space with bus and tram stops at every corner. The centre of the junction seats a triangular service building, the outcome of an architectural contest.

**BUILD. PROP.** Göteborgs Stad / Trafikkontoret  
**DETAIL. PLAN/**  
**DESIGN** Stadsbyggnadskontoret / Trafikkontoret  
**ARCHITECT** Wingårdh Arkitektkontor  
**CONSTR. YEAR** 2000-2001  
**ADDRESS** Korsvägen





# CITY OF EDUCATION AND LEARNING

in Göteborg, the technical university and the various departments of the university are unusually well-distributed into units close to the city core, integrated into the traditional block pattern.



## 9 CHALMERS DEPARTMENT OF MICROTECHNOLOGY AND NANOSCIENCE

The view of Chalmers University of Technology opens up from the hill of Aschebergsgatan, where this building forms the large-scale front of the university campus. The brick façade makes the house blend into the traditional buildings of the area. The main entrance is facing away from the city and is situated on the side of the building.

The structure is connected to an existing building and the space between them is shaped as a very tall and light room, which the entrances face. In the planning of this project, very strict demands were made on clean air and the absence of vibrations.

**BUILD. PROP.** Akademiska Hus i Göteborg  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Erséus Frenning & Sjögren  
**CONSTR. YEAR** 1997-2000  
**ADDRESS** Kemivägen 9, Chalmers

## 10 CHALMERS STUDENT UNION BUILDING

The result of an architectural contest during 1997-1998, a new student union building was erected next to Jan Valinder's well-proportioned entrance and auditorium from the 1950s. Some of the specific conditions of the project derived from the relatively narrow piece of land and the need to adjust to older buildings. The result was a building with two naves, connected with a glazed walkway. The student union building contributes to two new spaces: Teknologgården just inside the entrance to Chalmers University of Technology and the new entrance, which gave a new face to the whole Chalmers area.

The building was awarded the Kasper Salin prize in 2001, which is the most prestigious architectural prize in Sweden.

**BUILD. PROP.** Chalmers stud.kår / Chalmersfast. AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Wingårdh Arkitektkontor  
**CONSTR. YEAR** 1999-2001  
**ADDRESS** Sven Hultins Gata, Chalmers entrance

## 11 CHALMERS THE VASA AREA

At the end of the 1990s, Chalmers University of Technology started expanding towards the centre of the city, by getting access to the former hospital Vasa sjukhus. Two of the large pavilions in this park setting have been connected with a glazed volume, consisting of an auditorium, spaces for studying and meeting-places. The light, glazed room stands in excitingly stark contrast to the thick walls of the pavilions.

Presently, Chalmers University of Technology is working on developing the area into a campus that includes residential buildings, for example in the Vasa area.

**BUILD. PROP.** Chalmersfastigheter AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Liljewall arkitekter  
**CONSTR. YEAR** 1998-2000  
**ADDRESS** Chalmers Vasa, buildings 2 & 3

## 12 THE SCHOOL OF ECONOMICS

A contest was organized in the late 1980s for expanding the School of Economics. The idea was to connect the extension to the old building, designed by Carl Nyrén, being a nice example of the early 50s style, involving interplay between a tall and a short part of the building.

The new building creates a large open yard, around which runs a glazed gallery, which constitutes the main communication in the neighbourhood. The rounded entrance building, in combination with the large window of the library, creates something of a display window and creates encounters with the city life outside.

**BUILD. PROP.** Akademiska Hus i Göteborg  
**ARCHITECT** Erséus Frenning & Sjögren  
**CONSTR. YEAR** 1992-1995  
**ADDRESS** Vasagatan 1



# CITY OF CULTURE

The cultural scene in Göteborg is quite diverse, including venues like the opera house Göteborgsoperan and the concert hall Konserthuset, as well as small theatres and meeting-places for innovative art.



## 13 THE CONCERT HALL EXTENSION

The concert hall from 1935, designed by Nils-Einar Eriksson, is one of Göteborg's best-known and most appreciated architectural works. The extension corresponds in volume to the Concert Hall, and the parts are separated by a thin link with top light. The façade plan and the window proportions of the extension show the relationship to the original building, while the plastered façade and the corner with its balcony show present-day functionalism.

Among other things, the building has been awarded the Helgo Zetervall award for the skillful addition to an older building.

**BUILD. PROP.** Kulturfastigheter i Göteborg AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** White Arkitekter i Gbg  
**CONSTR. YEAR** 1998-1999  
**ADDRESS** Viktor Rydbergsgatan 4



## 14 NEW ENTRANCE TO THE MUSEUM OF ART

The Göteborg Museum of Art from 1923 has a monumental location at the end of the boulevard Avenyn and concludes the southern part of Götaplatsen. When the extension to the east was added in 1968, a side entrance was made, which was easy to access, but also quite plain, according to the ideals of the time.

The new entrance from the 1990s, with front doors made of bronze by artist Pål Svensson, is built into the terraces in front of the museum, thereby bringing it closer to Götaplatsen. A small staircase connects the entrance and the sculpture hall. This change was made possible through donations from companies in Göteborg.

**BUILD. PROP.** Kulturfastigheter i Göteborg AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Cullberg Ark.kont./Erséus, Frenning & Sjögren  
**CONSTR. YEAR** 1995-1996  
**ADDRESS** Götaplatsen



## 15 ARTISTEN THE COLLEGE OF MUSIC

Artisten is situated by the green footpath Fågel-sången, connecting Götaplatsen with the University Library and the park around the pond Näckrosdammen. The façade facing The Museum of Art is shaped into a folded pattern, which creates an interplay with the restrained glass façade of the museum extension. The tall entrance hall, with its long and straight staircase, top light and a long wall painted cadmium red is one of the most beautiful lounges in present-day Göteborg architecture.

The project also includes rebuilding the former school Kjellbergska, whose exterior has been kept intact.

**BUILD. PROP.** Byggnadsstyrelsen  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** New build./Nyréns Arkitektkontor AB  
**ARCHITECT** Rebuild./Erséus Frenning & Sjögren  
**CONSTR. YEAR** 1992  
**ADDRESS** Olof Wijks Gata



## 16 GÖTEBORGSOPERAN

The Opera has a magnificent location by the river and constitutes the end point of a "cultural axis", the other end of which is Götaplatsen.

Once the tunnel Götatunneln is finished in 2006, the Opera will also achieve the connection to the city that its design strives for. The entrance has a courtyard with a "tentacle" of sorts, striving to sweep the visitor towards the curved, glazed foyer, where the view of the river represents the main act. The building has many forms and designs that, in some details, make reference to harbours and ships.

**BUILD. PROP.** Göteborgs Stad  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Lund & Valentin Arkitekter  
**CONSTR. YEAR** 1991-1994  
**ADDRESS** Kristina Nilssons Gata



# BUSINESS



NORDSTAN



HÄGER NYGÅTAN



FRÖLUNDA TORG

Business is one of the strongest and most structuring forces in the development of the city, which is why business issues are always on the agenda in urban planning.

Business representatives tend to plan from a larger perspective and over larger geographical areas than any individual local authority. One reason is that customers move about without taking municipality borderlines into account. Furthermore, businesses want to move at a fast pace when planning and want local authorities to be open to change, creating a constant process of renewal.

## A RICH SUPPLY OF COMMODITIES

In Göteborg, the consequences of developments in trade are clearly visible at various levels.

The city centre is the heart of the region, trading in both the unique and the eventful. The square Frölunda Torg is a regional centre with many different types of shops and a large reception area. Backaplan has also turned into a regional centre of sorts, despite its somewhat scattered characteristics with shops that are separated by large parking spaces. A third level is represented by external trade, primarily in Bäckebo and Källered.

## NEW ESTABLISHMENTS AFFECT CUSTOMER FLOW

There are constant interactions and changes in power relations between these levels.

Kungsmässan at Kungsbacka and the ongoing construction of a new shopping centre at Partille are examples of new establishments that affect the number and flow of customers. It is important that local authorities collaborate, for example, on regional zones for trade development, for which the status of public transportation is a key aspect.

## THE IMPORTANCE OF NEIGHBOURHOOD SHOPS

At the same time, any individual local government also want to protect local businesses. Local businesses can be supported, for example, by a certain amount of population density and by extensions to existing buildings, as well as by keeping public works local and by changes that increase people's perception of safety.

Göteborg has long been a strong business city. Today, there is a varied supply of everything from small shops to large shopping centres.

## 17 IKEA BÄCKEBOL

The commercial expansion at Bäckebo on eastern Hisingen, between the E6 crossings known as Bäckebo and Kärra, is an example of the business development of the region.

IKEA recently built another store on this site, covering 30,000 square metres. This addition, in combination with other types of expansion in the area, has led to improvements in motorway connections and the network of streets. A new road for buses along Transportgatan, including a bus stop at the department store, has also been constructed. Along the river, a public nature walk is being constructed.

**BUILD. PROP.** IKEA Fastigheter AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Uulas Arkitektkontor  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Transportgatan 23

## 18 SHOPPING CENTRE ERIKSBERG

The Fogsvansen neighbourhood between Säterigatan and Stålhandskegatan is the new shopping centre of Norra Älvstranden.

The centre consists of two irregularly shaped buildings with flat roofs, placed in the triangular northwestern corner of the neighbourhood. A narrow park has been laid out between Stålhandskegatan and the buildings, which also reaches in between the buildings. The total construction area is just over 10,000 square metres. The detailed development plan limits the area for trading in convenience goods to 3,000 square metres, out of respect for nearby provision merchant's shops.

**BUILD. PROP.** Norra Älvstranden Utveckling AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Wingårdh Arkitektkontor  
**CONSTR. YEAR** 2000-2001  
**ADDRESS** Säterigatan



17



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# LIVING IN A DENSER CITY - BJÖRKEKÄRR



SMÖRSLOTTSGATAN



Some of the guiding ideas in contemporary urban planning in Göteborg are “the mixed city”, long-term urban development, increased density and, at the same time, an urban environment rich in identities.

Eastern Björkekärr has buildings from the 1950s to the 1970s. In this case, the local housing committee assessed that an addition of new residences would be suitable, and a plan was approved in the year 2000, summarizing the various possibilities for developing. Most of the different projects for increased population density have been or are being built.

## 19 FIOLEN

The Fiolen neighbourhood houses 85 flats owned by the residents. The constructions take a form that corresponds to the surrounding blocks with respect to scale. The buildings are light and covered with porcelain tiles. There are parking spaces under the yard.

**BUILD. PROP.** HSB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Christer Malmström Arkitektkontor  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Smörslottsgatan 51-65

increased population density in the city must be carried out with a holistic perspective and all the while being gentle towards the people, nature and buildings.

## 20 TRÄKILSGATAN/ FLISGATAN

59 small houses of various types are found at the eastern end of the street Träkilsgatan: detached, semi-detached and terraced houses. Twelve of the houses have tenant-owned flats, while the rest are privately owned.

The hilly country dictated the location of the street. The houses, made in a functionalist style typical of the period, are close to the street and have small front yards.

**BUILD. PROP.** Göteborgs Egnahems AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Arkitektbyrån AB  
**CONSTR. YEAR** 1998-2004  
**ADDRESS** Träkilsgatan 87 - 122

## 21 SMÖRSLOTTSGATAN

Three “point blocks” with a total of 50 tenant-owned flats are found at Smörslottsgatan.

The houses are located on a slope with split-level floors and are divided into volumes with strongly contrasting colours. Balconies, roof terraces and thin shed roofs with large eaves are characteristic features of the architecture.

**BUILD. PROP.** Göteborgs Egnahems AB / BRf Spånkullen  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Arkitektbyrån AB  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Spånkullen 5 - 11



# LIVING IN A DENSER CITY - AMHULT



AMHULT



22



22

Torslanda is one of the most rapidly expanding parts of Göteborg and it is now being brought to completion with Amhult, with a new centre and new housing of different kinds. Most of the new area is being built on land that housed an airport until 1977.

The whole area will hold more than 600 residences. In addition to the shopping centre with 13,000 square metres of commercial space, there is also an arts centre and a church. Amhult By, a village which goes back to the 14th century, is still there as an important reminder of the former agricultural society. Some new houses will also be added to the village.

## 22 AMHULT TRÄDGÅRDSSTADEN

The concept of a “garden town”, which started to re-emerge in the planning of Göteborg in the mid-1990s, refers to a low, fairly dense group of buildings, where great care is devoted to designing the spaces between the houses.

The “garden town” of Amhult accommodates 300 rental residences. The buildings have two storeys with fully inhabitable attics and every flat has access to a private garden patch.

**BUILD. PROP.** Göteborgs Stads Bostadsaktiebolag  
**DETAIL. PLAN** Stadsbyggnadskontoret / SWECO  
**ARCHITECT** Wahlström & Steijner Arkitekter  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Amhults Längelid

western Hisingen is becoming more varied, with the former airport becoming the new centre of the district of Torslanda.

## 23 AMHULT SNÄCKEBERGET

Snäckeberget is on top of the hill by the former air control tower, above Amhult Centre and in close contact with the little pond.

It consists of 55 detached houses, placed in a relatively sparse pattern along two curved streets. The contour of the hill and the splendid views were important in devising the plan and the houses.

**BUILD. PROP.** Skanska Nya Hem  
**DETAIL. PLAN** Stadsbyggnadskont. / EFEM Arkitektkont.  
**ARCHITECT** White Arkitekter i Stockholm  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Snäckebergsvägen / Flygtornsvägen

## 24 AMHULT SKYTTEPAVILJONGEN

Skyttepaviljongen is situated on the hill slightly north-west of Trädgårdsstaden (the “garden town”) and consists of 50 different residences in the form of detached, semi-detached and terraced houses.

Again, local topography and environmental gentleness served as guidance when designing the plan and the houses.

**BUILD. PROP.** Göteborgs Egnahems AB  
**DETAIL. PLAN** Stadsbyggnadskont. / EFEM Arkitektkont.  
**ARCHITECT** Pyramiden Arkitekter  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Skyttepaviljongens Gata



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24

# LIVING IN A DENSER CITY



## 25 JANKOWITZ

The Jankowitz neighbourhood is situated at the eastern corner of the city centre, with the Möln-dalsån stream as a borderline. The area has just over 300 rental flats, partly in a narrow block with seven storeys, partly in four “point blocks” with six storeys. One of the point blocks houses student apartments.

The neighbourhood is highly developed and the architecture, with a contemporary comment, makes reference to surrounding blocks with respect to materials and colours.

**BUILD. PROP.** Bostads AB Poseidon  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Contekton Architects and Planners  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Alingsåsgatan 5

## 26 KOSTERN

In the Kostern neighbourhood, by the square Masthuggstorget, four thin lamellar houses with gables have been built, with six storeys facing Andra Långgatan and eight stories facing Första Långgatan. The buildings consist of 90 tenant-owned flats.

One alternative considered in the planning process was to have a secluded block, in order to tie in with the historical pattern and create a protected yard. Presently, the block is being closed off on the noise-polluted side with a glazed link in two to three storeys that connects the gables. The parking area is under the yards.

**BUILD. PROP.** Riksbyggen BRF Kostern  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Wingårdh Arkitektkontor  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Andra Långgatan 38

current house-building is intense and displays many different forms, in central as well as semi-central areas.

## 27 FJÄLLBO PARK

The housing at Fjällbo Park is the result of a contest, where the plan set the scope for production costs and rent levels.

The area includes 110 flats in four “point blocks” and a number of terraced houses with two floors. All flats are rentals. The rents are on average 1,000 SEK per square metre per year, which is lower than comparable projects. One explanation is that 82 % of the gross area constitutes living space. Other explanations have to do with the fact that the houses were designed in a fairly simple way and that several building parts were mass-produced on site.

**BUILD. PROP.** PEAB/Förvaltnings AB Västerstaden  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** ABAKO Arkitektkontor  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Fjällbo Park

## 28 HILDEDAL

At Hildedal on central Hisingen, 120 tenant-owned flats are being built in two stages. The first residents will move in in the summer of 2005.

The site is a large triangular open space that has been the object of planning for many years. The area is being developed using the concept of the “garden town” with two-storey wooden houses, whose entrances typically face the streets.

**BUILD. PROP.** Riksbyggen  
**DETAIL. PLAN** Stadsbyggnadskontoret / GF Konsult  
**ARCHITECT** Liljewall Arkitekter  
**CONSTR. YEAR** 2004-2005  
**ADDRESS** Wieselgrensgatan / Tuvevägen



# LIVING IN A DENSER CITY

Also small houses and flats in low houses are important in today's housing supply.



## 29 ÖSTRA TROLLÅSEN

Östra Trollåsen is a forested and hilly area in the north-eastern part of Askim, bordering on the Sandsjöbacka nature reserve.

The finished area will contain just over 100 privately owned, small houses in various sizes, distributed among six smaller areas. The plan is centred on a small street with small squares that form entrances to the smaller areas. Being gentle with the land and vegetation is a guiding principle. Outside of the building zones, wilderness is supposed to reach all the way to the residents' private patios. The houses generally have two floors, sometimes with an added penthouse or roof terrace in areas where the terrain allows it.

**BUILD. PROP.** Skanska  
**DETAIL. PLAN** Stadsbyggnadskontoret / Exark Ark.kont.  
**ARCHITECT** Liljewall Arkitekter  
**CONSTR.YEAR** 2001  
**ADDRESS** Skrinnavägen

## 30 BILLDALS KYRKBY

Billdals Kyrkby consists of low, dense buildings of one to two storeys with detached houses, semi-detached houses and apartment buildings. The houses have tenant-owned flats.

The area, which will have 90 flats in different sizes, has the characteristics of a "garden town", with clearly shaped streets where the houses have been placed close to the street.

**BUILD. PROP.** JM  
**DETAIL. PLAN** Stadsbyggnadskont./Lund & Valentin Ark.  
**ARCHITECT** Lund & Valentin Arkitekter  
**CONSTR.YEAR** 2003-  
**ADDRESS** Kopparåsvägen, Billdal

## 31 LINDÅS PARK

In the far south of Göteborg, there are 20 terraced houses for which traditional heating systems have been replaced with heat exchangers in combination with particularly well-insulated and heavy constructions. The heating sources include solar heat, sun panels, the residents' body heat, lamps and electric appliances. The consumption of electricity is roughly half of that of an equivalent flat with traditional heating.

The area is the result of many years of research. The architect Hans Eek was awarded Göteborg's International Environmental Award in 2003 for his contribution as Research Manager for the project.

**BUILD. PROP.** Göteborgs Egnahems AB  
**DETAIL. PLAN** Stadsbyggnadskont. / EFEM Ark.kont.  
**ARCHITECT** EFEM Arkitektkontor  
**CONSTR.YEAR** 2001  
**ADDRESS** Hedens Ång

## 32 STORÅS ÄNGAR

Storås Ängar is situated to the south of the centre of Angered and is an example of large-scale building dating from the 1960s and 1970s having been supplemented by lower buildings to achieve more varied housing forms.

Among other things, so-called "Fyrbo-hus" have been built, consisting of two flats on the ground floor and two flats on the first floor. The 52 flats have two to four rooms, and a kitchen.

**BUILD. PROP.** Göteborgs Egnahems AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Arkitektgruppen AB  
**CONSTR.YEAR** 2004-2005  
**ADDRESS** Storås Ridhusvägen



# LIVING IN A DENSER CITY - STUDENT HOUSING



## 33 KRONHUSGATAN

Right opposite Kronhusparken, in the oldest parts of Göteborg, there is a residence for students where once a small section of a hill peeked out. The narrow stretch of land houses a single-sided house, with a highly original and exciting yard setting on the inside, using the hill as a wall.

The house includes 55 flats and a setback penthouse flat has maisonettes with two and three rooms, and a kitchen. The residents have the option of joining a car pool.

**BUILD. PROP.** Stiftelsen Göteborgs Studentbostäder  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Semrén & Månsson Arkitektkontor  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Kronhusgatan 2



## 34 BLÅELDEN

The neighbourhood Blåelden at southern Guldheden is built on a former parking lot in connection to a group of buildings near the street Doktor Liborius Gata that are interesting from a cultural-historical perspective.

An important aspect of the planning was to examine the character of the new housing in relation to the surroundings. The result is a small and compact block with a glass-covered yard and a relatively restrained architecture, showing its affinity with 1950s architecture. The neighbourhood has 84 student flats and a collective flat on the ground floor.

**BUILD. PROP.** Stiftelsen Chalmers Studentbostäder  
**DETAIL. PLAN** Stadsbyggnadskontoret / Exark Ark.kont.  
**ARCHITECT** Creacon AB  
**CONSTR. YEAR** 2003-2004  
**ADDRESS** Doktor Wighards Gata 2

student housing is a priority in the planning of Göteborg. Different types of new constructions are found primarily in the central parts of the city.

## 35 RÄNNAN CHALMERS CAMPUS

In the middle of the Chalmers campus area, there is a long channel for ship testing in a north-south direction. Along this channel, 63 student flats have been built in one and two storeys. The houses are made of wood and have shed roofs.

This project is the first of several in a Chalmers plan to create a campus that also includes residential areas. Another interesting project is to commence in 2005, building 470 student flats in the Vasa area.

**BUILD. PROP.** Stiftelsen Chalmers Studentbostäder  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Glantz Arkitektstudio  
**CONSTR. YEAR** 2004  
**ADDRESS** Rännvägen, Chalmers Campus



## 36 ODINGSGATAN

In Odingsgatan, a 1930s functionalist-style block has been supplemented with an additional six storeys and two setback penthouses.

In addition to a hotel and residential blocks, the neighbourhood accommodates 150 student apartments. The addition was given a contemporary functionalist style. The aim was to have the existing house appear to work together with the added part.

**BUILD. PROP.** Stiftelsen Göteborgs Studentbostäder  
**DETAIL. PLAN** Stadsbyggnadskontoret / GF Arkitekter  
**ARCHITECT** Arkitektbyrån AB  
**CONSTR. YEAR** 2002  
**ADDRESS** Burgrevegatan 15





# RENEWAL OF THE CITY - NORRA ÄLVSTRANDEN



LINDHOLMEN "NAVET"



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The northern bank of the river Göta Älv has been the site of some of the world's largest shipyards for more than a century. Harbours and industries dominated the image of the city up until the end of the 1970s. Subsequently, a process of urban renewal began, among the principal ones in Europe, in terms both of scope and of quality.

The municipal company Norra Älvstranden Utveckling AB is in charge of the development of the entire area, for example, by devising new projects and selling land and structures to other interested parties. In this way, multi-party commitment in the ongoing urban construction work can be financed.

The end goal is to achieve a mixed urban environment with housing, education, research, trade, culture and leisure activities.

## 37 ERIKSBERG

The renovation work started at the former shipyard area Eriksberg. Two reconstruction projects marked the beginning of the process, namely Sörhallen, the oldest building in the area, and the former headquarters of the Eriksberg Shipyard, which presently include offices and a restaurant.

The reconstruction of two enormous machine rooms is an important part of the process. Eriksbergshallen, the oldest machine room, is now used for exhibitions, concerts and conferences. Blå Hallen ("The Blue Hall"), where the ship engines were made, was rebuilt into today's Quality Hotel 11.

The building of the first new residential buildings at Eriksberg began in 1992. The plan is based on having the blocks partly open towards the water and the south, while being more sealed off from the north. More plans are being developed in 2005 to continue construction around the dock and the rest of western Eriksberg.

After 25 years of renewal work, Norra Älvstranden displays great variety, in terms of both activities and architecture.

## 38 HASSELBLAD

The camera manufacturer Hasselblad moved into a new building by the quay opposite Göteborgsoperan a couple of years ago. Facing the river is an elongated, glazed building that forms a triangular shape and tapers out in an upward point. The large corbelling of the roof is supported by an arcade of thin pillars.

Behind this glass building, at a lower elevation along the large avenue Lindholmsallén, is a production area with a firmer form, with large windows facing the entrance side.

**BUILD. PROP.** Norra Älvstranden Utveckling AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Arkitekterna Krook & Tjäder AB  
**CONSTR. YEAR** 2002-2003  
**ADDRESS** Lindholmsallén / Pumpgatan



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## 39 SANNEGÅRDEN

Between Eriksberg and Lindholmen is Sannegårdshamnen, the oldest harbour of Norra Älvstranden, which used to be the centre of the coal trade in Göteborg. It opens into a broad, slightly curved basin, with the hill Sörhallsberget to the west and the hill Slottsberget, with its small-scale wooden buildings, to the east.

A number of blocks with L-shaped buildings, located in groups with openings towards the water, are found along the eastern side of the harbour basin. They include rental flats and tenant-owned flats. On the quay Sannegårdskajen to the west, plans are being made for a "garden town" with 400 flats and a number of terraced houses. The area borders onto eastern Eriksberg, where urban terraced houses have been built to the east of the former carpentry workshop of the shipyard. Also, at Lilla Snickeritorget, the construction of a 14-storey apartment building is underway.



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# RENEWAL OF THE CITY - KVIBERG



THE BARRACKS OF KVIBERG



NORDVÄSTRA KVIBERG



Kviberg is yet another example of urban development when an old industry moves and a piece of land is released for some new usage.

The military started using the area in the 1890s, and kept it closed to the public for almost a century. The military activities ceased in the early 1990s and the barracks were declared of great interest historically.

There is great potential in connecting the districts of Utby, Kortedala, Gamlestad and Bergsjön and then adding residential areas and areas for leisure and sports.

For the southern part, closest to buses and trams, plans are being made for mixed urban constructions. The approved and in-depth plan for Kviberg was prepared by The City Planning Authority and GF Konsult AB.

## 40 HOUSES AT ALIVALLEN

The area is south of the so-called Kviberg houses from the early 1960s. Some 40 small houses of four different types and sizes, as well as a home for old people, have been erected in the southern part. Every house has a parking space.

**BUILD. PROP.** Mjöbäcksvillan  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Kvarnström Arkitektkontor  
**CONSTR. YEAR** 2003-2005  
**ADDRESS** Alivallsgatan

Mixed city in the former military area at Kviberg; reusing in the interest of connecting different districts.

## 41 STUDENTHOUSING AT BEVÄRINGSGATAN

In the street Beväringsgatan, quite close to the tramway, student apartments were recently built in two stages. In the southern part, there is space for future central structure at Lilla Regementsvägen, which will become one of the main streets of Kviberg.

The buildings are relatively austere in character and have distinct volumes that contrast Kviberg present and past. The first part in the south was built using ready-made modules, and the other using prefabricated elements.

**BUILD. PROP.** Stiftelsen Chalmers Studentbostäder  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Mats & Arne Arkitektkontor  
**CONSTR. YEAR** 2002-2005  
**ADDRESS** Beväringsgatan

## 42 RESIDENCES AT NORDVÄSTRA KVIBERG

The northwestern part of Kviberg, closest to Kortedala, has buildings that are short and dense, including terraced houses, "chain" houses, semi-detached houses, small apartment buildings and detached single-family houses.

There is a stretch of land in the north for a pre-school and, in the south, for apartments for the elderly. The hilly country is an important precondition for street designs and the general design of the area. A significant part of the planning was to build a new walkway via a well-designed subway under Almanacksvägen.

**BUILD. PROP.** NCC / Göteborgs Egnahems AB  
 Mjöbäcksvillan / Riksbyggen  
**DETAIL. PLAN** Stadsbyggnadskont.  
**ARCHITECT** Contecton / Kvarnström Arkitektkont. / Kanozi Ark.  
 Kungsbacka Arkitektkont. / Arkitektgruppen AB  
**CONSTR. YEAR** 2002-  
**ADDRESS** Harry Lundahls väg m fl



# RENEWAL OF THE CITY - GÅRDSTEN



In Gårdsten in northeastern Göteborg, 3,000 apartments were built in 1969–71 as part of the Swedish "million homes programme". Fairly soon, many apartments were empty and people grew increasingly critical of this type of residential construction. Several enhancement projects began, among others one that aimed to create more work-places in the 1980s.

Bostads AB Gårdsten was created to be in charge of developmental issues and to operate SHINE, a European Union project for rebuilding apartment blocks. The company carries on its developmental work and any physical changes in close collaboration with the residents.

## 43 GÅRDSTEN TERRASSHUS

Part of the criticism directed to urban construction of the 60s and 70s had to do with the large-scale thinking and the lack of architectural variation.

Eastern Gårdsten was built in two parallel rows. The space between the houses has been improved, with the aim of making the setting more small-scale. Relatively drastic measurements were taken in the southern part, where some houses were made smaller and some apartments were given large south-facing terraces. Another important change entails converting some parking houses into creative centres for various activities, using an architectural style that is more pleasing than the original.

**BUILD. PROP.** Bostads AB Gårdsten  
**ARCHITECT** Liljewall Arkitekter  
**CONSTR. YEAR** 2001-2002  
**ADDRESS** Salviagatan

## 44 GÅRDSTEN SOLHUSEN

At western Gårdsten, three courtyards and a total of 255 apartments have been reconstructed. The purpose was to ameliorate the area and the living quarters, and to show how new solutions for energy saving and the use of renewable energy can be built into existing houses.

The major common area consists of a greenhouse in every yard. The common laundry room was moved up from the basement at the request of many residents. The social dimensions of the changes meant a great deal to the project.

**BUILD. PROP.** Bostads AB Gårdsten  
**ARCHITECT** Christer Nordström Arkitektkontor  
**CONSTR. YEAR** 1999-2000  
**ADDRESS** Kanelgatan

## 45 GÅRDSTEN SALVIATERRASSEN

Many districts of Göteborg have groups of buildings that are not very varied. This goes for garden suburbs as well as areas of apartment blocks. One way of achieving greater freedom of choice and variety is to add other forms of residential constructions to the original ones.

In southern Gårdsten, two three-storey buildings that had never been fully rented and a multi-storey car park were torn down to make way for 44 flats in semi-detached houses. The purpose was to add lower buildings to the large-scale blocks of flats.

**BUILD. PROP.** Göteborgs Egnahems AB  
**DETAIL. PLAN** Stadsbyggnadskont./G Svensson Ark. i Lund  
**ARCHITECT** QPG AB  
**CONSTR. YEAR** 2005-  
**ADDRESS** Salviagatan



# RENEWAL OF THE CITY



SÖDRA VÄGEN



46

Urban construction is an important part of our cultural heritage. A perpetual issue concerns to what degree this cultural heritage should be preserved and protected, at the same time as it should be used in the everyday life of the Göteborg residents. The pros and cons must be dealt with when planning and should be considered in a long-term perspective. It is a fact that opinions about what counts as valuable in the buildings of a city will vary and change with time, as shown by the examples below.

Preceding pages show more comprehensive renewal of larger areas. At the same time, we should remember that the city changes continually also through small projects, such as the new penthouse in the functionalist building in the adjacent illustration.

## 46 VÄXELMYNTSGATAN

Around 1960, a residential area was built on the Högsbohöjd hill. It had two parts, Pennygängen street and Växelmyntsgatan street. They were developed at a time when builders sought rationalization and standardization in construction work. The plans for the apartments were often well thought-out and functional.

In the late 1990s, the two parts were treated quite differently. In Växelmyntsgatan, Bostads AB Poseidon made significant changes. A few parts have been torn down, some houses have had new storeys added and various roof designs have helped create a new image.

**BUILD. PROP.** Bostads AB Poseidon  
**ADDRESS** Växelmyntsgatan, Högsbo

urban constructions, which are part of our cultural heritage, are constantly developed and renewed from different perspectives and with different methods.

## 47 PENNYGÅNGEN

At nearby Pennygängen, Skanska chose to keep the original character of the area, primarily through restoration. The architecture has been kept intact and the area plan is easy to see. The apartments are largely like the originals, consisting of four rooms including a kitchen, and the rents are relatively moderate.

The two parts are interesting to compare, since they represent different approaches to housing. The simplicity of Pennygängen is in contrast to the completely new design of Växelmyntsgatan, where the original parts cannot be separated from the recent additions.

**BUILD. PROP.** Skanska  
**ADDRESS** Pennygängen, Högsbo

## 48 GÅNGLÅTEN

The changes made at Gånglåten at the square Frölunda Torg during the years 2000-01 are illustrative of some of the problems involving renovation and accessibility demands. Bostads AB Poseidon wanted to renovate in a way that would give rise to demands for lift availability. This was considered financially unrealistic, which is why the solution was to build lifts in one part of the block and, at the same time, add a storey to the houses.

The houses were given a new plaster surface in the same colour scheme as the original. Bay windows and new balconies were added to the façades.

**BUILD. PROP.** Bostads AB Poseidon  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Liljewall Arkitekter  
**CONSTR. YEAR** 2000-2001  
**ADDRESS** Gånglåten, Frölunda



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48

# THE CITY INFRASTRUCTURE



RYAVERKET

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Our ideas about lasting, long-term development in a city like Göteborg concern technological development to a great extent. Polluted water and waste products need to be taken care of, clean drinking water needs to be produced, residential buildings and industries need to be heated up and our residents need to be able to travel in increasingly energy-saving ways.

The sewage treatment works of Ryaverket and the incineration works at Sävenäs are examples of the development of Göteborg's infrastructure. Here, sewage and waste water and garbage from the entire region are transformed into district heating and biogas.

## 49 CENTRALHUSET TRAVEL CENTRE

Constructions for travelling are also essential to the creation of a lasting urban environment. Göteborg's new travel centre consists of three parts: Edelsvärd's neo-Gothic train station from 1856, the Nils Ericsson Terminal from 1996 and Centralhuset from 2003.

The passage goes from the square Drottningtorget through the restored exterior hall of the train station to the glazed bus terminal. The architect suggested uncoloured glass to underline the clear daylight and the shining building at night, but the house was made using grey-tinted energy glass.

### THE BUS TERMINAL

**BUILD. PROP.** Göteborgsregionens Lokaltrafik AB  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Niels Torp AS Arkitekter  
**CONSTR. YEAR** 1996  
**ADDRESS** Nils Ericsonsplatsen

### CENTRALHUSET

**BUILD. PROP.** NCC Property  
**DETAIL. PLAN** Stadsbyggnadskontoret  
**ARCHITECT** Arkitektkont. Kari Nissen Brodtkorb AS  
**CONSTR. YEAR** 2001-2003  
**ADDRESS** Nils Ericsonsplatsen

A lasting city requires constant development of its infrastructure. Solutions in the areas of technology and urban environment should be combined.

## 50 GÖTATUNNELN

Up until the late 1950s, the quays of the city facing the river were lively inner harbours with ships, cranes, trains and people at work. When the industry was moved and cars took over, the city life was cut off from the river.

Götatunneln, a car tunnel under the city, was created in the 1990s in collaboration with the Swedish state. The tunnel is primarily an urban environment project, enabling the residents of Göteborg to reconnect to the river. The tunnel will be open to traffic in mid-2006, at which time the ground work will begin, which is supposed to create an attractive setting along the quays, to add part of the tramway circle Kringen and to plan some constructions.



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## 51 VÄSTLÄNKEN

One of the most urgent tasks is to have more people take public transportation in the Göteborg region. One of the many solutions suggested is to create an extended system for commuter trains, which could become an attractive alternative to driving for many people in the region.

Since the Göteborg train station is such an important station, whose capacity is maximally used, Banverket (The National Rail Administration), in collaboration with the City of Göteborg are planning an underground train tunnel in order to create extended commuter rail services. Various directions and station locations will be considered in the course of 2005. It is important to find the right locations with respect to work-places and educational centres. They should also activate the city environment through their architecture.



51

# STREETS AND OPEN SPACES OF THE CITY



VALLGATAN



MAGASINSGATAN



53



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## 52 VALLGATAN AND MAGASINSGATAN

Both streets are examples of “yard streets”, meaning that pedestrians are allowed to move freely across the area and that automobile traffic is allowed only on the terms of the pedestrians.

Vallgatan and Magasinsgatan were rebuilt by the house-owners and the local government, who collaborated and split some of the costs. Both streets have a complete “floor”, with no pavements and few items of street furniture.

It is obvious that pedestrians are in charge and that motorists must adjust to them to a very great degree. The street life regains some of the atmosphere that existed before cars took over in the city. This also results in changes in the composition of shops, restaurants and cafés, which target customers with plenty of money to spend.

## 53 KUNGSPORTSPLATSEN

Kungssportsplatsen constitutes a cut-off point where Avenyn turns into Östra Hamngatan. From the bridge Kungssportsbron, visitors may enjoy the nice overview of Vallgravsstråket. There are lanes for public transportation and bike lanes across Kungssportsplatsen, while cars are restricted to surrounding blocks.

The sense of space has never been particularly strong and attractive areas have been lacking. The space surrounding the statue of Carolus IX has been converted into an attractive outdoor café in a sunny spot. Cars pass the area across a square, delimited by bollards.

Once the neighbourhood Idogheten on the opposite side is developed, the square will also be changed. The goal is to have people experience both sides as a coherent urban space.

The public settings have gained greater importance with respect to the attractive force of the city, both to visitors and residents.

## 54 JÄRNTORGET

Järntorget is a strategic point at which the shopping street Linnégatan and Alléstråket converge. The harbour and the western light can be sensed from here. This place is the borderline between the city centre and the western districts.

Järntorget is also an important junction for public transportation. The square was reconstructed in 1997, resulting in a compromise between technical demands and demands pertaining to the city life as it is played out in this spot. The trams cut across the northwest corner of the square and a relatively large area, free of cars, has been created in the corner near Haga. The activities surrounding the square and the strong traditions of arts and culture that characterize the area all make Järntorget into a lively place, used by many people.



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## 55 HJÄLLBO CENTRUM

Hjällbo is a multicultural district that has had its share of people moving in and out and a bad reputation. The purpose of the work involved in changing the square Hjällbo Torg was to develop the entire area. House-owners, local authorities and residents all contributed.

Two new shops were built on the gables of the apartment buildings that face the square, to help create a real square with an open and light area. The vegetable stalls were moved into a hall and the square was given a new paving. A new, glazed entrance was erected by the central building, which will draw attention to the importance of the square. The tram stop was rebuilt and the lighting on and around the square was improved in order to increase people's sense of security.



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