STOCKHOLM CITY PLAN

The boundaries of the urban development areas, city streets, city development areas and so on are schematic. The specific intentions of the City Plan will be clarified in subsequent planning. Urban development is to be judged against the City Plan’s four city planning goals and must meet the criteria in one of the four elements of the expansion strategy.

Urban development area – transformation (very high city development potential)
Areas for proposed transformation to mixed use with homes, businesses, services, streets, parks, culture and sports facilities. Developing green assets and guaranteeing functions such as schools and preschools is an important element of urban development. The transformations can also involve entire or partial changes in land use.

Urban development area – addition (high city development potential)
Areas where extensive additional development is proposed. Transformation of areas with mixed uses or with predominantly residential, commercial, business, streets, parks, culture and sports facilities. Enhancing green assets and safeguarding functions such as schools and preschools is an important element of urban development. Additional development must be founded on an awareness of the existing features, assets and needs of the area. The area may include places where major structural changes are proposed.

Area where additional development may be considered (some city development potential)
Areas where additional development may be considered within the bounds of existing land use, founded on an awareness of the existing features, assets and needs of the area.

Focus areas
Specially highlighted areas where investment and planning resources should be concentrated.

Strategic connections
Connections that are strategically important to obtain the goal of a cohesive city. Connections can be made by developing the cityscape with buildings, green corridors, activity areas, destinations and transformed streets. The strategic connections complement urban corridors and local connections.

Urban corridors
Over-wide streets in the local road network and motorways with side areas that can be transformed into bustling urban environments in the short or the long term. These roads will retain their important local and regional traffic function for personal and business transport, but a network of pedestrian and cycle routes will be built alongside and crossing the road. In the majority of cases, space will also be prioritised for high-quality public transport.

Future communications
- Rail or road development agreed or in progress
- Rail or road currently under negotiation
- New main line or commuter train station
- New train station
- New metro station

City development area ecological corridor
Areas with proposed improvements to significant regional ecological infrastructure. At the same time, recreational assets can be developed to enrich the immediate environment.

Proposed nature reserve
Areas where an inquiry is in progress or potentially creating a nature reserve.

CURRENT LAND AND WATER USE

- Nature area
- Water
- Road
- Tunnel
- Rail
- Main line or commuter train station
- Train station
- Metro station
- Station stop to be closed
- Areas with opportunities for industry and discipline operations, ports, terminals and certain municipal and technological utilities
- Major points for utilities infrastructure
- Bromma Airport
- Protected area
- Nature/culture reserve, National City Park or World Heritage Site

REVISIONS OF THE CITY PLAN

The comprehensive plan for Royal National City Park – Stockholm section, adopted by the City Council on 11 April 2009 and Karolinska – Norra Station, revision of two comprehensive plans – Stockholm section, adopted by the City Council on 25 September 2008 – will continue to apply following adoption of the new City Plan. The boundaries of the revisions to the City Plan are not included on the urban development map.