



Borgarráð Reykjavíkur
Tjarnagötu 11
101 Reykjavík

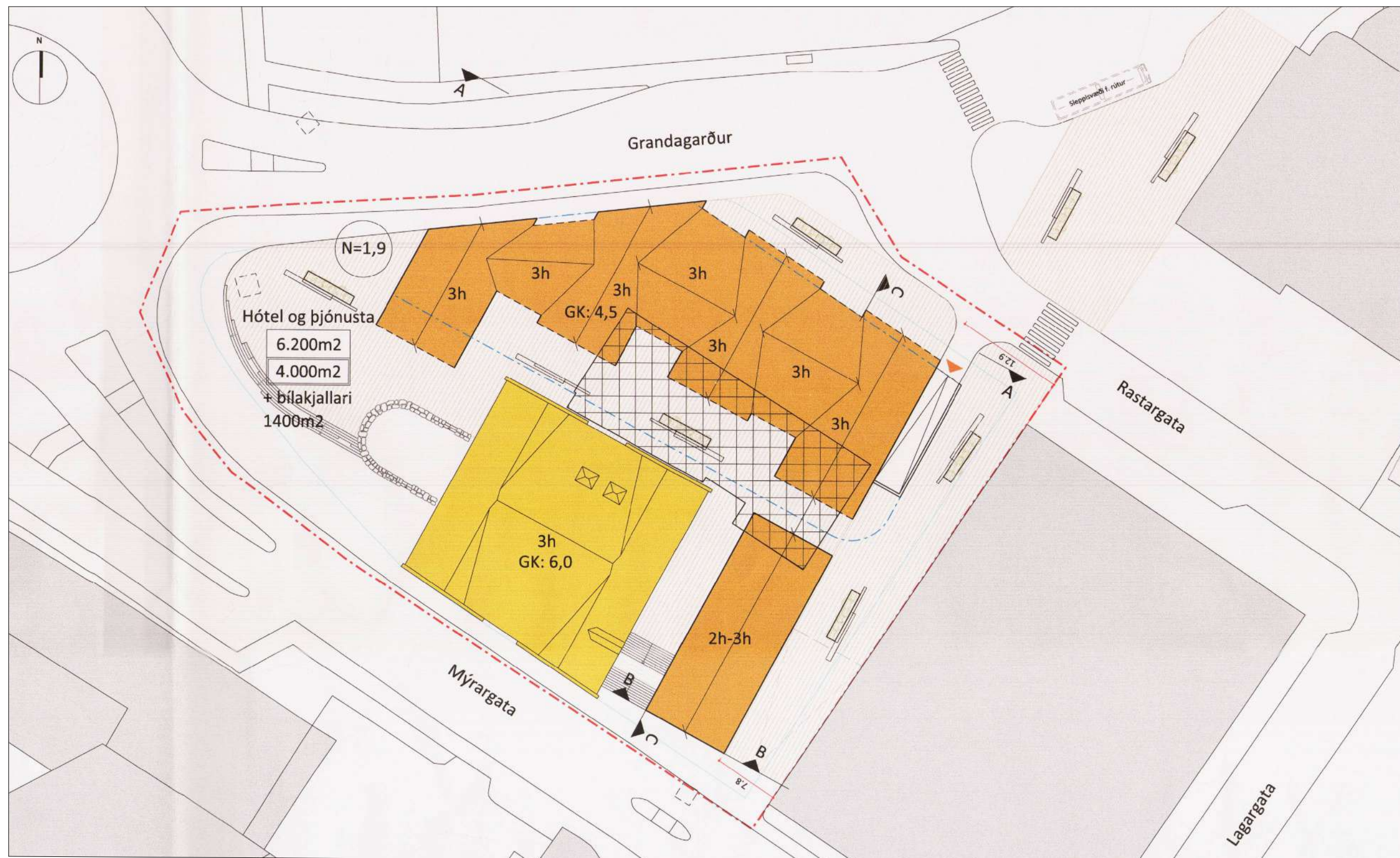
Hér með sendist útskrift úr fundargerð umhverfis- og skipulagsráðs dags 6. mars 2024 varðandi eftirfarandi mál:

Slippa- og Ellingsenreitir - breyting á deiliskipulagi - Grandagarður 2

Lögð fram umsókn ÞG verktaka ehf, dags. 20. nóvember 2023, ásamt bréfi Glámu-Kím, dags. 20. nóvember 2023, um breytingu á deiliskipulagi Slippa- og Ellingsenreits vegna lóðarinnar nr. 2 við Grandagarð. Í breytingunni sem lögð er til felst að heimilt verði að stækka kjallara undir byggingum og verður Innkeyrsla í kjallara verði færð af opnu svæði milli Alliance reits og Mýrargötu 26 inn undir nýbygginu við Rastargötu, salarhæð götuhæðar í stærri nýbyggingum lækki, nýbygging næst Mýrargötu megi hýsa hótél, heimilt verði að tengja nýbyggingar saman á annarri og þriðju hæð með glerjuðum tengigangi og verður skilgreindur byggingarreitur fyrir þann tengigang og að ákvæði um að fundarsalir eða önnur stoðrymi fyrir atvinnustarfsemi á efri hæðum sé óheimil verði fellt út, samkvæmt deiliskipulags- og skýringaruppdr. Glámu-Kím, dags. 26. febrúar 2024. Einnig er lagt fram minnisblað VSB verkfræðistofu, dags. 8. febrúar 2024 vegna bílastæðaráðgjafar/samgöngumats. Lagt er til að tillagan verði samþykkt í auglýsingu.

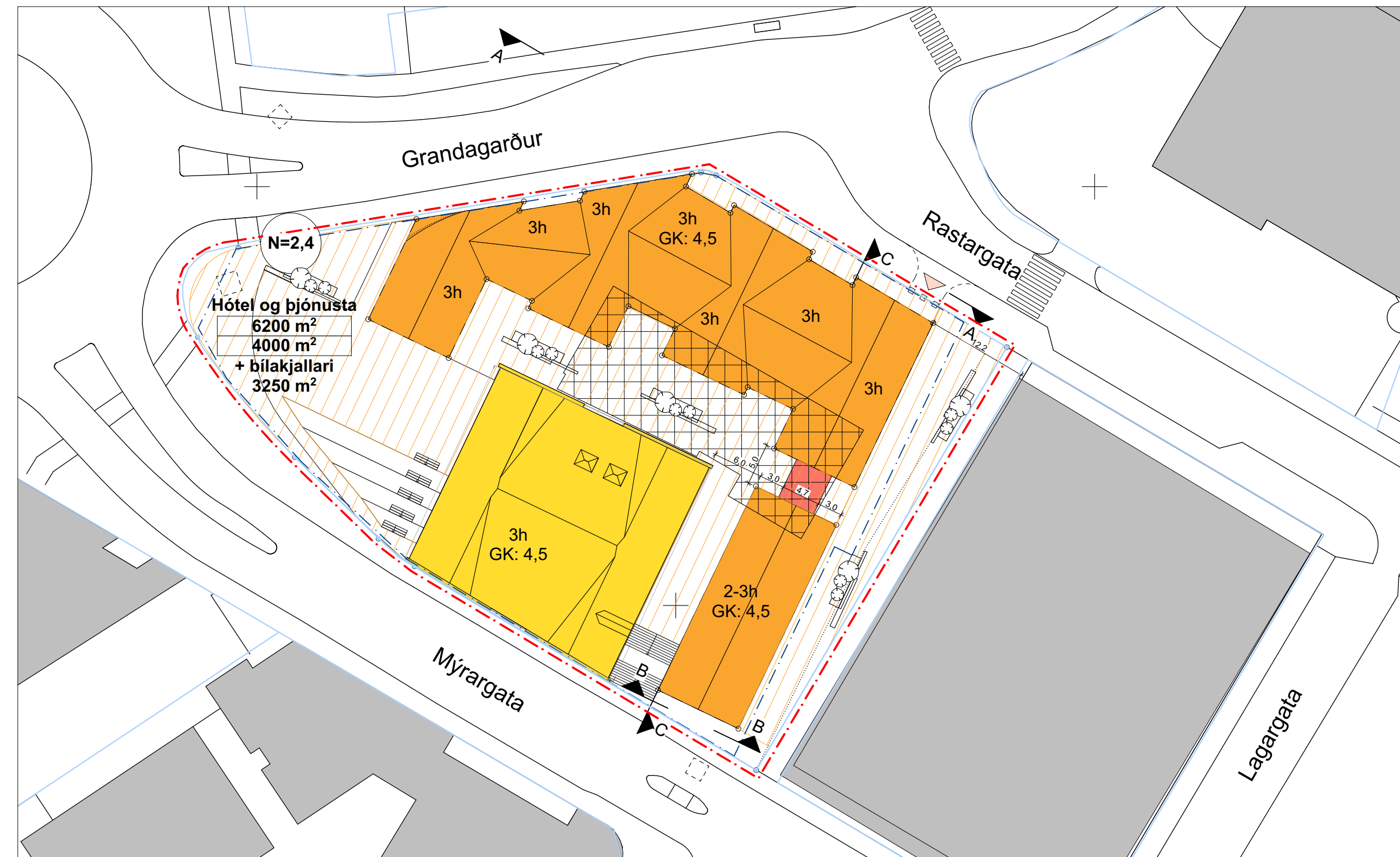
Samþykkt að auglýsa framlagða tillögu, skv. 1. mgr. 41. gr. sbr. 1. mgr. 43. gr. skipulagslaga nr. 123/2010. Vísað til borgarráðs.

Glóey Helgudóttir Finnsdóttir
Umhverfis- og skipulagssvið
Skrifstofa stjórnsýslu og gæða



GILDANDI DEILISKIPULAG

MKV:1:500

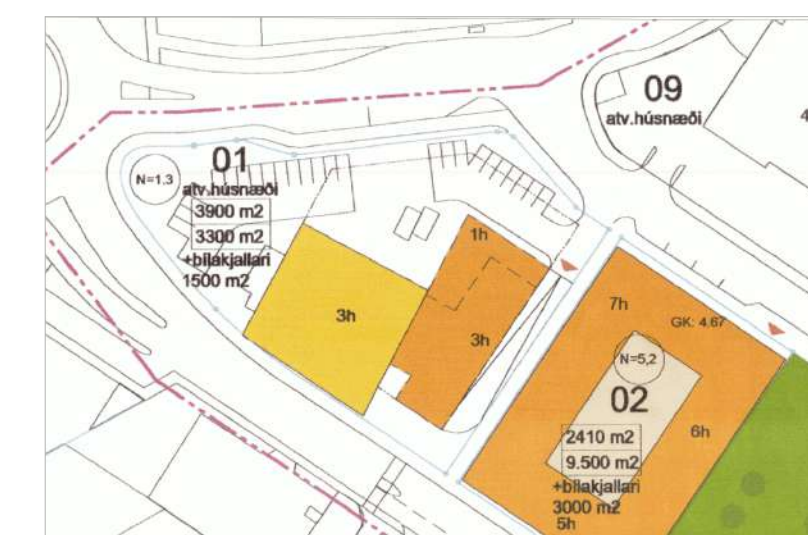


DEILISKIPULAGSBREYTING FYRIR GRANDAGARÐ 2

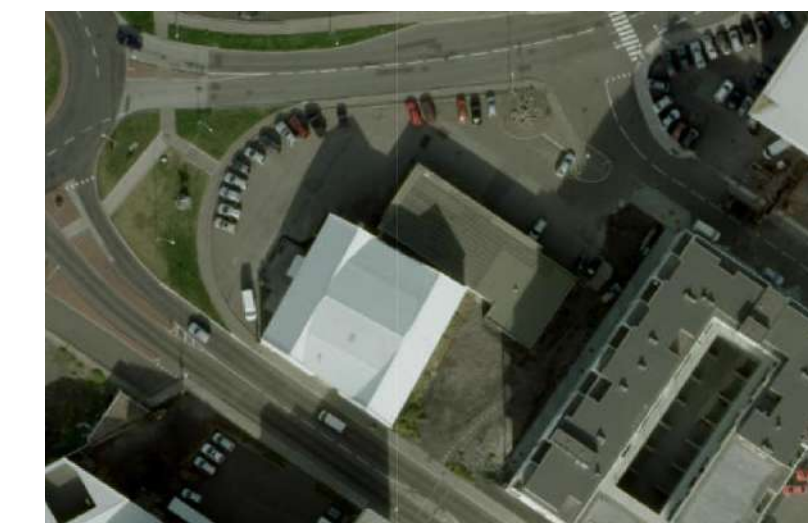
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ÚR AÐALSKIPULAGI ÁR 2040



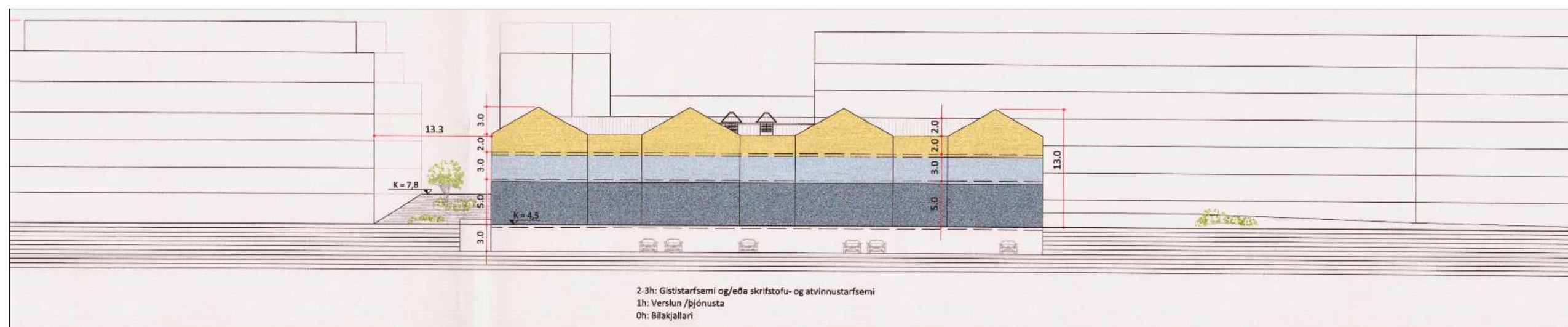
DEILISKIPULAG SAMP. 2013



LOFTMYND

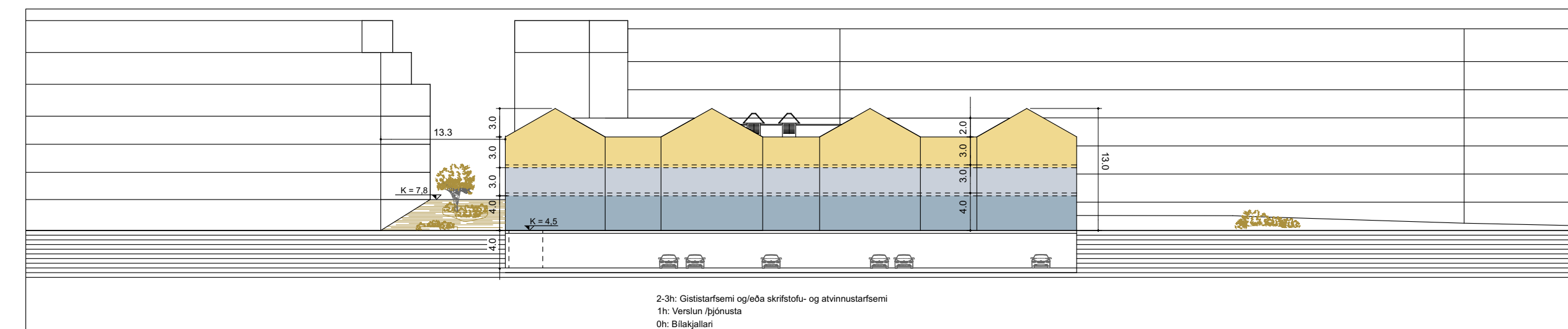
SAMÞYKKT DEILISKIPULAG / NÚVERANDI HEIMILD						
LÓÐ m ²	BYGGINGAR MAGN m ² ofanjarðar	Bilakjallari	BYGGINGAR MAGN m ² með kjallara	NHFL ofanjarðar	NHFL með milli loftum*	NHFL með kjallara
4000	6200	1400	7600	1,6	1,7	1,9

DEILISKIPULAGSBREYTING						
LÓÐ m ²	BYGGINGAR MAGN m ² ofanjarðar	Bilakjallari	BYGGINGAR MAGN m ² með kjallara	NHFL ofanjarðar	NHFL með milli loftum*	NHFL með kjallara
4000	6200	3250	9450	1,6	1,7	2,4



A - A GILDANDI SKILMÁLASNEIÐING

1:500



A - A BREYTT SKILMÁLASNEIÐING

1:500

GILDANDI DEILISKIPULAGSUPPRÁTTUR FYRIR GRANDAGARÐ 2 ALLIANCE REIT

Gildandi skipulagsáætlanir

Í gildi er Aðalskipulagi Reykjavíkur 2040 samþykkt í borgarstjórn Reykjavíkur 13. janúar 2022 og birt í B-deild stjórnartíðinda 18. janúar 2022. Landnotkun svæðisins skv. aðalskipulagi er M1b. Blönduð miðborgarbyggð. Skrifstofur og þjónusta. Markmiðið er að efla fjölbreytta atvinnu og þjónustustarfsemi sem fellur að íbúðarbyggð. Gert er ráð fyrir stofnunum og skrifstofum og sérhæftri þjónustu, þ.m.t. gistinguþjónustu. Íbúðir eru heimil, einkum á efri hæðum húsnæðis. Við jarðhæðir með götuhlöðustyrkingu er verslunar- og þjónustustarfsemi opin almenningsi í forgangi. Almennar veitingaheimildir miðsvæða glíða á svæðunum.

Deiliskipulagsbreyting fyrir Alliance reit var samþykkt í Umhverfis- og skipulagsráði þann 7. mars 2018 og í Borgarráði þann 8. mars 2018. Það tók gildi með auglýsingu í B-deild stjórnartíðinda þann 8. maí 2018.

BREYTINGARLÝSING

Tilgata er gerð um eftirfarandi breytingar á deiliskipulagi ióðarinnar:

- Heimilt verði að stækka kjallara undir byggingum þannig að hann nái að rúma tilskilinn fjölda bílastæða samkvæmt samgöngumati fyrir reitinn auk nauðsynlegra stöð- og tækniþyrma fyrir verslun og þjónustu á götuþæð. Innkeyrsla í kjallara verði færð af opnu svæði milli Alliance reits og Mýrargötu 26 inn undir nýbyggingu við Rastargötu.
- Salarhæð götuþæðar í stærri nýbyggingu lækki úr fimm metrum í fjóra án þess að það hafi áhrif á vegg- eða heildarhæð byggingar.
- Nýbygging næst Mýrargötu megi hýsa hótél.
- Heimilt verði að tengja nýbyggingar saman á annarri og þriðju hæð með glerjuðum tengingang og að skilgreindir verði byggingarreitir fyrir þann tengingang.
- Ákvæði gildandi deiliskipulags-, Fundarsalir eða önnur stöðrymi fyrir atvinnustarfsemi á efri hæðum óheimil. Verði fellt út.

Í GILDANDI DEILISKIPULAGSSKILMÁLUM FYRIR GRANDAGARÐ 2 ALLIANCE REIT ERU ÞESSI ÁKVÆÐI:

ALMENNIR SKILMÁLAR

- Byggingarreitir nýbygginga eru táknaðir með línunum og brotnum línunum, bindandi byggingarlína annars vegar og hins vegar óbundin byggingarlína.
- Heimilaður fjöldi hæða innan byggingarreitanna kemur fram á grunnmynd / afstöðumynd. Hámarks mænis- og veggahæð hvers húshluta kemur fram á sniðmyndum. Stiga- og lyftuhús mega fara upp fyrir hámarks mænishæð þó ekki meira en 1m og dregin aftur frá þakkanli. Milli loftu eru heimil á jarðhæðum. Þar sem þeim verður komið fyrir skal draga milli loft að lágmarki 2 metra aftur frá aðkomuhliðum mótis götu/pori. Milli loftu skulu vera hluti af starfsemi og nýtingu jarðhæða. 30% af jarðhæðum má nota undir milli loft. Einnig er heimilt að nota 15% af efstu hæðum undir milli loft. Öll milli loft reiknast sér í nýtingarhlutfalli.*
- Nýbyggingar skulu standa innan byggingarreitanna. Gerð er grein fyrir þakformi á uppdrætti og megin mænisstefna er fastbundin.
- Þök skulu vera risþök, mænisstefna er sýnd á uppdráttum og gerð er grein fyrir hvar skulu vera hallandi þakflötir í útlitsmyndum. Gerð er krafa um uppbröt úteggjar í 4 einingar, sem taka mið af Alliance húsinu, bæði í stærð og formi. (sjá skýringarmynd 1)

Bíla- og hjólastæði.

- Öll bílastæði eru í bilakjallara og gert er ráð fyrir samnýtingu bílastæða í borgarlandi umhverfis reitinn.
- Aðkoma að bilakjallara er frá Rastargötu og er undir nýbyggingu að hluta. Heildarfjöldi stæða í bilakjallara er áætlaður 45. Koma skal fyrir hjólastæðum á lóð nálegt inngöngum í samræmi við kröfur aðalskipulags.

Starfsemi

- **Efri hæðir nýbygginga:** Gististarfsemi og/eða önnur skrifstofu- og atvinnustarfsemi. Í nýbyggingu við Mýrargötu skulu vera íbúðir.
- **Jarðhæðir nýbygginga:** Verslun, veitingastarfsemi og létt atvinnustarfsemi á borð við hágræðslustofur, snyrtistofur o.s.frv. Lágmark fimm aðskilin atvinnurými. Misunandi starfsemi skal vera í hverju rými og óheimilt að sameina eða opna á milli. Kvóðin nær yfir allar nýbyggingar þ.á.m. við Mýrargötu og meðfram Mýrargötu 26 að Grandagarði/Rastargötu. Fundarsalir eða önnur stöðrymi fyrir atvinnustarfsemi á efri hæðum er óheimil. Heimilt að koma fyrir lyftum og/eða stigahúsum fyrir atvinnustarfsemi á efri hæðum og skal lágmarka útlitsleg áhrif.
- **Alliance hús.** Starfsemi frjáls. Núverandi starfsemi er safn.

DEILISKIPULAGSBREYTING FYRIR LÓDINA GRANDAGARÐUR 2, SLIPPA- OG ELLINGSENREITUR - ALLIANCE REITUR

Eftirfarandi breytingar eru gerðar:

ALMENNIR SKILMÁLAR

- Byggingarreitir nýbygginga eru táknaðir með línunum og brotnum línunum, bindandi byggingarlína annars vegar og hins vegar óbundin byggingarlína. Gerð er byggingarreitir fyrir tengingang á annarri og þriðju hæð milli nýbygginga.
- Heimilaður fjöldi hæða innan byggingarreitanna kemur fram á grunnmynd / afstöðumynd. Hámarks mænis- og veggahæð hvers húshluta kemur fram á sniðmyndum. Stiga- og lyftuhús mega fara upp fyrir hámarks mænishæð þó ekki meira en 1m og dregin aftur frá þakkanli. Heimilt að nota allt að 30% af efstu hæðum undir milli loft. Milli loft reiknast sér í nýtingarhlutfalli.*
- Nýbyggingar skulu standa innan byggingarreitanna. Heimilt er að flöttastigahús úr kjallara opnast upp á lóð ef þörf krefur. Gerð er grein fyrir þakformi á uppdrætti og megin mænisstefna er fastbundin.
- Þök skulu vera risþök nema þak á tengingangi, mænisstefna er sýnd á uppdráttum og gerð er grein fyrir hvar skulu vera hallandi þakflötir í útlitsmyndum. Gerð er krafa um uppbröt úteggjar í 4 einingar, sem taka mið af Alliance húsinu, bæði í stærð og formi. (sjá skýringarmynd 1)

Bíla- og hjólastæði.

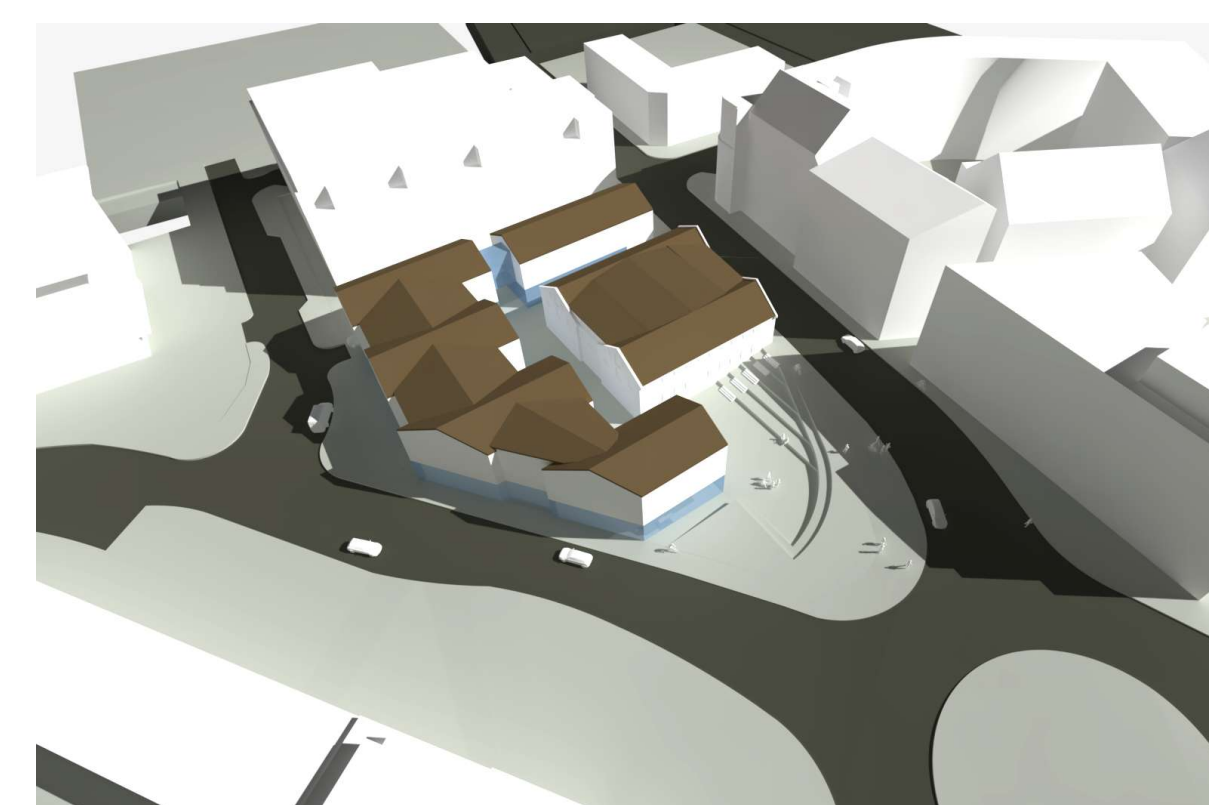
- Öll bílastæði eru í bilakjallara og gert er ráð fyrir samnýtingu bílastæða í borgarlandi umhverfis reitinn.
- Aðkoma að kjallara er frá Rastargötu og skábraut að honum er alfarið undir nýbyggingu. Samgöngumat fyrir reitinn er unnið í samræmi við „Reglur um fjölda bíla- og hjólastæða í Reykjavík.“ í bilakjallara er heimild fyrir allt að 61 bílastæði og á lóð er krafa um a.m.k. 102 hjólastæði.

Starfsemi

- **Efri hæðir nýbygginga:** Íbúðir, hótél og/eða önnur skrifstofu- og atvinnustarfsemi.
- **Jarðhæðir nýbygginga:** Hótél, verslun, veitingastarfsemi og létt atvinnustarfsemi á borð við hágræðslustofur, snyrtistofur o.s.frv. Lágmark fimm aðskilin atvinnurými. Misunandi starfsemi skal vera í hverju rými og óheimilt að sameina eða opna á milli. Kvóðin nær yfir allar nýbyggingar þ.á.m. við Mýrargötu og Grandagarði/Rastargötu. Heimilt að koma fyrir lyftum og/eða stigahúsum fyrir atvinnustarfsemi á efri hæðum og skal lágmarka útlitsleg áhrif.
- **Alliance hús.** Starfsemi frjáls.

Deiliskipulagsmörk hafa verið færð að ióðamörkum.

Ekki eru gerðar aðrar breytingar á deiliskipulaginu. Að öðru leyti standa skilmálar gildandi deiliskipulags.



DEILISKIPULAGSBREYTING ÞESSI SEM FENGID HEFUR MEDFERÐ Í SAMRÆMI VID AKVÆÐI 1. MGR. 43. GR. SKIPULAGSLAGA NR 123/2010 VAR SAMÞYKKT Í

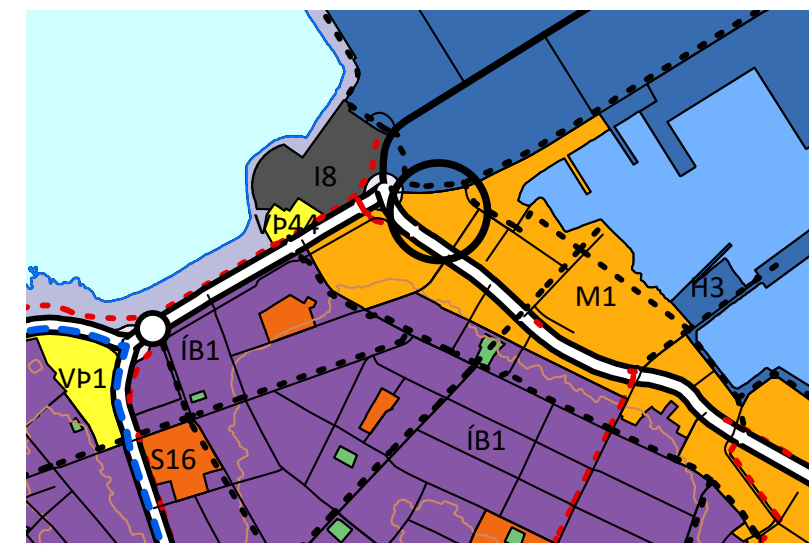
_____ ÞANN _____ 20__ OG Í
 _____ ÞANN _____ 20__.
 TILLAGAN VAR AUGLÝST FRÁ _____ 20__.
 MED ATHUGASEMDARFREST TIL _____ 20__.
 AUGLÝSING UM GILDISTÖKU BREYTINGARINNAR VAR BIRT Í B-DEILD STJÓRNARTÍÐINDA ÞANN _____ 20__.

ENDURSKOÐUN: _____ DAGS: _____

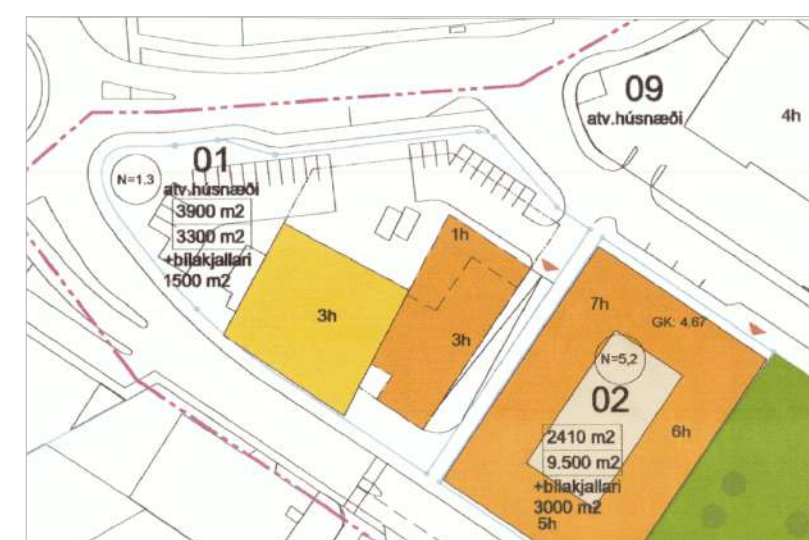
SLIPPA- OG ELLINGSENREITUR - ALLIANCE REITUR DEILISKIPULAGSBREYTING

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FRUMTÆRÐ BLADS:	A1	YFIRFARID:	SK / SH
TEIKNAD:	AB	ÚTGÁFA:	26.2.2024

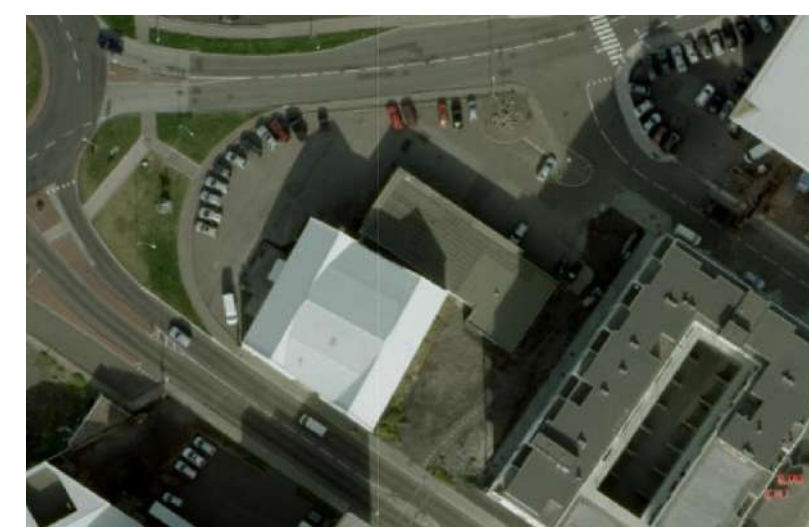
GLÁMA · KÍM
 Laugavegur 164
 101 Reykjavík
 sími: 530 8100
 glamakim@glamakim.is
 kt: 560 496 2739



ÚR AÐALSKIPULAGI ÁR 2040



DEILISKIPULAG SAMÞ. 2013



LOFTMYND

- 3 hæð
 - 2 hæð
 - 1 hæð
 - 0 hæð (núgráfin hæð að hluta)
- Byggingareitur fyrir tenging

DEILISKIPULAGSBREYTING ÞESSI SEM FENGID HEFUR MEDFERÐ Í SAMRÆMI VÍÐ ÁKVÆÐI 1. MGR. 43. GR. SKIPULAGSLAGA NR 123/2010 VAR SAMÞYKKT Í

_____ ÞANN _____ 20__ OG Í _____ ÞANN _____ 20__.

TILLAGAN VAR AUGLÝST FRÁ _____ 20__.

MED ATHUGASEMDARFREST TIL _____ 20__.

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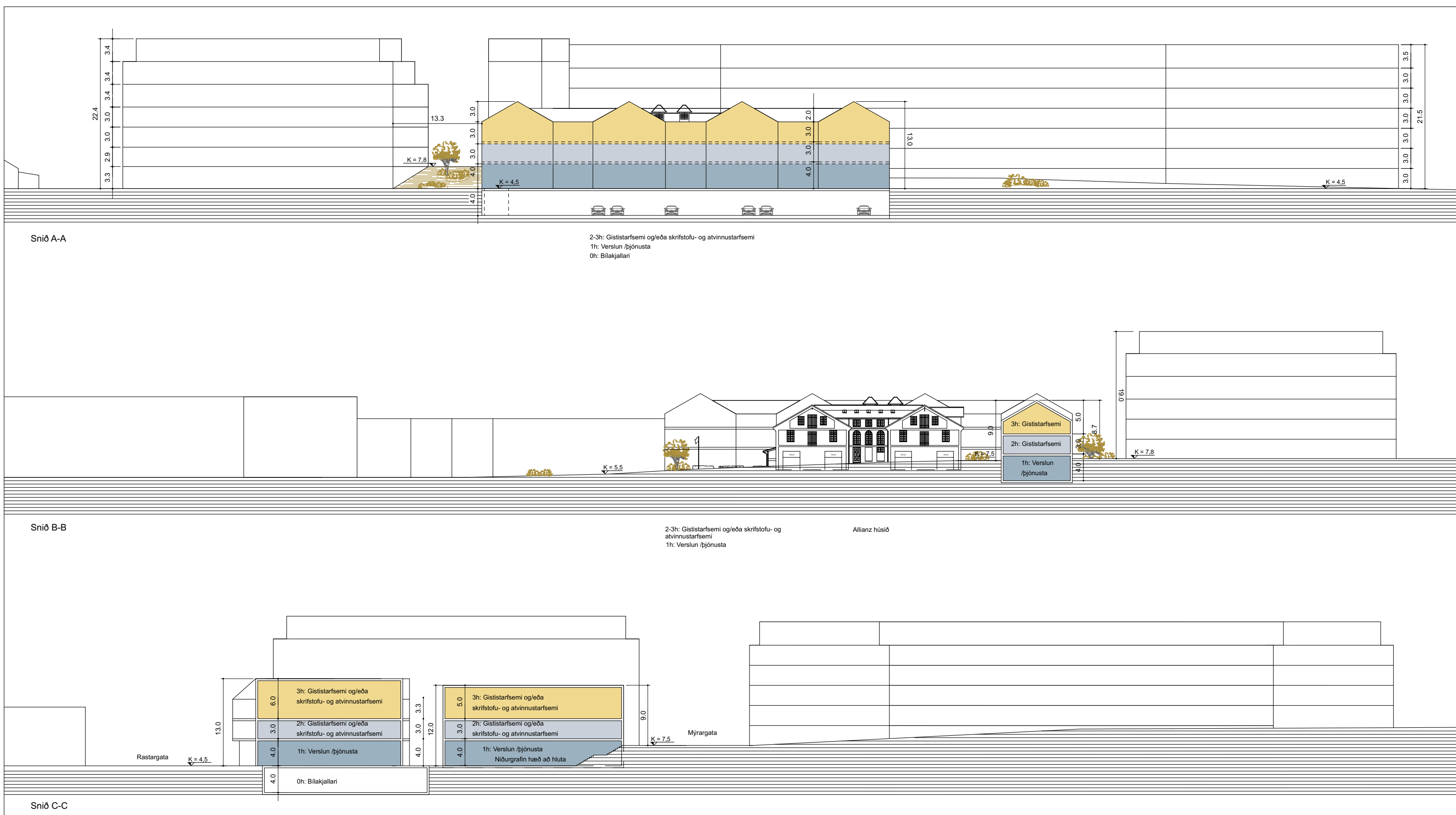
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SLIPPA- OG ELLINGSENREITUR
- ALLIANCE REITUR
DEILISKIPULAGSBREYTING

EFNI: DEILISKIPULAGSUPPRÁTTUR
MÆLIKVARÐI: VERKNR: 2209044
FRUMSTÆRD BLADS: A1 TEIKN. NR: 2/4
TEIKNAD: AB YFIRFARID: SK / SH
DAGSETNING ÚTGÁFU: 26.2.2024 ÚTGÁFA:

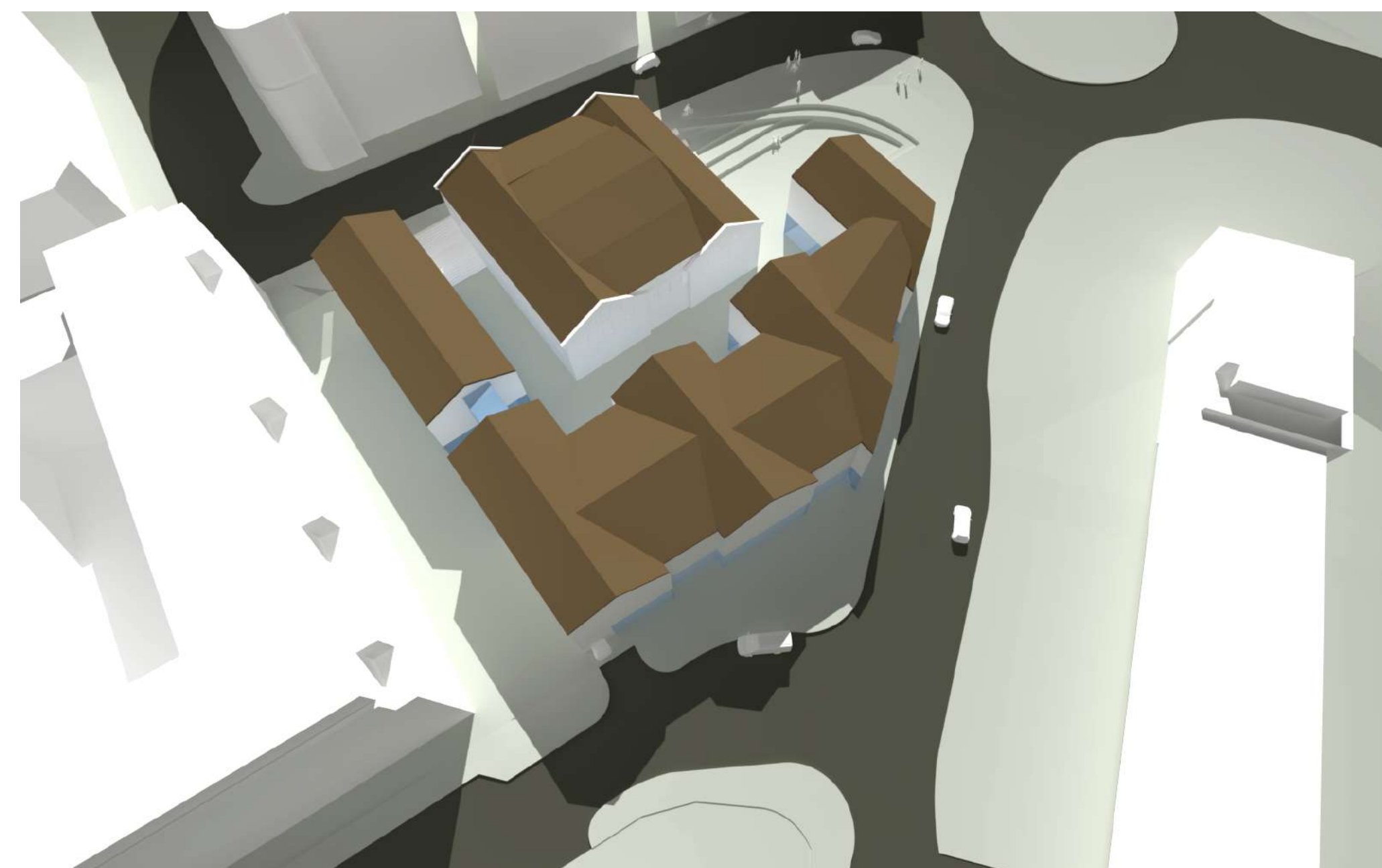
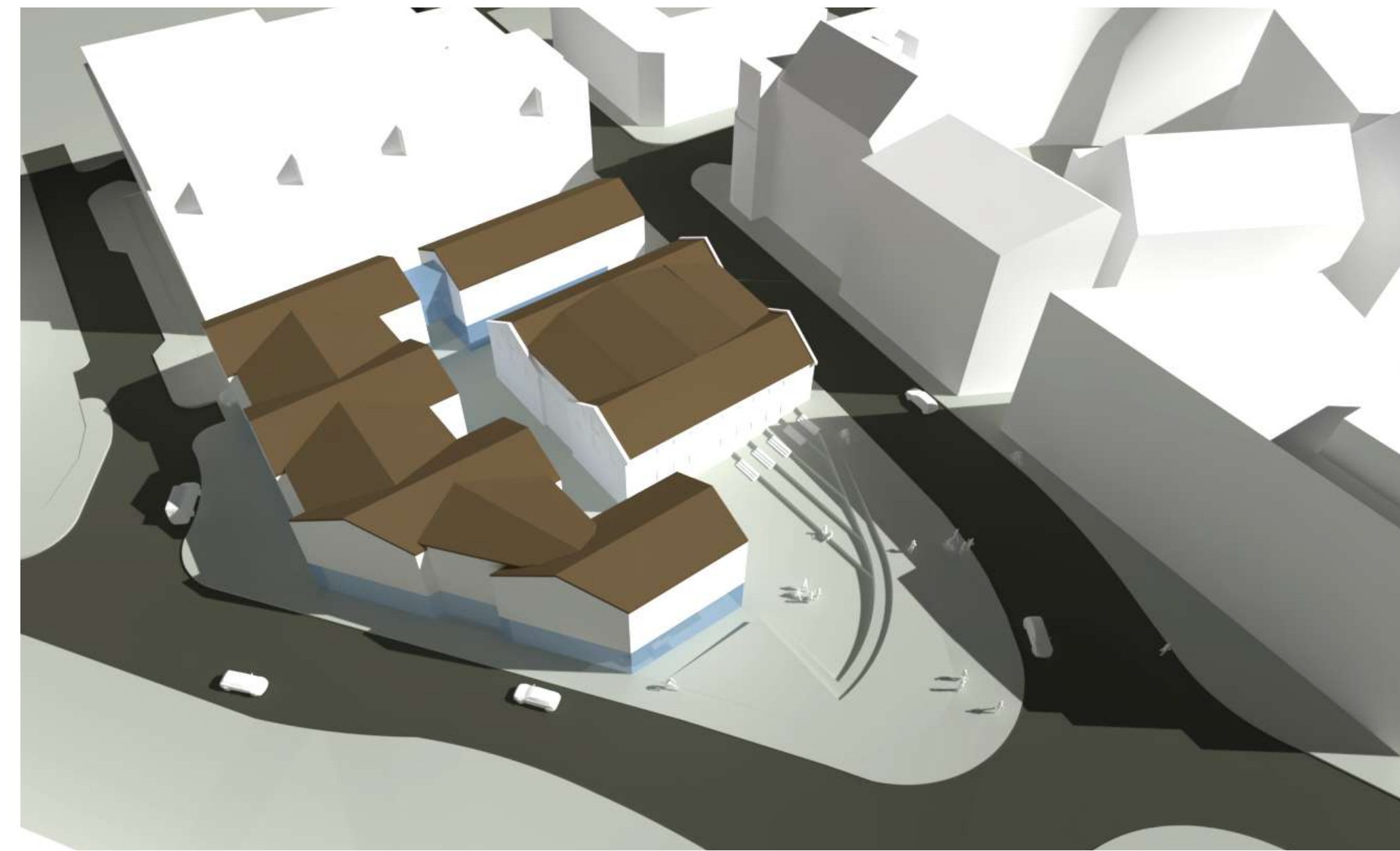
GLÁMA·KÍM

Laugavegur 164
101 Reykjavík
sími: 530 8100
glamakim@glamakim.is
kt: 560 496 2739



BREYTTAR SKILMÁLASNEIÐINGAR

1:500

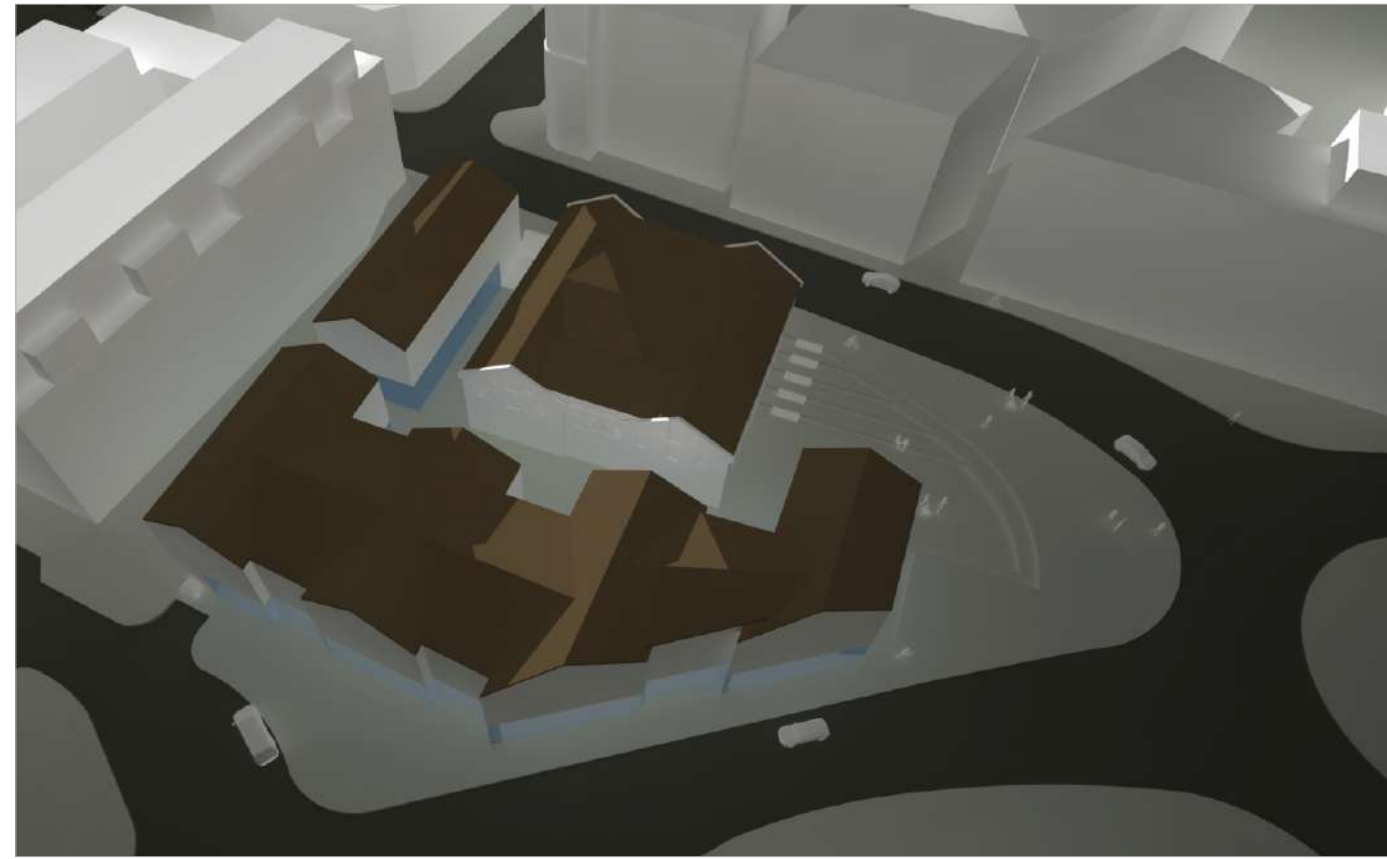


ÞRÍVÍDDARMYND - MANNLÍF Á TORGI



FYRIR // GILDANDI DEILISKIPULAG

21.1 VETUR



Yfirlitsmynd : 21.1 VETUR kl. 13.00



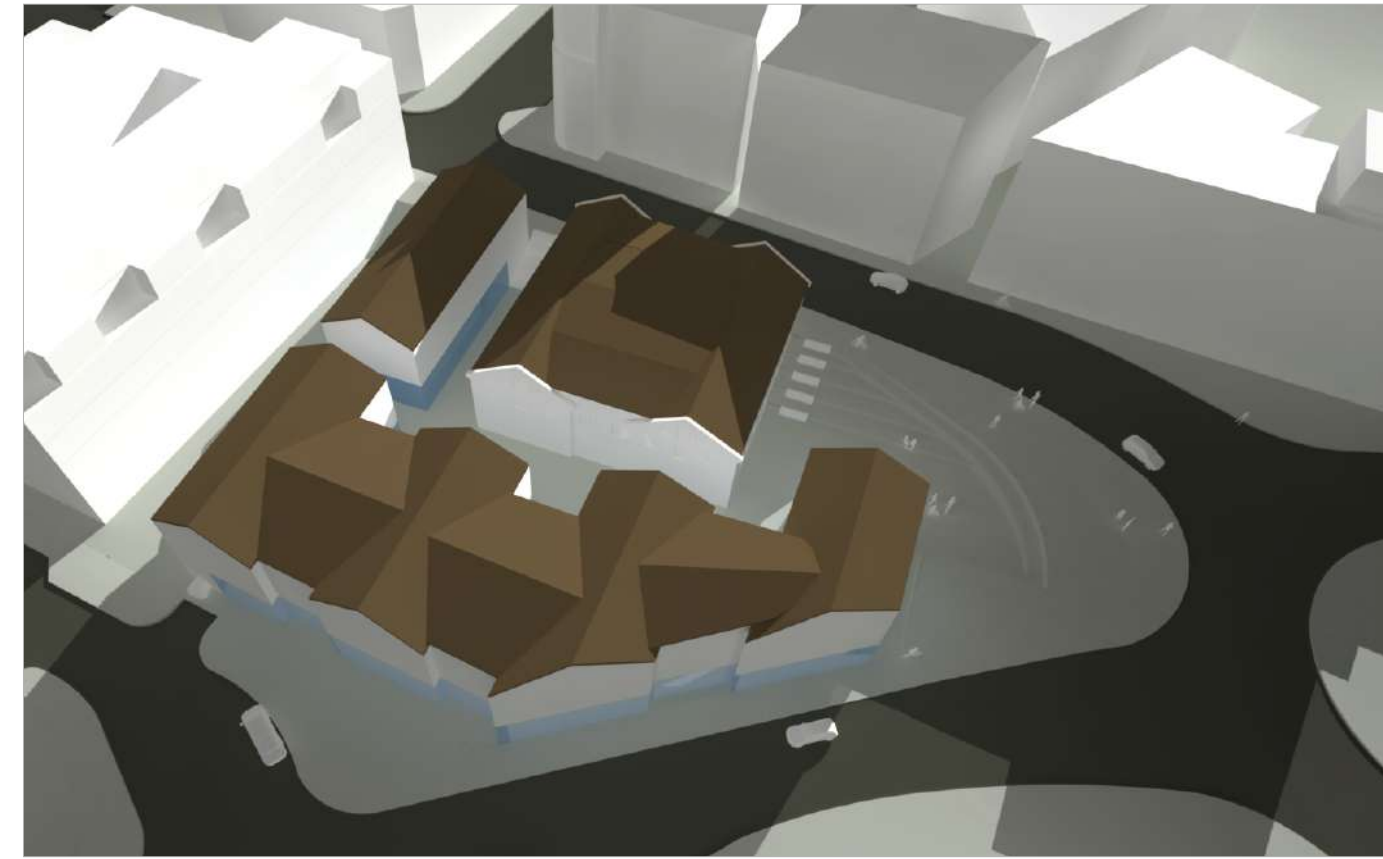
21.1 VETUR // KL. 13.00



21.1 VETUR // KL. 16.00

FYRIR // GILDANDI DEILISKIPULAG

21.3 JAFNDÆGUR



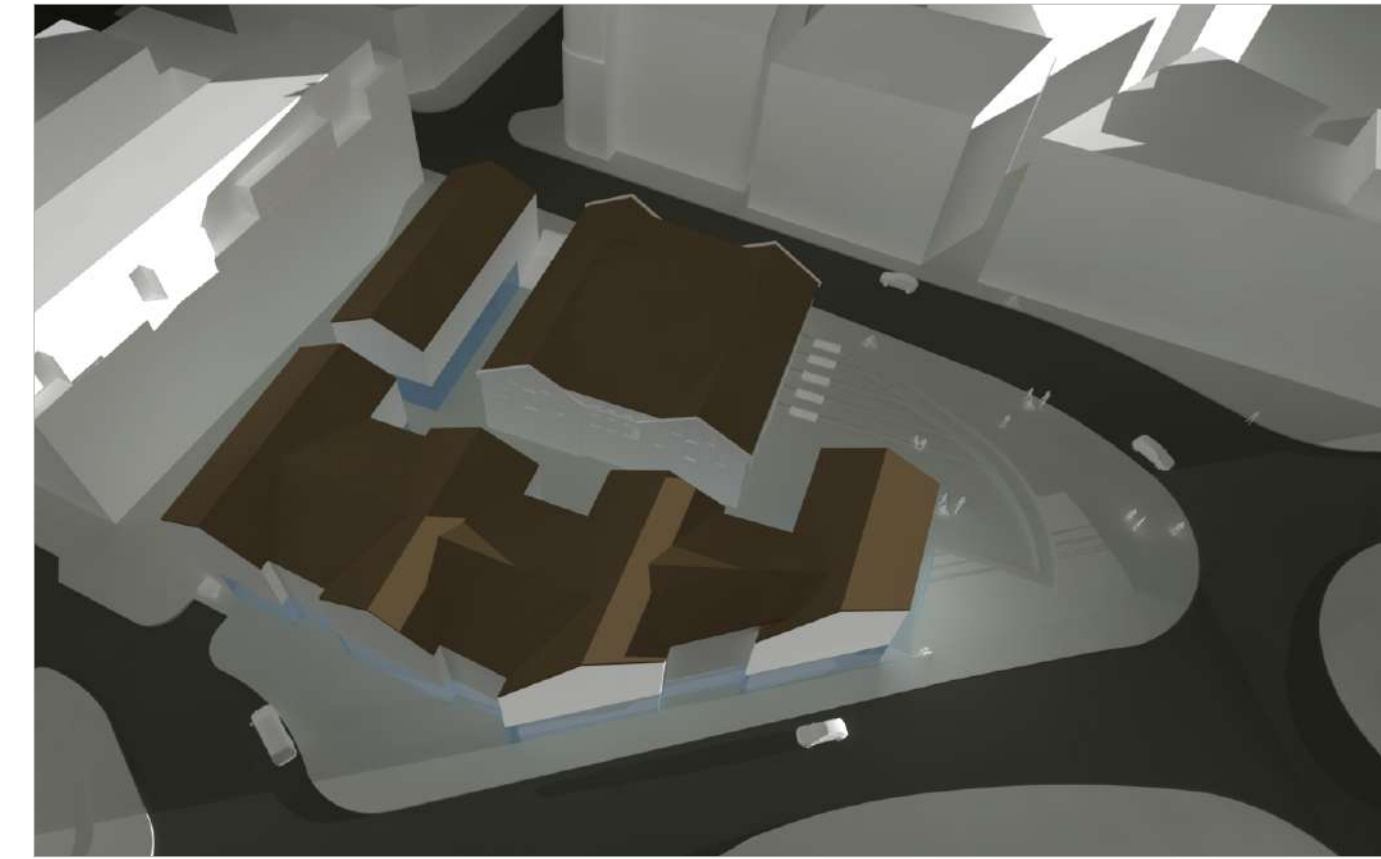
Yfirlitsmynd : 21.3 JAFNDÆGUR kl. 16.00



21.3 JAFNDÆGUR // KL. 10.00



21.3 JAFNDÆGUR // KL. 13.00



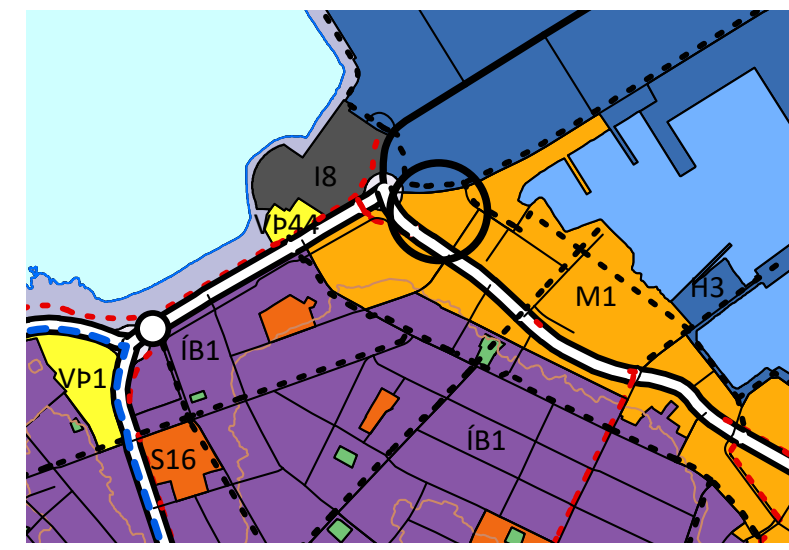
Yfirlitsmynd : 21.3 JAFNDÆGUR kl. 19.00



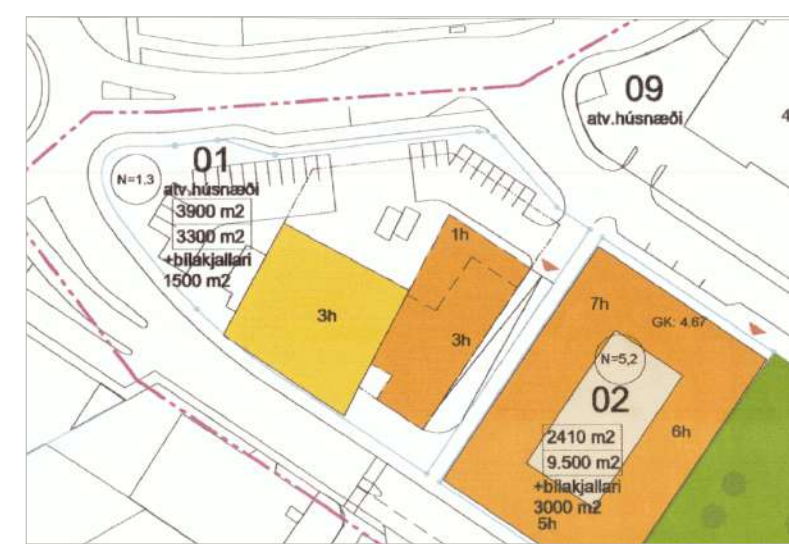
21.3 JAFNDÆGUR // KL. 16.00



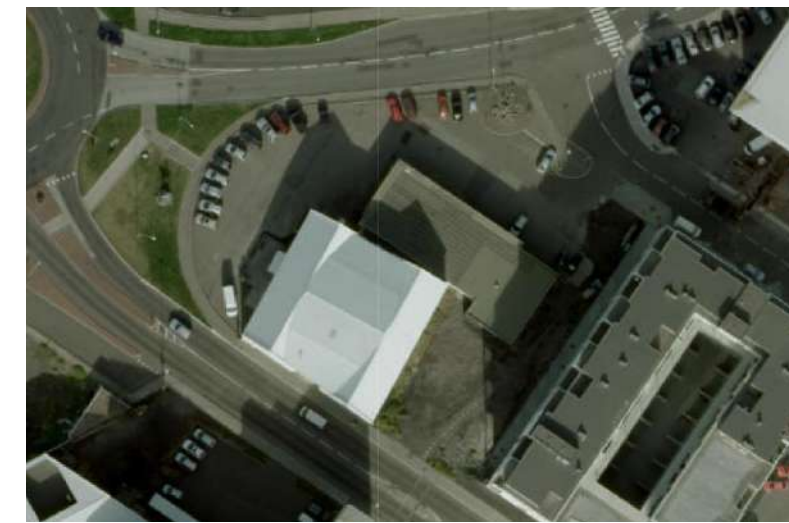
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ÚR AÐALSKIPULAGI ÁR 2040



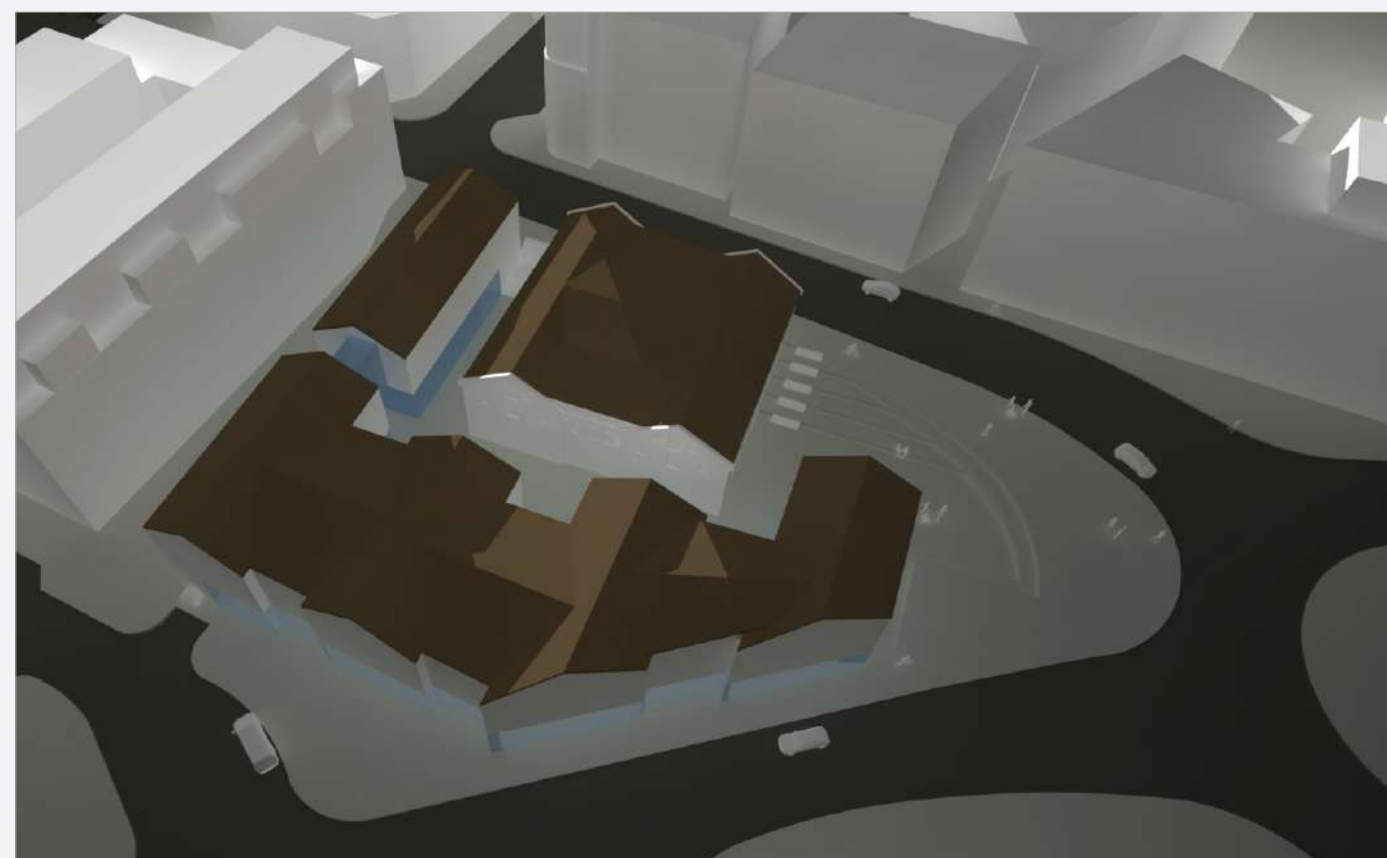
DEILISKIPULAG SAMP. 2013



LOFTMYND

EFTIR // TILLAGA AÐ DEILISKIPULAGI

21.1 VETUR



Yfirlitsmynd : 21.1 VETUR kl. 13.00



21.1 VETUR // KL. 13.00



21.1 VETUR // KL. 16.00

EFTIR // TILLAGA AÐ DEILISKIPULAGI

21.3 JAFNDÆGUR



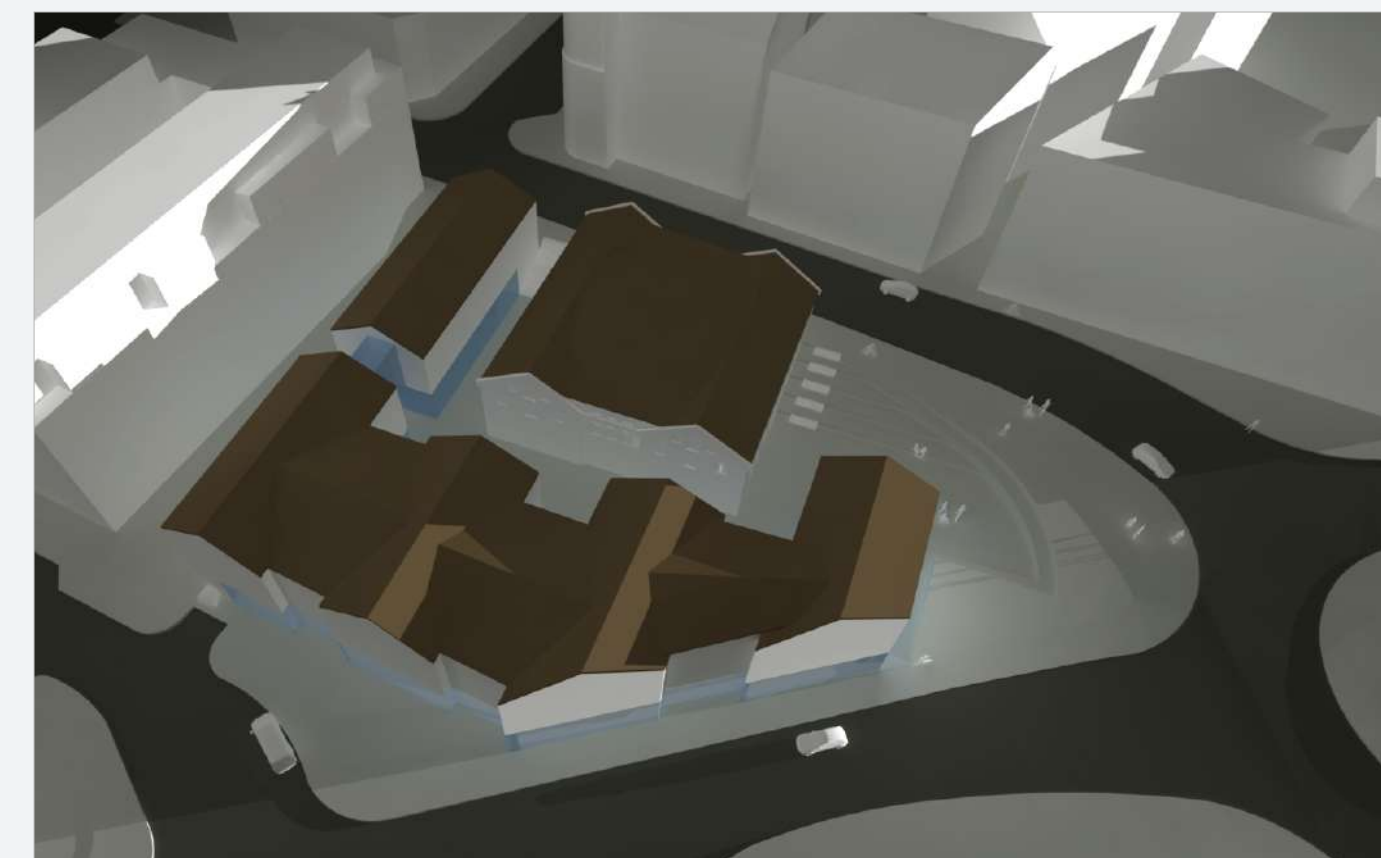
Yfirlitsmynd : 21.3 JAFNDÆGUR kl. 16.00



21.3 JAFNDÆGUR // KL. 10.00



21.3 JAFNDÆGUR // KL. 13.00



Yfirlitsmynd : 21.3 JAFNDÆGUR kl. 19.00



21.3 JAFNDÆGUR // KL. 16.00



21.3 JAFNDÆGUR // KL. 19.00

DEILISKIPULAGSBREYTING ÞESSI SEM FENGID HEFUR MEDFERÐ Í SAMRÆMI VÍÐ ÁKVÆÐI 1. MGR. 43. GR. SKIPULAGSLAGA NR 123/2010 VAR SAMÞYKKT Í

_____ ÞANN _____ 20__ OG Í _____ ÞANN _____ 20__.

TILLAGAN VAR AUGLÝST FRÁ _____ 20__.

MED ATHUGASEMDARFREST TIL _____ 20__.

AUGLÝSING UM GILDISTÖKU BREYTINGARINNAR VAR BIRT Í B-DEILD STJÓRNARTÍÐINDA ÞANN _____ 20__.

ENDURSKOÐUN: _____ DAGS: _____

SLIPPA- OG ELLINGSENREITUR - ALLIANCE REITUR DEILISKIPULAGSBREYTING

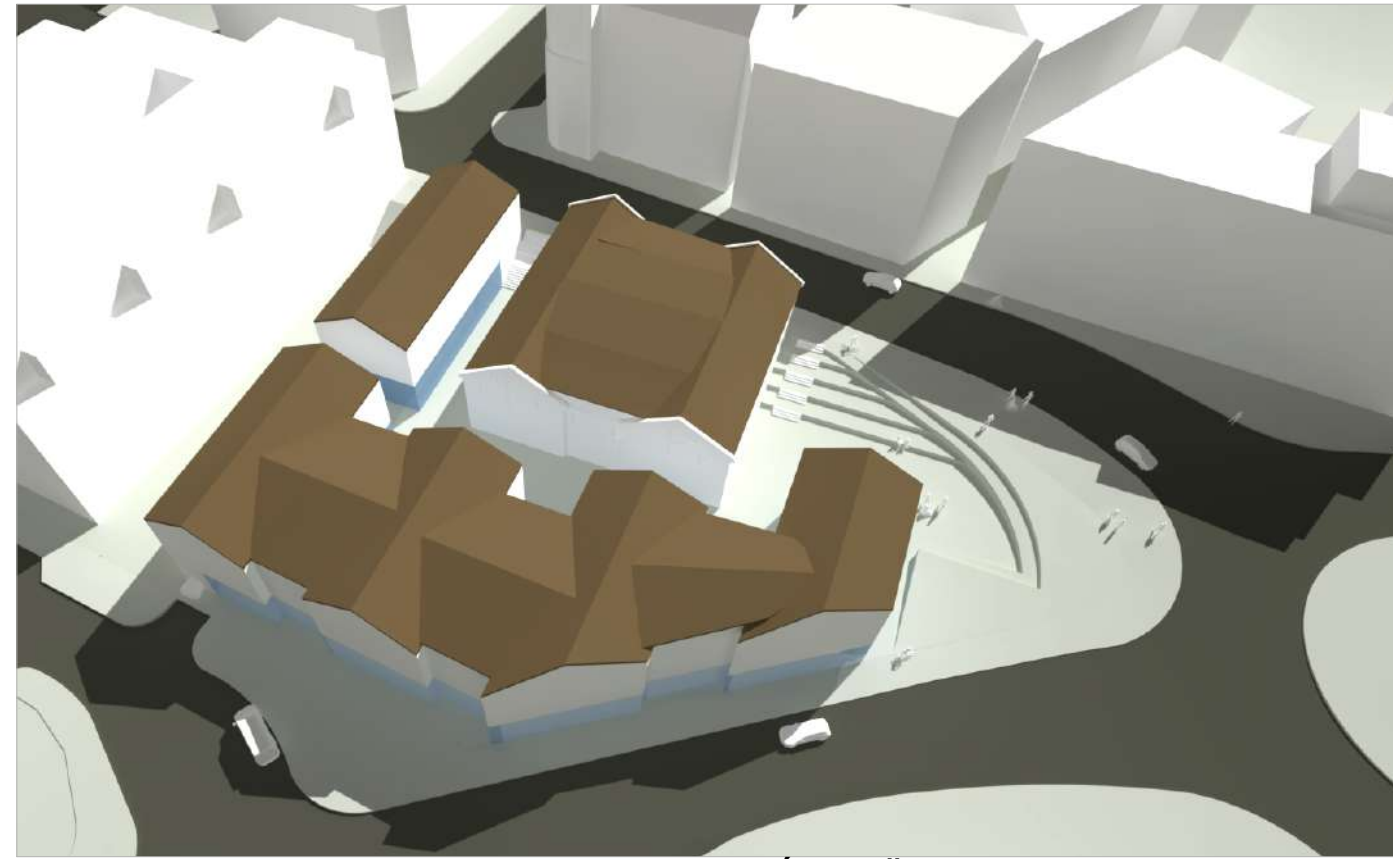
EFNI: DEILISKIPULAGSUPPRÁTTUR
MÆLIKVARÐI: VERKNR: 2209044
FRUMSTÆRD BLADS: A1 TEIKN. NR: 3/4
TEIKNAD: AB YFIRFARID: SK / SH
DAGSETNING ÚTGÁFU: 26.2.2024 ÚTGÁFA:

GLÁMA·KÍM

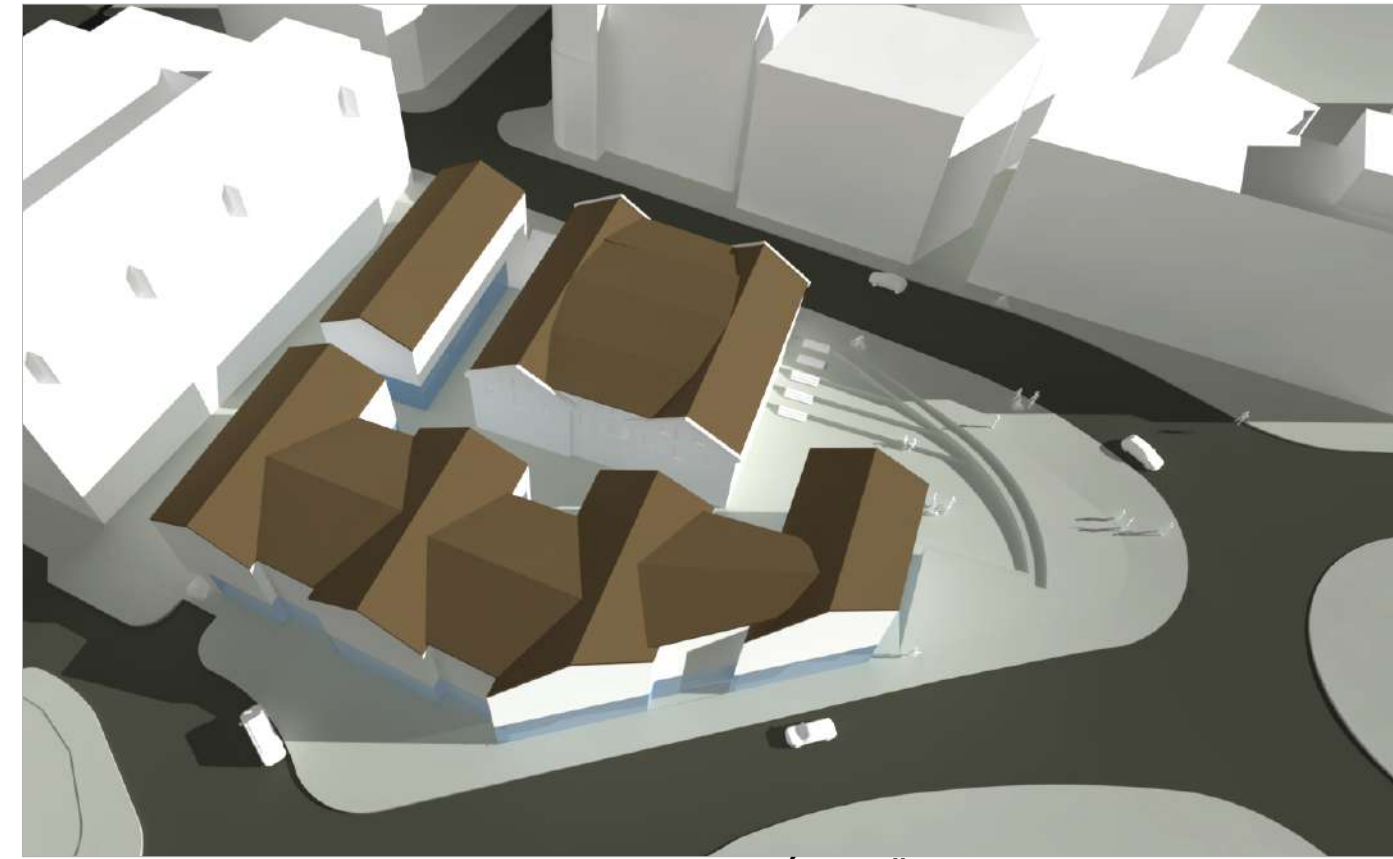
Laugavegur 164
101 Reykjavík
sími: 530 8100
glamakim@glamakim.is
kt: 560 496 2739

FYRIR // GILDANDI DEILISKIPULAG

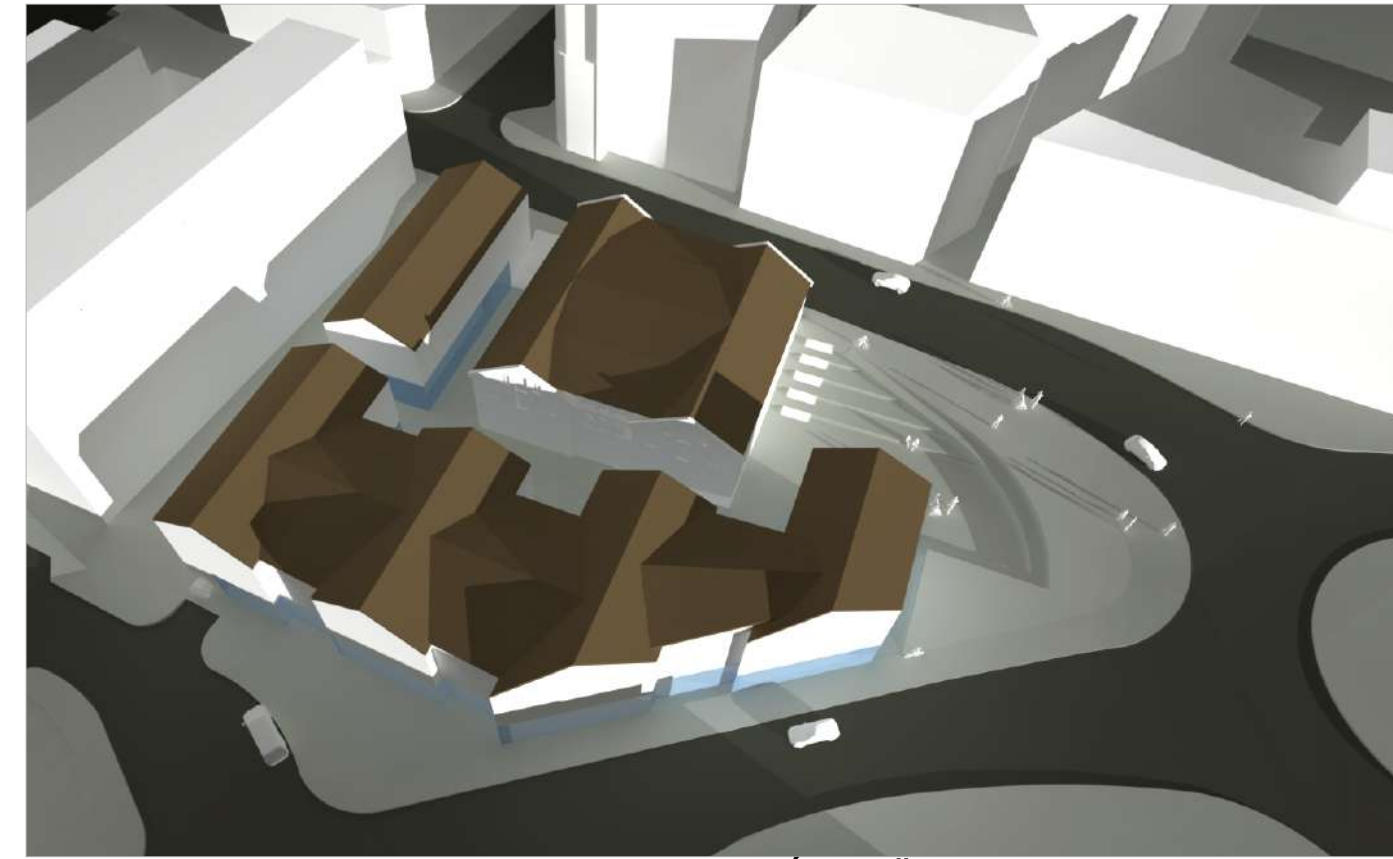
21.6 SUMARSÓLSTÖÐUR



Yfirlitsmynd : 21.6 SUMARSÓLSTÖÐUR kl. 16.00



Yfirlitsmynd : 21.6 SUMARSÓLSTÖÐUR kl. 19.00



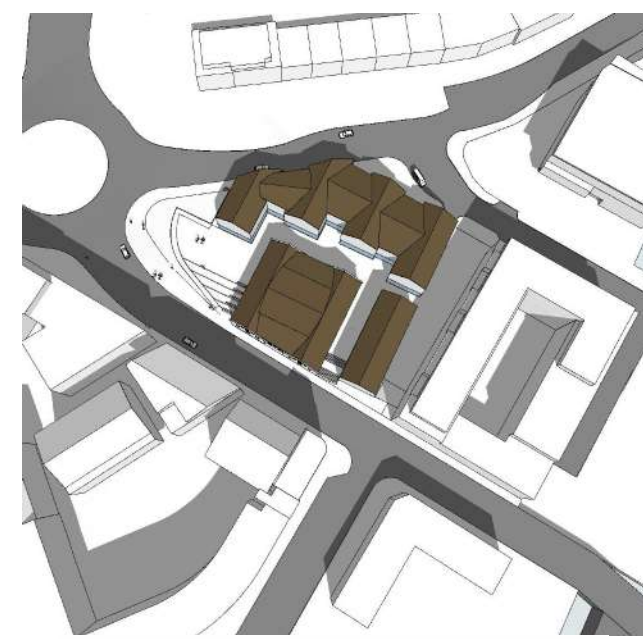
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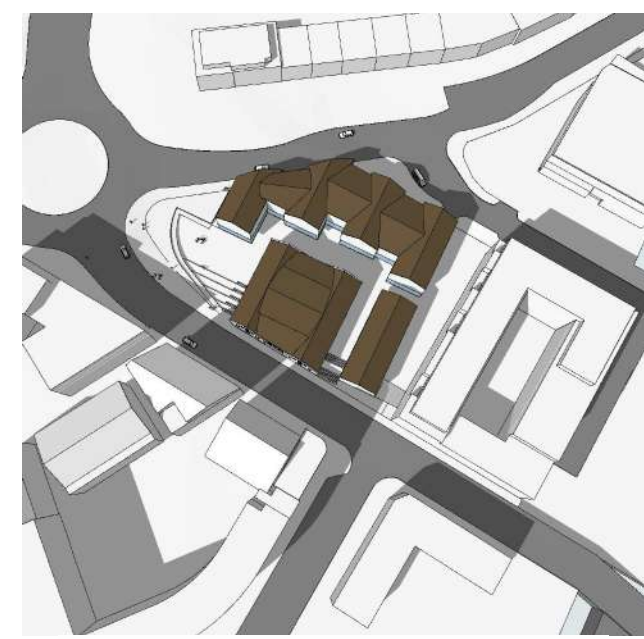
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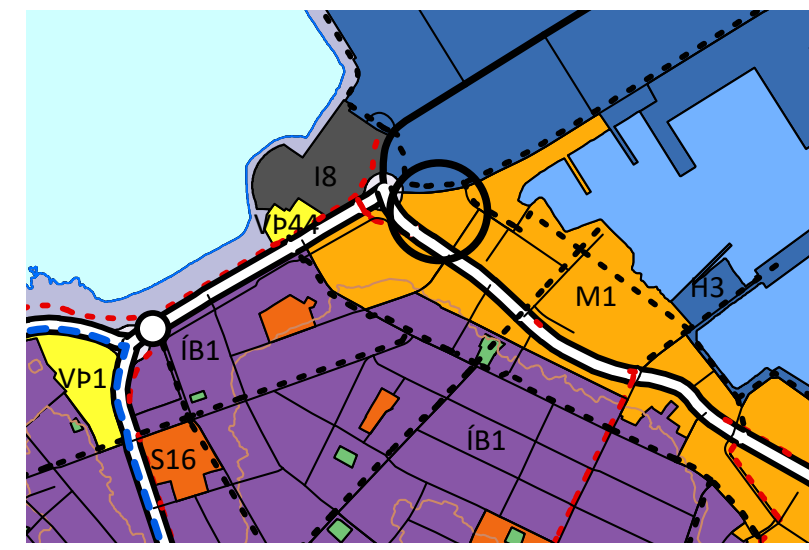
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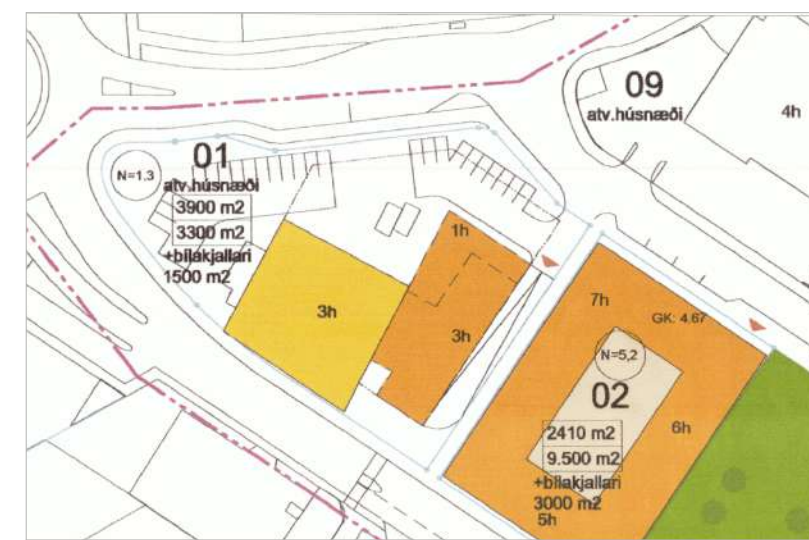
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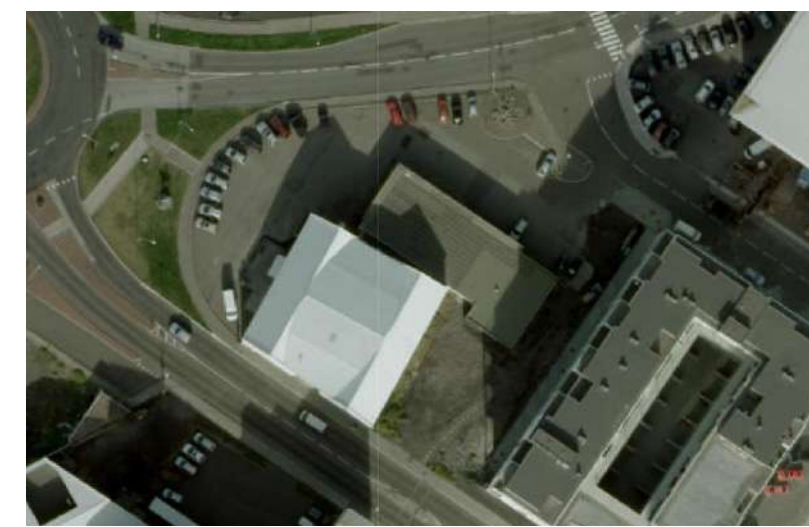
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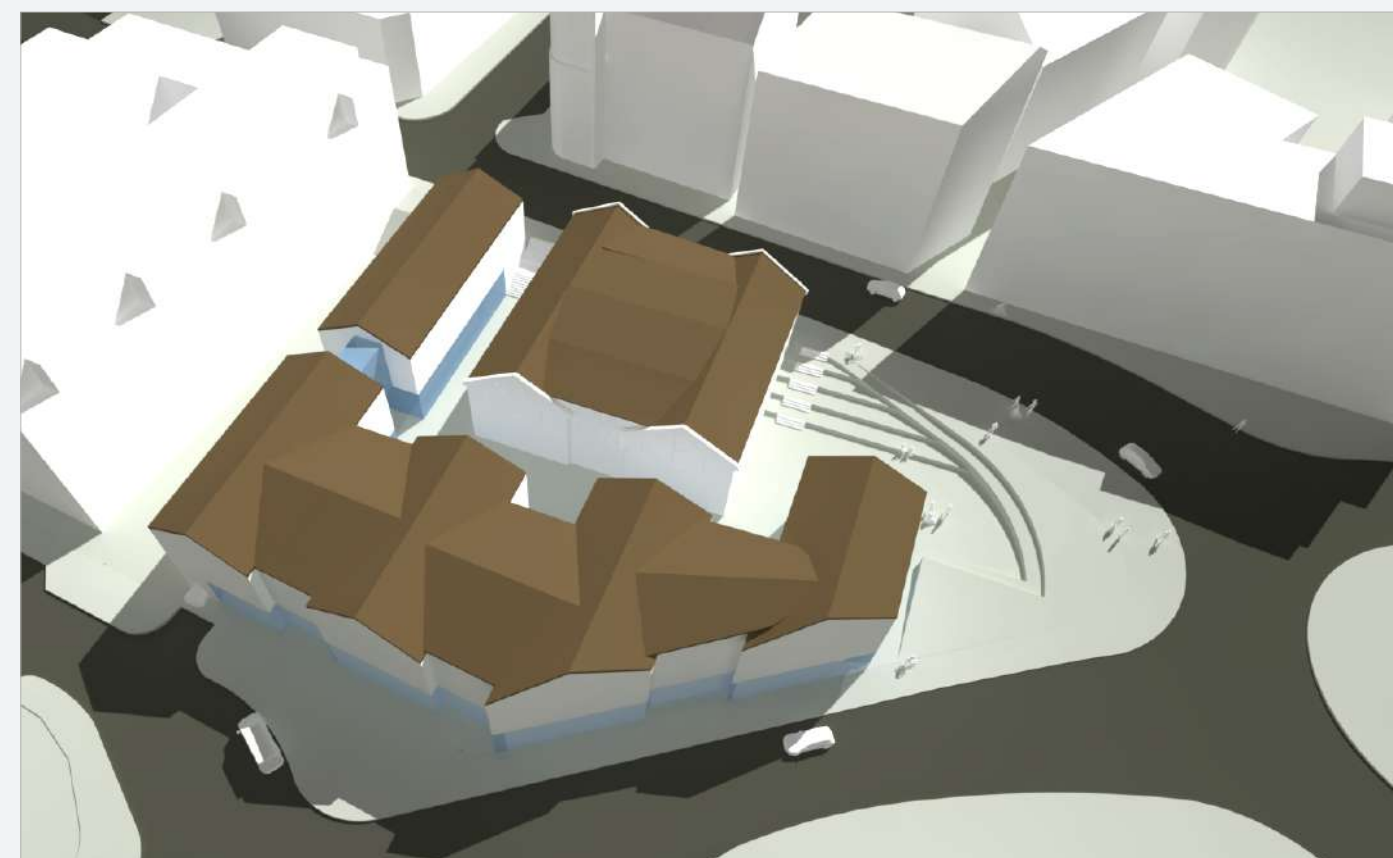
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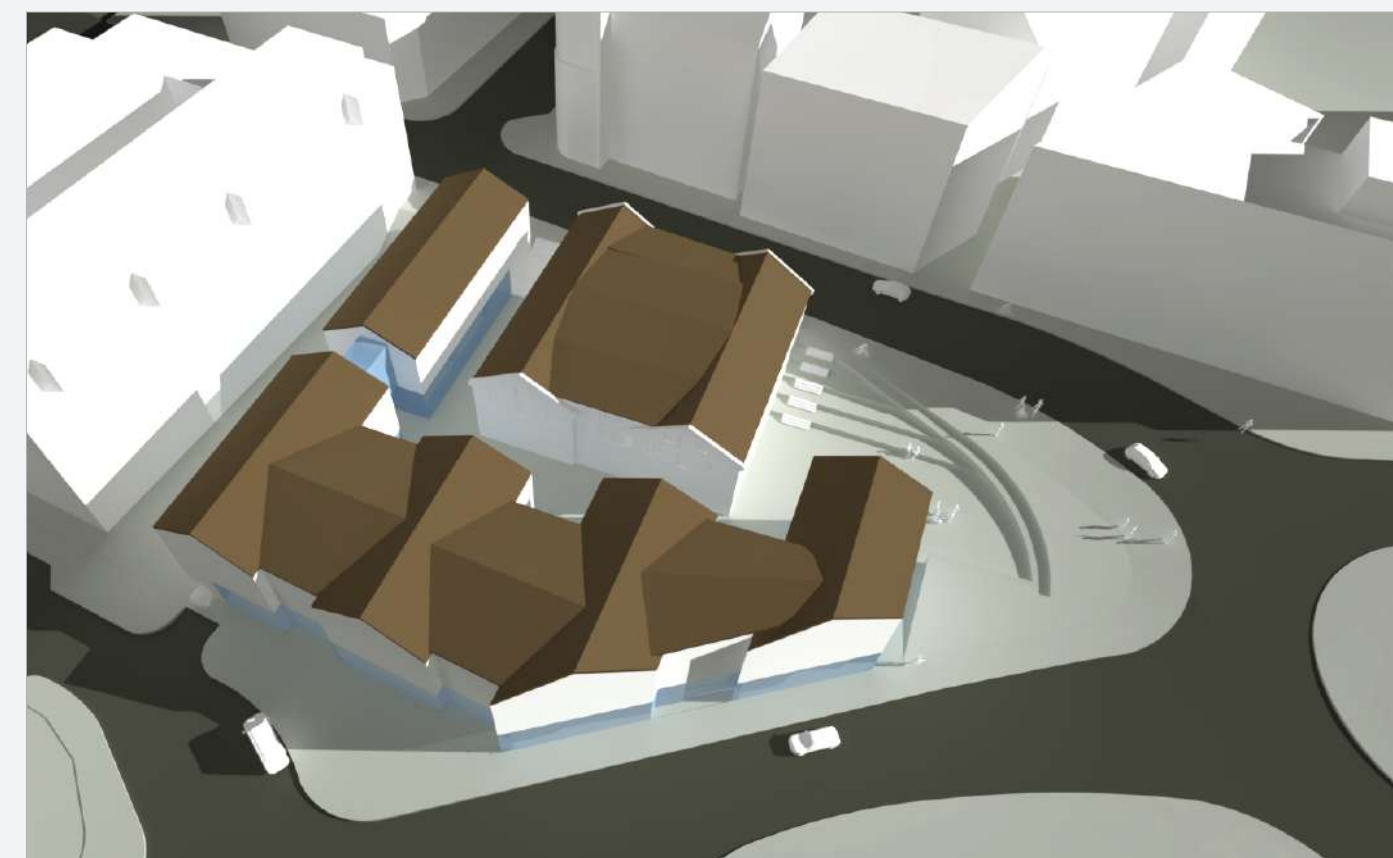
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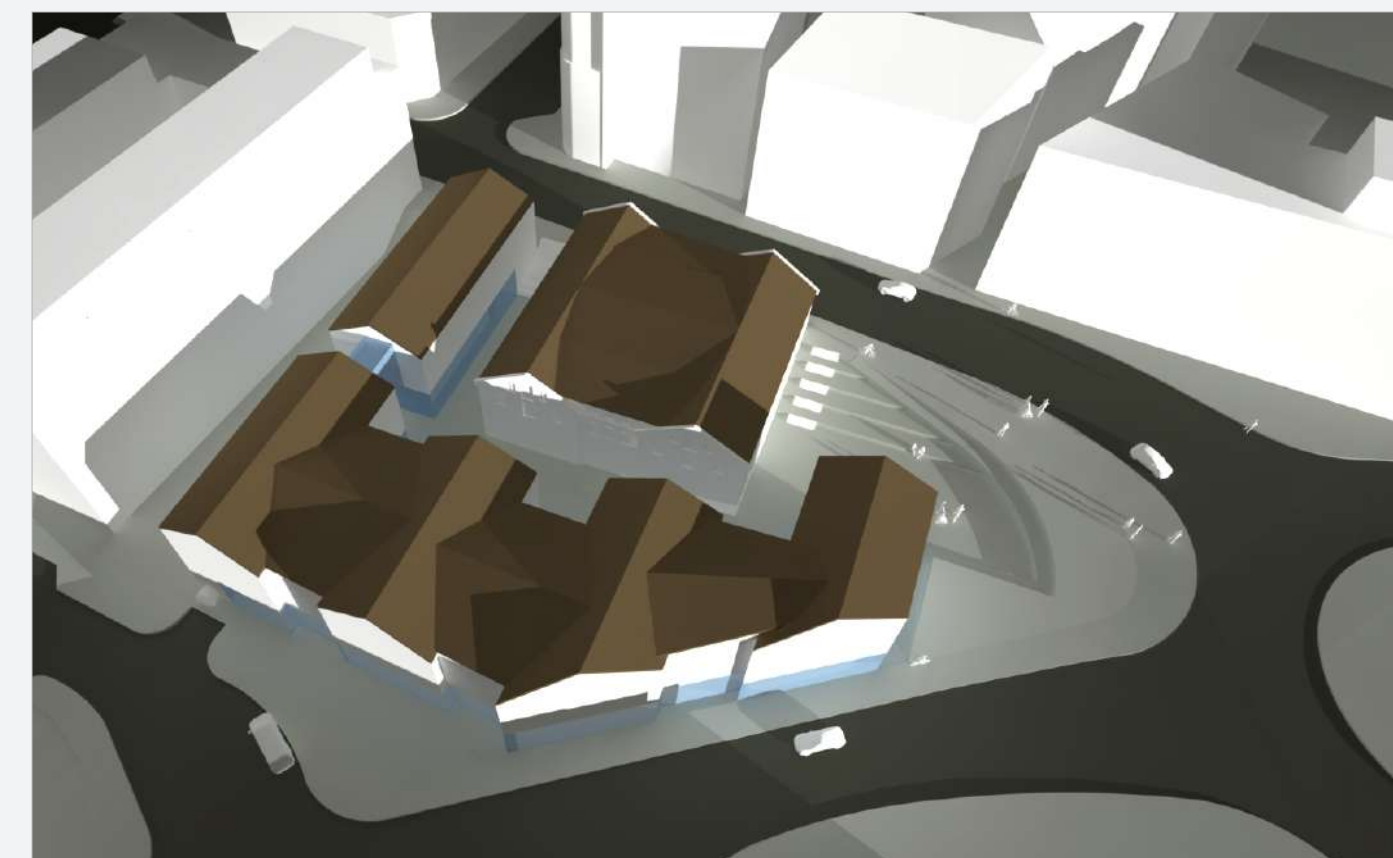
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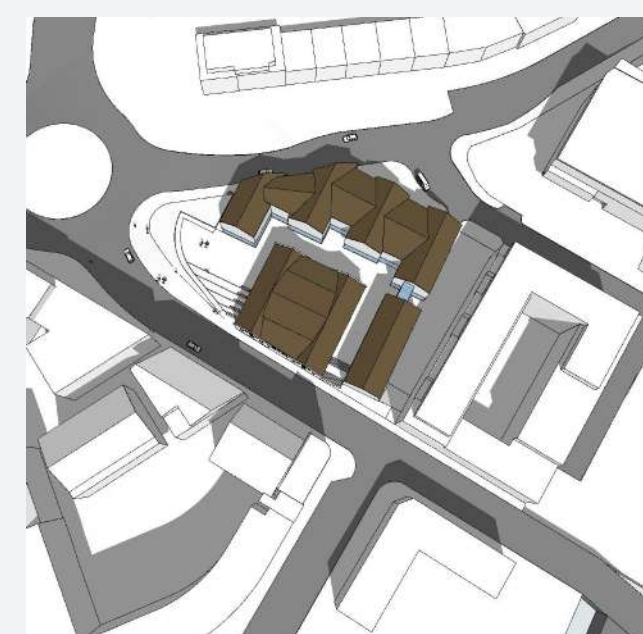
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DEILISKIPULAGSBREYTING ÞESSI SEM FENGID HEFUR MEDFERÐ Í SAMRÆMI VÍÐ ÁKVÆÐI 1. MGR. 43. GR. SKIPULAGSLAGA NR 123/2010 VAR SAMÞYKKT Í

_____ PANN _____ 20 ____ OG Í _____ PANN _____ 20 ____

TILLAGAN VAR AUGLÝST FRÁ _____ 20 ____

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AUGLÝSING UM GILDISTÖKU BREYTINGARINNAR VAR BIRT Í B-DEILD STJÓRNARTÍÐINDA PANN _____ 20 ____

ENDURSKOÐUN: _____ DAGS: _____

SLIPPA- OG ELLINGSENREITUR - ALLIANCE REITUR DEILISKIPULAGSBREYTING

EFNI:	DEILISKIPULAGSUPPDRÁTTUR	
MÆLIKVARÐI:	VERKNR:	2209044
FRUMSTÆRÐ BLADS:	TEIKN. NR:	4/4
TEIKNAD:	YFIRFARID:	SK / SH
DAGSETNING ÚTGÁFU:	ÚTGÁFA:	

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MINNISBLAÐ

verkheiti: Grandagarður 2 – bílastæðaráðgjöf**tilvísun:** 23151**höfundur:** Thijs Kreukels**dags.:** 08.02.2024

1. Introduction

Preparations are underway for a new development at Grandagarður 2 in Reykjavík, which includes among others a hotel, restaurant, wellness centre, and conference rooms. A crucial element in the planning process is ensuring the availability of adequate parking facilities for both cars and bicycles. This aspect of the development is being done in compliance with the parking regulations as outlined in the 'Reglur um fjölda bíla- og hjólastæða í Reykjavík'. The regulations provide a framework for determining parking requirements, ensuring that the development not only meets the current needs but also aligns with the city's vision for sustainable and accessible urban spaces.

The city's current parking policy dictates the provision of on-site parking spaces calculated based on the development's square footage and the number of hotel rooms. This memo not only provides a detailed description of the total parking calculation for both cars and bicycles, but it also underscores the necessity of conducting a transportation assessment (samgöngumat). This additional assessment will examine the broader impacts of the development, including the feasibility of mixed-use parking strategies, car-sharing possibilities, and the development's accessibility via public transport, by foot, and by bicycle. The goal is to ensure that the parking and transportation strategies are fully integrated and support Reykjavík's objectives for sustainable urban mobility.



Image 1 Illustration of the hotel

Development Program Overview

The project development includes the following components:

- A mid-sized hotel with 94 rooms, offering a comparative size to similar hotels such as the 102-room Centre Hotel on Laugavegur.
- Ground-floor commercial spaces, primarily designated for retail use adding up to 1220m², with specifics yet to be determined, thus the calculations are provisionally based on 'almenn verslun' (general retail).
- A restaurant area comprising 650m².
- A wellness center situated in the basement, occupying 180m²
- Conference/meeting facilities encompassing 650m².
- Office spaces totalling 750m².

The entire development is designed to be accommodated within three structures, with all parking needs to be met by an underground parking garage located on the site.

2. Car & bicycle parking

2.1 Car parking

Principles for CarParking Calculation

The parking calculation for the Grandagarður 2 development aligns with the specific principles outlined below:

- The 'Reglur um fjölda bíla- og hjólastæða í Reykjavík' serves as the primary guide for determining the number of parking spaces.
- The development falls within Area 1 ('svæði 1'), and parking requirements are gauged accordingly.
- Calculations are benchmarked against the 'viðmið' standard.
- In cases where the Reykjavík regulations do not cover specific standards, Dutch parking standards¹ are used in similar urban and city center contexts, with consideration for public transport accessibility, are utilized.
- The retail component ('Verslun') of the development is currently based on the standards for general retail ('Almenn verslun').

Parking Standards

The parking standards that Reykjavík applies are linked to the location of a development. As already indicated in the section regarding the principles, the development is located in 'Svæði 1' (see image 2).

¹ CROW – Future-proof parking. From parking figures to parking standards 381 (2018)

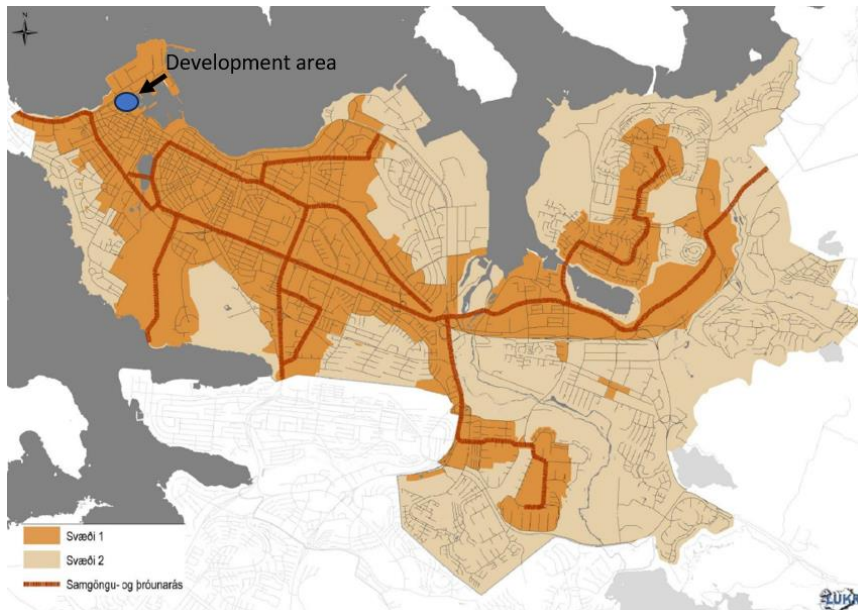


Image 2 Parking zones – Reglur um fjölda bíla- og hjólastæði í Reykjavík

'Svæði 1', as defined in the 'Reglur um fjölda bíla- og hjólastæða í Reykjavík', is an area designed to encourage a shift to sustainable travel habits and, consequently, to lower parking requirements. It is distinguished by convenient access to public transportation, facilities that cater to cyclists and pedestrians, and an array of local services. The main public transportation corridor, marked by the red lines in Image 2, has been established by the city of Reykjavík. The parking norms for 'Svæði 1' that are to be applied to the Grandagarður 2 development are presented in the table below.

	Viðmið
Hótelherbergi	0.1 á herbergi
Veitingastaður	1 á 100m ²
Fundaraðstaða	5 á 100m ²
Skrifstofa	0.5 á 100m ²
Verslun/þjónusta	1 á 100m ²
Wellness	8.3 á 100m ²

Table 1 Parking demand Svæði 1

The viðmið standard as shown in the table above is the leading standard. A need for a higher or lower standard needs to have strong justification.

Parking demand

To estimate the parking demand for the development, we multiply the square footage assigned to each function by the corresponding rates listed in Table 1. For the hotel, this involves multiplying its room count by the designated standard in the same table.

The resulting calculations for the Grandagarður 2 development plan are summarized in Table 2, which shows a need for at least 79 parking spaces according to the 'viðmið'

benchmark and up to 130 parking spaces when considering the highest maximum value.

		Viðmið	Viðmið
Hótelherbergi	94 rooms	0.1 á herbergi	9.4
Veitingastaður	650 m ²	1 á 100m ²	6.5
Fundaraðstaða	650 m ²	5 á 100m ²	32.5
Skrifstofa	750 m ²	0.5 á 100m ²	3.8
Verslun/Þjónusta	1220 m ²	1 á 100m ²	12.2
Wellness	180 m ²	8.3 á 100m ²	15.0
Samtals			79.4

Table 2 Parking demand Grandagarður 2

2.2 Bicycle parking

Alongside car parking standards, bike parking norms have been evaluated. This aligns with the city of Reykjavík's ambition to encourage cycling. The calculation of the number of bike parking places is also based on the 'Reglur um fjölda bíla- og hjólastæða í Reykjavík'

Parking principles

The calculation follows the principles described below:

- The 'Reglur um fjölda bíla- og hjólastæða í Reykjavík' is the principal reference for calculating the minimum number of bike parking spaces.
- For the 'Conference room' and 'Wellness center' facilities, specific norms are not available. Assumptions have been made in these cases.
- The bike parking norms in Reykjavík's regulations are minimum standards. They guide determining the number of bike parking spaces.
- In the calculation, a minimum standard is assumed; however, for some facilities, a range is still provided. For these calculations, an average value is used.
- Unlike car parking norms, the bike parking norms are not divided by region but are uniform across Reykjavík.
- Differentiating Parking Types:
 - Long-term Parking: This is for bikes expected to be parked for more than 4 hours. Emphasis should be on safety and reliability, with secure locking of the bike. These facilities will be in a closed space, like a dedicated bike storage area, which can be inside or outside the building (will be determined in a later stage).
 - Short-term Parking: For bikes expected to be parked for less than 4 hours. The focus here is on accessibility and ease of use. These spaces will be placed as close to the entrance as possible.

Parking standards

The standards regarding bicycle parking aim to support and encourage the use of bicycles, aligning with the City of Reykjavík's vision to promote cycling as a viable and environmentally friendly mode of transportation.

The calculation of bicycle parking requirements is a critical component. It ensures that adequate and convenient parking facilities are available for cyclists, thereby facilitating an increase in bicycle use. As mentioned before the approach is based on the principles outlined in the 'Reglur um fjölda bíla- og hjólastæða í Reykjavík', which provides guidelines for the minimum number of bicycle parking spaces needed for various types of developments.

In the following section, we present a detailed calculation of the bicycle parking requirements for the Grandagarður 2 development. By following these standards, the aim is to ensure that the development not only meets the current needs of cyclists but also encourages a shift towards more sustainable travel habits in the future for users and visitors of the new development.

	Lágmark
Hótelherbergi	1.5 100m ²
Veitingastaður	2.5 100m ²
Fundaraðstaða	1.5 100m ²
Skrifstofa	1.75 100m ²
Verslun/Þjónusta	2.5 100m ²
Wellness	1 100m ²

Table 3 Bicycle parking demand

Parking demand

Following the previous discussion on bicycle parking standards, this section focuses on calculating the specific bicycle parking requirements for the Grandagarður 2 development. This is done in a similar way as with car parking demand, except that the calculation below also shows a distinction between short- and long-term parking demand, as prescribed by the regulations of the City of Reykjavík.

		Lágmark	Samtal
Long term			
Hótelherbergi	2033 m ²	1.5	30
Skrifstofa	750 m ²	1.75	13
Samtals			44
Short term			
Veitingastaður	650 m ²	2.5	16
Fundaraðstaða	650 m ²	1.5	10
Verslun/Þjónusta	1220 m ²	2.5	31
Wellness	180 m ²	1	2
Samtals			58
Samtals			102

Table 4 Bicycle parking demand Grandagarður 2

Beyond quantitative requirements as stated here above, qualitative standards for bike parking facilities are also considered. This includes ensuring that parking spaces are safely and comfortably accessible and that racks are theft-resistant. The long-term parking facilities will be equipped with charging infrastructure for electric bicycles. Further details on these aspects will be incorporated in later stages of the development.

3. Transport Assessment (Samgöngumat)

As part of the comprehensive planning process for the development, a detailed transportation assessment is conducted to ensure alignment with Reykjavík's transportation policies. This transportation assessment, as outlined in Chapter 5 of the 'Reglur um fjölda bíla- og hjólastæða', consists of five steps.

The primary objective of the transportation assessment is to evaluate how to achieve Reykjavík City's goals for changing travel habits in new development areas. This involves a thorough examination of all factors affecting trips to and from the site, to facilitate travel in an environmentally friendly manner. A few aspects regarding this transportation assessment have been discussed earlier in this minnisblaðid, e.g. the development site's utilization, the layout and arrangement of bicycle parking, and the accessibility of the parking garage.

The final number of parking spaces is decided after the transportation assessment, taking into account access to public transport, shared parking opportunities, potential for car/bike sharing, and the implementation of a transportation strategy, among other factors."

3.1 Mixed land use – shared parking spaces

Step 1 of the transportation assessment, focusing on 'Mixed land use - shared parking spaces', requires an occupancy analysis to maximize the efficiency of parking space use. This approach is crucial for understanding the actual demand by examining how different functions within the development share parking spaces at various times throughout the day.

As a result, the actual number of required parking spaces may be less than what is suggested by the initial calculations in Table 2.

The concept of shared usage is quantified through attendance rates—percentages that reflect the extent to which vehicles associated with a particular function are present during specific times. These rates are detailed in 'Reglur um fjölda bíla- og hjólastæða í Reykjavík' (see table 5). However, there is no defined attendance rate for the conference room function in these regulations. Therefore, we assume maximum occupancy (100%) during weekdays (morning and afternoon) and reduced occupancy during evenings and weekends. For the wellness center, where no attendance rate is provided, we refer to Dutch guidelines to estimate an appropriate attendance rate.

TEGUND HÚSNÆÐIS	VIRKIR DAGAR			LAUGARDAGAR		
	Timabil	Morgun	Síðdegi	Kvöld	Síðdegi	Kvöld
Íbúðir*		50%	60%	100%	60%	100%
Íbúðir - Gestir		0%	50%	50%	100%	50%
Matvöruverslanir		30%	100%	40%	100%	10%
Verslanir**		30%	75%	5%	100%	5%
Skrifstofur		100%	100%	5%	5%	0%
Iónaður/vöruhús		100%	100%	5%	5%	0%
Hótel		25%	40%	100%	75%	100%
Veitingahús		30%	60%	90%	70%	100%
Bió / Menningarstarfsemi		15%	30%	90%	60%	100%
Ráðstefnusalir		100%	100%	5%	25%	5%
Skólar		100%	100%	0%	0%	0%
Spítali		100%	100%	10%	10%	10%
Íþróttavellir		30%	60%	90%	90%	90%

Table 5 Occupancy rate

By integrating the normative parking requirement for each function with their respective attendance percentages and consolidating these figures, we obtain a clear picture of the actual parking demand. This analysis pinpoints the peak period when there is the greatest combined need for parking across all functions.

Table 6 illustrates the recalculated parking demand, taking into account the potential for shared use of spaces. According to this table, when factoring in double usage, the peak parking requirement is 61 spaces, occurring on workday afternoons.

	Morgun		Virkir Dagar			Síðdegi		Laugardagar			
			Síðdegi	Kvöld		Kvöld					
Hótelherbergi	9.4	25%	2.35	40%	3.76	100%	9.4	75%	7.05	100%	9.4
Veitingastaður	6.5	30%	1.95	60%	3.9	90%	5.85	70%	4.55	100%	6.5
Fundaraðstaða	32.5	100%	32.5	100%	32.5	5%	1.625	50%	16.25	5%	1.625
Skrifstofa	3.8	100%	3.75	100%	3.75	5%	0.1875	5%	0.1875	0%	0
Verslun/Þjónusta	12.2	30%	3.66	75%	9.15	5%	0.61	100%	12.2	5%	0.61
Wellness	15.0	50%	7.5	50%	7.5	100%	15	100%	15	100%	15
			52		61		33		55		33

Table 6 Occupancy rate Grandagarður 2 Viðmið

3.2 Car sharing

Concerning Step 2 of the transportation assessment, as set by the rules of the City of Reykjavík, which focuses on the implementation of car-sharing facilities, it's important to note that our development does not include apartments or houses. Therefore, the direct application of the Reykjavík regulations concerning the replacement of private parking spaces with car-sharing spaces, as required for residential developments, does not strictly relate to Grandagarður 2. Despite this, we recognize the value and importance of car sharing as a sustainable transportation option. Therefore, the proposal is to incorporate car-sharing spaces within the public space of the development area. This initiative aligns with the broader goals of reducing vehicle dependence and enhancing the efficiency of urban spaces, even though the project only includes non-residential facilities. Car-sharing spaces will be strategically located to ensure easy accessibility for all users, not limited to those who work or visit the premises, thereby extending the benefits of car-sharing to the wider community.

3.3 Transportation policy (Samgöngustefna)

For the next step in the transportation assessment, the focus is on the implementation of transportation policies ('Innleiðing samgöngustefna'). While it might be early in the process to provide a detailed plan for the transportation policy implementation, it's crucial to show that this aspect has been considered thoughtfully.

Transportation policy in this case involves a collection of various measures aimed at promoting eco-friendly travel options among employees, and visitors. The goal of such a policy is not only to influence people's travel behavior and attitudes toward different modes of transportation but also to reduce the overall need for travel.

For Grandagarður 2, the implementation of a transportation policy for the users of the various facilities within the development is essential. Although detailed strategies and actions might be developed later in the process in cooperation with the users, potential measures could include:

- Transportation subsidies for employees ('Samgöngustyrkir');
- Public transportation subscriptions;
- Safe and comfortable bicycle facilities for employees (see Chapter 2.2);
- Shared bicycles for employees and hotelguests;
- Partnerships with transport providers, such as Hopp;
- An electric car fleet.

These examples above show the commitment of thinking ahead about sustainable travel habits for users of the various facilities within our development.

3.4 Proximity to public transport

Step 4 of the transportation assessment emphasizes the critical role of access to public transportation in enabling visitors and employees to travel partially or entirely without the use of a private car. The quality of public transport is assessed based on the frequency of routes and the number of available routes.

Current situation

The current public transportation access is an advantage of the project's location (see image 3). Directly adjacent to the development, a bus stop situated approximately 50 meters away facilitates access to bus number 14. This route operates with a 30-minute frequency, ensuring reliable transit options for residents and visitors alike. Beyond this bus line, a more extensive network of bus routes lies within a 10-15 minute walk from the site. This network provides comprehensive connections across the capital region, enabling easy and efficient travel to a wide range of destinations. Tabel 7 gives an

overview of all the available bus lines and their frequencies within a 15-minute walking range. The frequency is categorized into two parts: the standard frequency, which indicates how often the bus runs for most of the day, and the peak-hour frequency, specifying how often it runs during the busy morning and afternoon periods.

Bus line	Stop	Route	Frequency	Frequency Morning-afternoon	Walking distance
1	Lækjartorg/MR	Hfj. Skarðshlíð-Hlemmur	15 minutes	10 minutes	1 km
3	Lækjartorg/MR	Sel/Fell-Hlemmur	30 minutes	15 minutes	1 km
6	Lækjartorg/MR	Egilshöll-Hlemmur	15 minutes	-	1 km
11	Lækjartorg/MR	Seltjarnarnes- Mjódd	30 minutes	15 minutes	1 km
12	Lækjartorg/MR	Skerjafjörður-Mjódd/Ártún	30 minutes	15 minutes	1 km
13	JL húsið/ Lækjartorg	Sléttvegur-Eiðisgrandi	30 minutes	15 minutes	550 meter/ 1 km
14	Grandagarður	Verzló-Verzló	30 minutes	15 minutes	50 meters

Table 7 Overview of Current Bus Lines



Image 3 Current bus network & stops.

Future situation

With the Borgarlína, a Bus Rapid Transit (BRT) system, coming in with a stop only about 100 meters from the development, the public transport options will get a big enhancement from what's currently available. This upgrade will hugely increase how easily people can get to the development using public transport, making it more accessible than it is right now. It's a major breakthrough for connecting the place to the rest of the city. (see image 4).

The Borgarlína is expected to greatly enhance the connectivity of the development and offer an efficient, frequent, reliable, and eco-friendly transportation option for

employees, and visitors of the hotel and facilities inside the development plot and will significantly reduce travel times and improve the overall user experience. The proximity of Borgarlína stops to the development ensures that eco-friendly modes of transport will become even more accessible and appealing, encouraging a shift away from car dependency and supporting the city's sustainability goals.



Image 4 Future public transportation network

In conclusion, the proximity and quality of the public transportation network surrounding the development area are of good quality and will, with the introduction of the Borgarlína, improve even more. With stops of multiple routes within a short walking distance, the development supports the broader goals of reducing reliance on private vehicles and promoting eco-friendly modes of transportation.

3.5 Larger development

In accordance with Section 5.5 of the 'Reglur um fjölda bíla- og hjólastæða', given the scale of the development, a more detailed examination has been conducted of the location, focussing more detailed on the location and accessibility for pedestrians and cyclists, focusing on safe and comfortable routes to and from the development site.

Given the location at Grandagarður 2 in the Grandi district of Reykjavík (see image 5), the development is positioned within a vibrant area known for its mix of retail, tourist facilities, and restaurants.



Image 5 Location of the development area

Even though it is close to downtown and within a 20-minute walk and bike radius many important sights and facilities are in reach, as shown in image 6, the pedestrian and cycling infrastructure connecting Grandi with other areas requires attention to optimize walkability and cycling.

The crucial role of Mýrargata as a main route for car traffic towards Vesturbær and Seltjarnarnes highlights the need for careful consideration of traffic flow and safety in relation to the new development.

The same accounts for the accessibility of public transportation. As discussed in the previous paragraph, public transportation is offered frequently by many different routes and will be improved even more with the introduction of the Borgarlína, underlining the potential for reducing car dependency among the development's future users but essential in this is the accessibility of the stops to encourage visitors and employees to use the public transportation.

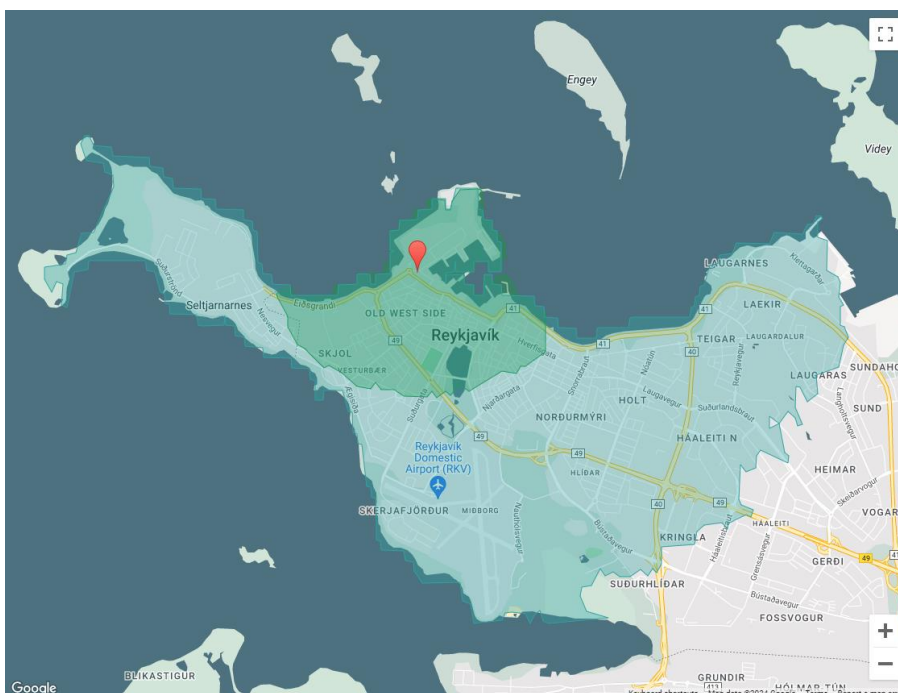


Image 6 - 20-minute walking & cycling radius

4. Conclusion

Incorporating the transportation assessment, including the occupancy rate calculation as mandated by rule 5.1, the revised analysis has resulted in an adjusted parking requirement for the Grandagarður 2 development project. Based on these calculations, the total number of car parking spaces required is now identified as 61, a reduction from the initially estimated 79 spaces. The development plan for Grandagarður 2 will meet these parking requirements set by the city of Reykjavík.

Additionally, it's important to highlight the transportation assessment's findings, which emphasize the Grandagarður 2 development's location for promoting sustainable mobility. Its proximity to essential transportation routes, including upcoming improvements with the Borgarlína (BRT system), significantly improves the site's accessibility. This location is perfect for using public transportation and offers a wide range of facilities within a 20-minute walking and cycling distance. However, it should be noted with that the current walking and cycling routes to the facility are not optimal and require some attention. Overall the development's location not only enhances the development's attraction but also supports the city's wider objectives for sustainable urban living by encouraging a shift away from reliance on private vehicles.

Furthermore, the analysis of bicycle parking remains consistent with our previous findings, necessitating a total of 102 bicycle parking spots. This includes 44 long-term spots for extended parking needs and 58 short-term spots to accommodate quick access needs. The long-term parking spots are designed to ensure safety and comfort, accommodating to the needs of users who plan to park their bicycles for extended periods. Importantly, these long-term facilities will also be equipped with charging stations, to facilitate the growing use of electric bicycles. This configuration continues to meet the City of Reykjavík's guidelines, reinforcing the commitment to supporting cycling as a sustainable mode of transport within the urban environment of Reykjavík.

This conclusion combines the outcomes from the transportation assessment with the initial calculation of the parking places, underscoring the development's strategic benefits in promoting alternative, sustainable transportation options.