



Borgarráð

Sævarhöfði 31 - Samkeppnin Re-inventing Cities – viðræðuslit um úthlutun lóðar

Óskað er eftir heimild borgarráðs til þess að slíta viðræðum um úthlutun lóðar á Sævarhöfða 31 til vinningsteymisins The Circular District VAXTARHÚS og teyminu Smart Food Campus verði boðið til viðræðna á grundvelli þeirra tillögu í keppninni Reinventing cities.

Greinargerð:

Um er að ræða úthlutun lóðar að Sævarhöfða 31 á grundvelli sigurtillögu hönnunarteymisins The Circular District VAXTARHÚS í samkeppninni Re-inventing Cities.

Í mars 2021 samþykkti borgarráð að fela umhverfis- og skipulagssviði að skipa matshóp sem gefi innsendum tillögum einkunn á grundvelli matslíkans C40. Matshópin skipaði: Birgir Björn Sigurjónsson, Ólóf Örvarsdóttir, Hildur Gunnlaugsdóttir, Hrönn Hrafnisdóttir, Haraldur Sigurðsson og Helene Chartier frá C40. Í maí 2021 var kynnt sú niðurstaða dómnefndar að verkefnið Vaxtarhús hefði verið með bestu tillöguna við Sævarhöfða en að tillaga teymisins Smart Food Campus hefði engu að síður verið mjög frambærileg.

Í skilmálum samkeppninnar, sbr. fylgiskjal 1, er ekki að finna skuldbindingar af hálfu Reykjavíkurborgar varðandi framangreind atriði. Í skilmálunum kemur fram almenn lýsing á fyrirætlunum og sýn Reykjavíkurborgar varðandi uppbyggingu og þróun á Ártúnshöfðanum og Bryggjuhverfisins sem og þágildandi tímaáætlanir varðandi Borgarlínu og fasa hennar. Þar sem það er markmið borgarinnar að úthluta umræddri lóð sem fyrst svo uppbygging geti hafist og lokið sem fyrst þá er þess óskað að veitt verði heimild til þess að slíta viðræðum um úthlutun lóðarinnar við hönnunarteymið The Circular District VAXTARHÚS og teyminu Smart Food Campus sem sendu einnig inn lokatillögu um þróunarreitinn Sævarhöfða í samkeppninni Reinventing Cities verði boðið til viðræðna um mögulega lóðarúthlutun á grundvelli tillögu þeirra.

Smart Food Campus teymið samanstendur af JÖRP arkitektum, Trípólí arkitektum, Verkís, Krónunni og Matís. Borgarráð samþykkti í ágúst 2022 að ræða við teymið um aðra mögulega reiti undir verkefni þeirra á sama grundvelli og önnur verkefni í Reinventing cities. Smart Food Campus er sjálfbær græn matvælaframleiðsla og dreifingarmiðstöð. Kjarni starfseminnar er hátækni lóðréttur landbúnaður (e. Vertical Farm), ásamt dreifingarmiðstöð fyrir netpantanir á matvöru, hverfisverslun, kaffihús og atvinnueldhús fyrir matarfrumkvöðla og smáframleiðendur sem byggir á deiliahagkerfi.



Reykjavíkurborg

Smart Food Campus mun vera líflegur áfangastaður og stuðlar að aukinni innlendri matvælaframleiðslu á hollum og næringarríkum mat, ásamt dreifingu matvæla með mun lægra kolefnisspori sem er í takt við matarstefnu Reykjavíkurborgar.

Niðurstöður viðræðnanna verða lagðar fyrir borgarráð.

Þorsteinn Gunnarsson
borgarritari

Fylgiskjöl:
Reinventing Cities, Sævarhöfði 31, ódags.

Sævarhöfði 31

Elliðaárvogur – Ártúnshöfði, 110 Reykjavík, Iceland

This 2.853m² plot is characterized by two landmarks, a 40 meter tall concrete silos which form a part of a 1.641 m² industrial complex which used to house a cement factory. The complex also includes a packing station and a dispensary. It is an important landmark seen from multiple locations in the city, perfect reminder of the past role of this neighborhood as an industry area and a gateway into the new future urban area of Bryggjuhverfi Vestur.

The plot is located in the new Bryggjuhverfi Vestur district which is a part of a transformation of Reykjavík's brownfield area of Elliðaárvogur and Ártúnshöfði. An area that will soon get a very well deserved transformation from being an important industrial area to a quality urban area filled with vibrant life.

The site enjoys an ideal central location within the new area of Elliðaárvogur and Ártúnshöfði. It is nearby the ocean with well-connected bike paths to other parts of the city and will even be better connected when the new (BRT) City Line will launch its first phase near the site.

The re-development of the site is flexible as long as the site and its build structure can still remain important landmarks and a reminder of the past.

Building on such assets, bidding teams are expected to develop ambitious project, revealing and finding a new role for the site and its built structure.



Figure 1- The cement silos in Sævarhöfði.

Expected program:

According to the Municipal Plan, the planned function or operation for the proposed site and build structure, Sævarhöfði 31 is business or cultural activities.

Nevertheless we are open in changing these function and we welcome new brilliant ideas for the side and its buildings future role.

The development will be within a residential and mixed-use area so the proposal should take into account the current redevelopment plan of transformation in the area, to create a sustainable quality, liveability and diversity.

The proposal should emphasize on sustainability through cost-effective use of land, green space and ecosystems, transport, employment, urban integration and public health.

Please bare in mind the proposed adjacent side that will host a school for the whole community in Elliðaárvogur- Ártúnshöfði.

Owner:

The site and its build structure is owned by the City of Reykjavik

Plot area:

The proposed site within Bryggjuhverfi Vestur, is 2.853 m² of which 1.641 m² build structure that needs to be renovated and given a new sustainable life. The site is today still used as a storage for gravel but the whole build structure is abandoned or empty except for the buildings interior structure and machines.

Type of property transfer intended:

50 years land lease agreement (in general, all land lease agreements are renewed after the duration of 50 years.)

Deadline for the submission of the Expression of Interest:

Monday 6 July 2020 - 2pm local time in Reykjavik (UTC+0)

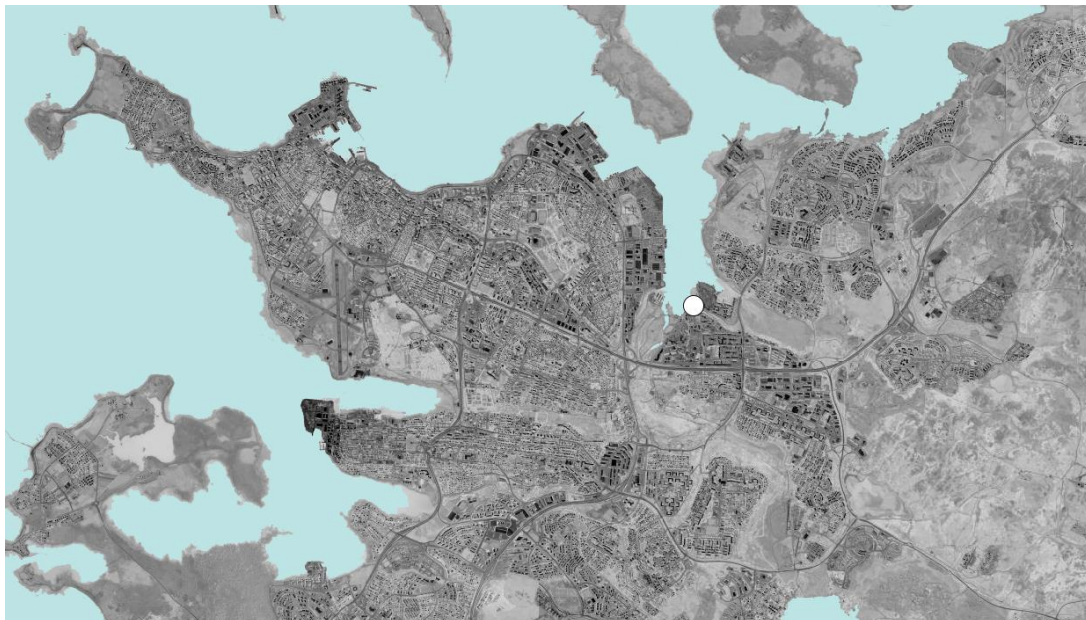


Figure 1- The site in context. Site location marked with white dot.



Figure 3- Bryggjuhverfi vestur. The site within the area marked in blue.

Presentation of the site and expectations for its redevelopment

Bryggjuhverfi Vestur, a 115 ha area plot of which 5 ha landfill is a part of the well-established Bryggjuhverfi neighbourhood area and a part of the new future neighbourhood of Elliðarárvogur and Ártúnshöfði, a brownfield ready to be regenerated. Development of such sites, for residential and mixed uses, will be a top priority in the next decades according to the Reykjavík Municipal Plan 2010-2030. It is foreseeable that the whole planning area of Ártúnshöfði will be one of the largest development areas in Reykjavik in the coming years.

Bryggjuhverfi Vestur is located at the mouth of Grafarvogur neighbourhood and east of the Elliðaá estuary. This is a landfill that has been built up in stages and will expand further to the northwest. The planning area is relatively flat and rises to a height of about 8 m above sea level at the proposed intersection of Sævarhöfði and Breiðhöfði. Broadhead will rise further to the south, out of the planning area and relate to the current situation of Breiðhöfði.

Most of the planned area in Bryggjuhverfi Vestur has been used as a commercial area since 1976 by Björgun, a company for landing and sorting of gravel. Around 1990s, Björgun developed a residential area, Bryggjuhverfi east of its premises and today Reykjavik Municipal Plan 2010-2030 defines the land use of the whole planning area as a residential and mixed-use area.

A total of 2,800 new apartments and 100 thousand m² of commercial property are expected in the Strategic Framework Plan for Bryggjuhverfi Vestur. The focus is on 2-5 floors of continuous buildings and a city-centred street system.

In the whole planning area there are various types of commercial buildings that were built around the mid last century. Most of the buildings are expected to be demolished in parallel with the development. However, it is expected that the concrete warehouses or silos on the proposed site, Sævarhöfði 31 and related buildings will be able to continue and take on new roles and still be a landmark and a reminder of the past.

Currently the site is well connected by all means of transportation. A major bus stop is located in the vicinity and the site is in a key location with a good bike path network. The city of Reykjavik has an ever extending bike path network that is constantly under development.

The site will be a key spot in the planned Borgarlína - City Line that has a run through nearby. This is the biggest transportation project in the whole capital region and all the municipalities are aiming to take part in the project. The first phase will be the west/east corridor running nearby the proposed site. Borgarlína – City Line, is going to be a high quality (BRT) system that is supposed to launch its first route in 2023. Promoting eco-friendly travel habits is a guiding principle in the city of Reykjavík’s strategy. Borgarlína-City Line is a part of changing current travel habits for a more sustainable transports in Reykjavík along with improvements that relate to cykling and walking.



Figure 4- The build structure on site.

The programme should be addressing this thinking as well as the current Redevelopment Plan of transformation in the area with a focus on creating a livable, friendly and diverse area that emphasises on sustainable solutions. The site is in the perfect location where the nearby nature can flow into an urban project so utilizing the closeness to a green area, the river and the ocean is a top priority.



Figure 5- The site within Bryggjuhverfi Vestur.

The proposed site has the perfect opportunity to showcase sustainability and creativity with focus on the sustainable method of rethink, reduce, reuse and recycle.

According to the municipal Plan, the proposed site’s build structure are neighbourhood protected. According to the National Planning Agency, a neighbourhood protection is for highlighting the uniqueness and conservation values of a site or a building by ensuring that the planning provisions of the respective areas take into account their specifics. In this case the the build structure in Sævarhöfði has medium to high conservation values. It is proposed that the cement plant itself; the two silos together with a stairwell, a packing station and a dispensary have a conservation values as a landmark that are widely seen in the city and as a reminder of the history of industry in Ártúnshöfði. It is therefore our wish that those information will be taking into account in the renovation.



Figure 6– Borgarlínan- City Line. Site location marked in blue.



Figure 7 – Travelling distances by foot or by bike in Reykjavík. Proposed site marked in blue.

Specific planning rules and regulations regarding the development of the site

The Municipal Plan proposes a policy for the development of the city towards the distant future. The Municipal Plan sets out where residential areas of the future and industrial areas are intended to be, where new roads and pathways should lie and which areas will be set aside as recreational areas.

Reykjavík is a young city and has grown considerably in the past decades. The main emphasis of the Municipal Plan in the past years has been to create suitable conditions for its continuous growth; to ensure that the city is ready to meet the demands of anticipated growth in population and industry. The project for the next decades is to fully

develop the city on the peninsula. Over 90% of all new residential units until 2030 will rise within the current urban area if the Municipal plan's proposals are implemented.

The objective is to create a coherent urban area with a city-oriented street system where environmentally friendly travel modes are a priority. Dense and mixed urban neighbourhoods on a human scale will rise at developing areas, located within the current urban area. In such areas, residential units and offices as well as commercial and service activities will intertwine within the same street plots.

Less use of new land and less land reclamation.

A policy on denser urban areas entails that the size of developable areas for mixed urban areas will be reduced by nearly 200 ha. Large land reclamation projects intended for mixed urban areas, will be cancelled. Around 80% of areas where residential density is to be increased are areas that have already been

disrupted (brownfields) and less than 5% of density areas are areas that are considered to have potential recreational value. As well as increasing land utilisation for residential development, the use of new land intended for industrial activities in the outskirts will be reduced by about 150 ha.

More environmentally friendly transport systems.

New connections over Elliðaárvogur and Fossvogur are planned which are solely intended for environmentally friendly transportation. The Municipal Plan proposes a concise policy on parking that will

encourage a change in travel habits. The policy aims at minimising distances needed for travel, the need for travel and full utilisation of current road infrastructure.

A more concise conservation of open green areas.

The plan proposes a sharp division of recreational areas and dense urban areas. The goal is that over 90% of the city's residents will remain as they are now, within 300m walking distance from recreational areas.

The Municipal Plan 2010-2030 proposes that at least 90% of all new residential units in the planning period will rise within the current urban area boundaries. The objective is to create a denser and more coherent urban area and thus make better use of land, investment in street and utility systems as well as service agencies.

Specific climate or environmental issues regarding the development of the site

There are no specific meteorological measurements available for the planning area of Bryggjuhverfi Vestur except for sun studies, however the wind can always be a challenging factor in Iceland and should be taken into consideration. Bryggjuhverfi vestur is adapted to the current Bryggjuhverfi area and is a mix of 3 - 5 storey townhouses, most of them quite sheltered from wind and weather with sunny courtyards. Built rises from southwest to northeast. Emphasis is placed on this weather sheltering environment and appropriate attitudes to the sun in the courtyards by positioning the lowest settlement in the south-west corner of each site.

Sea level rise and increased frequency of sea floods are among the foreseeable consequences of climate change, but

forecasts of climate change is expected to increase sea levels around Reykjavik. Therefore such natural hazards must be taken into account when designing low-lying coastal areas.

There is a risk of earthquakes in the entire metropolitan area. Most earthquakes measured in Reykjavik are below 5.0 at Richter.

The municipal Plan proposes a policy on sustainable design of neighbourhoods in Reykjavík. The policy's aim is that the city is built up as self-sufficient where the quality of the manmade environment and environmentally friendly solutions is a foundation for an environmentally friendly environment.

Precisions regarding property transfer

Land lease agreements in Reykjavík are for 50 years. In general, all land lease agreements are renewed after the duration of 50 years. If they are not renewed, there has to be a great need for changes in land use, for example, from industrial to residential. In such cases the owner is reimbursed for the buildings on the land according to a valuation of an independent real estate company.

We have developed a method in order to ensure that valuable plots of land does not

always go to the highest bidder. In this case, the site needs to be offered for purchase in an open manner to make sure that all interested parties can make a bid. With an advertisement in the paper we will require bidders to undergo a strict criteria of sustainability, green building materials, not to mention the highest quality of urban design and architecture. These factors will be of a main focus, concerning the proposed plot and buildings of Sævarhöfði 31.

Provisional Timeline

- Date of announcement of the finalists: July-August 2020
- Submission of the final proposals: January-February 2021
- Date of announcement of the winning project: April 2021

Language requirements

All the documents of the EOI must be submitted in English