

Borgarráð

Pátttaka í Reinventing Cities verkefninu

Lagt er til að borgarráð samþykki að Reykjavíkurborg óski eftir því að taka þátt í verkefninu Reinventing Cities á vegum C40 og leggi fram þrjár lóðir þar sem kallað verði eftir framúrskarandi uppbyggingarverkefnum, bæði frá sjónarmiði borgarþróunar og loftslags- og umhverfismála. Upplýsingar um lóðirnar/svæðin eru meðfylgjandi er þær eru við Frakkstíg/Skúlagötu, á Ártúnshöfða og við Lágmúla 2/Suðurlandsbraut.

Greinargerð:

C40 eru samtök yfir 90 stórborga sem vinna saman í baráttunni gegn loftslagsbreytingum. Í þessum borgum búa yfir 650 milljónir manns og þær standa fyrir fjórðung alls fjármagns heims. Fyrr á þessu ári hafði Anne Hidalgo, borgarstjóri Parísar, sem er í forsæti C40 frumkvæði að því að halda uppbyggingarsamkeppni, Reinventing Cities, undir merkjum C40. Markmiðið með samkeppninni er kalla fram lausnir og leita til uppbyggingar á umhverfisvænum byggingum/verkefnum sem sýna bestu lausnir á sviði sjálfbærni, umhverfisgæða og minna kolefnisfótspors, ásamt því að styðja við góða borgarþróun. Fyrirmyndin er vel heppnað verkefni Reinventing Paris sem hleypst var af stokkunum 2015.

Þátttökuborgirnar bjóða fram lóðir eða svæði sem þarfnast endurhugsunar og C40 setur saman þverfagleg teymi sem styður við borgirnar í að kynna svæðin og velja verkefni sem endurlífgar og fjárfestir í grænni uppbyggingu. C40 aðstoðar borgirnar við það að velja besta verkefnið fyrir hverja lóð m.t.t. bestu lausna í umhverfismálum m.a. orkunýtingu, aðlögunarhæfni, sorphirðu, líffræðilegum fjölbreytileika o.s.frv. Einnig er horft til þess sem boðið er sem greiðsla fyrir lóðina/byggingarréttinn. Að lokum fær vinningsteymið leyfi til að fjárfesta í lóðinni og framkvæma verkefnið. Það er á endanum í valdi viðkomandi borgar hvort að þeim samningi/sölu verði.

Skipulagsleg staða svæðanna er ólík. Frakkastígur/Skúlagata er í auglýsingarferli, unnið er að deiliskipulagi fyrir Höfðasvæðið en Lágmúli 2/Suðurlandsbraut er á frumstigi. Gert er ráð fyrir að Reykjavík greiði um 11.000 evrur fyrir aðild að verkefninu fyrir hverja lóð. Inn í þeim kostnaði er falin samhæfing og mótun verkefnisins, vefsíða, auglýsingar, fjölmiðlakynningar, virkjun einkaaðila í verkefnið, stuðningur við val á réttu verkefni fyrir hverja lóð og kynning á vinningstillögu. Kostnaðurinn verður greiddur af skrifstofu eigna- og atvinnuþróunar.

Það felast mörg tækifæri fyrir Reykjavík í þátttöku í samkeppni sem þessari og er því lagt til að borgarráði samþykki hana fyrir sitt leyti.

Dagur B. Eggertsson

Hjálagt:

Bréf borgarstjóra dags. 3. nóvember til C40.

Upplýsingaskjöl um svæðin þrjú sem til greina koma, þrjú ódags. skjöl.



Reinventing Cities

Site Questionnaire

Please fill in one questionnaire per site

Please find in the attached document some specification to guide you in your site selection
If you have any question do not hesitate to contact hchartier@c40.org

REINVENTING CITIES

City & Country: Reykjavík Iceland

Title of the site (if relevant)

Site's address: Frakkastígur

1. General information about the site and its environment, including the land area, the location in city, accessibility to the site and the urban context. Please, *include or attach maps and photos you think relevant to present your site. (500 words max)*

Frakkastígur is a well connected site in a prime coastal location within the city center, in many ways „the face“ of the city. This plot offers a new way to approach housing in Reykjavík, connecting the old with the new by creating a interesting, resilient and fresh typology.

Frakkastígur crosses the main shopping street Laugavegur and looking down from that main street there is a clear view down to the ocean, looking the other way up the road is Hallgrímskirkja church which is Reykjavíks most known Landmark. By the shoreline you will find another hotspot the sculpture Sólarið- Sun Voyager a landmark in it's own in Reykjavík.

From the site you have a clear ocean view towards mount Esja. The plot is well connected by all transportation modes. There is also planned a path for Borgarlína – City Line in proximity to the cite along Hverfisgata.

Adjacent to the site is mostly residential highrise buildings up to 15 floors. Those are among the highest in Reykjavík.

Special consideration must be made to the heritage building which lies behind the site. But it is a delicate wooden structure from 1900 formerly a hospital now housing the Reykjavík music school.

The size of the plot is 800 m² and sits at the bottom of a northfacing slope.



Figure 1 The proposed site



Figure 2 The music school



Figure 3 The Sun Voyager - Sólfarið



Figure 4 The site in context

2. Specific planning rules and regulations regarding the development of the sites. *Please feel free to attach planning documents, masterplan and any other documents you think important. (500 words max)*

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.

The site is a M1c area in the Masterplan of Reykjavík 2010-2013, City center Mixed residential and commercial.

The historical city core is a delicate area to build and therefore there is a special policy for this area.

The aim for the area is to protect and enhance the area as a live –work area, protecting the uniqueness of the cities core. Residential development should be at least 40% of the cities core area. Special permits are needed to build hotels or similar establishments.

All development must protect and strengthen the context of the old city and what makes it unique in global perspective. Older street layout is to remain intact as well as building plot layout, open spaces etc. New development shall take into consideration the scale, height and ratio of the buildings in adjacent plots.

The Reykjavík Municipal Plan 2010-2030 also stresses that densification is not bound to height of buildings. A desirable approach is to keep within 6 floors. Highrises have bad microclimatic effects on their surroundings f.ex. cast long shadows, enhance wind etc and this is especially relevant near the northern coastline.



Figure 5 The original plan for the area from 1986– Site circled in red

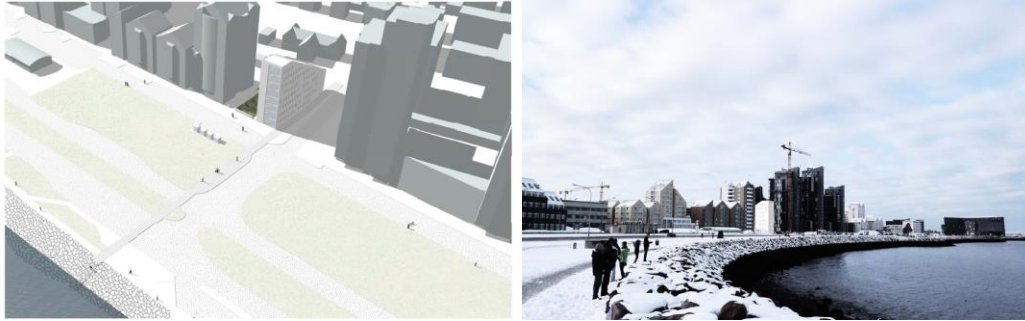


Figure 6 Images from the recent site plan

3. Specific climate or environmental issues regarding the development of the site: hazard zones, specific climate risk such as flood, pollution... (250 words max)

The site is facing the northern shore and subjectable to extreme wind during fall and winter. Ocean erosion could well be possible in the most extreme weather conditions, but the shoreline is heavily fortified. The major problem is heavy traffic in the area at Sæbraut that causes noise and air pollution.

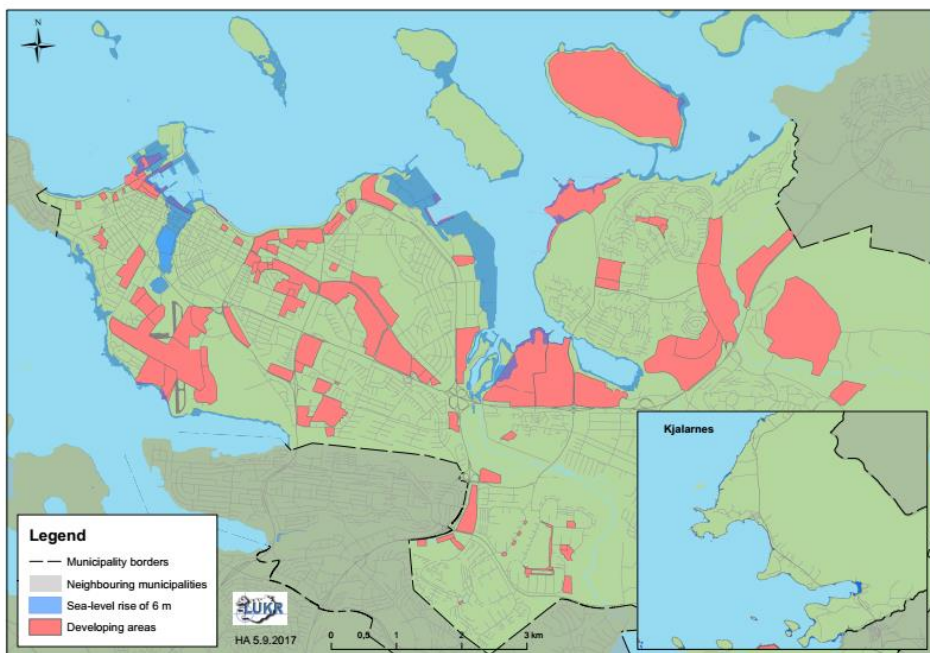


Figure 7 Vulnerable areas in the City of Reykjavik due to estimated 6 meters flooding in 100 year return time.

4. Details on the ownership of the site. (250 words max)

The site is owned by the city of Reykjavík.

5. Details of the current use and organization of the site, including the date and the condition of its release for redevelopment. (250 words max)

The site is today unbuilt. There is a parking lot. The plot can be released for redevelopment when a new area plan has been confirmed which can take from three up to six months time.

6. Specific local purchasing/bidding requirement or procedure that we will need to include for your site in the call for projects. (250 words max)

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 central concerning the Frakkastígur plot.

7. Type of transfer of rights intended for this site: sell, lease, other type of agreement... (250 words max)

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.

8. Connection of the site to transport network, current situation or future transport project. Please feel free to attach any maps or planning documents. (250 words max)

Currently the site is well connected by all means of transportation. A major bus stop (Hlemmur) is located in the vicinity and it is in a good location for bike paths. Reykjavík has a ever extending bike path network which is constantly under development and a key path runs along the northern coast and passes the site.

Borgarlína – City Line will run along nearby Hverfisgata. It will travel in dedicated lanes and have signalized priority between high-quality stations with a 7 minute frequency during the day. All stations will have a raised platform for level boarding, real time arrival/departure information, off-board fare payment equipment and quality bicycle storage to encourage first/last mile biking.

All Borgarlína vehicles will run on electricity and offer multi-door access. The current bus network will be optimized and adapted to the high-quality system, creating a two layer coherent public transport network with seamless connections for the whole area.

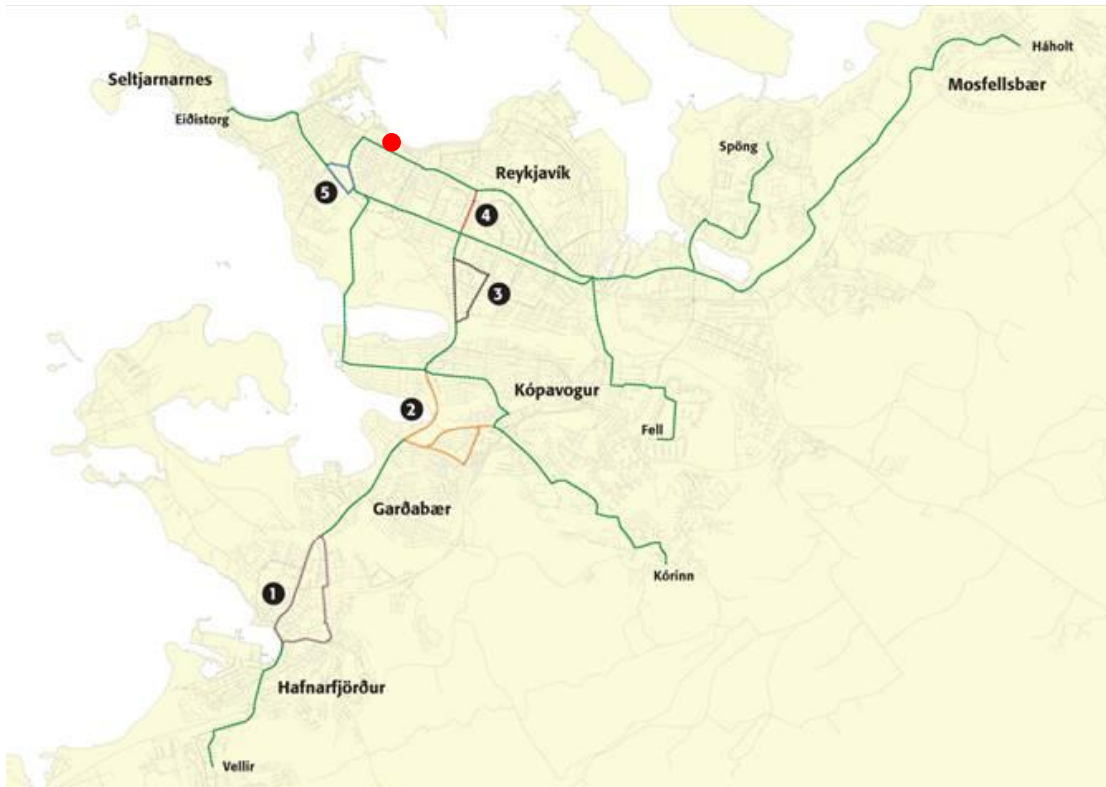


Figure 8 Proposed Borgarlína - Site marked with red dot

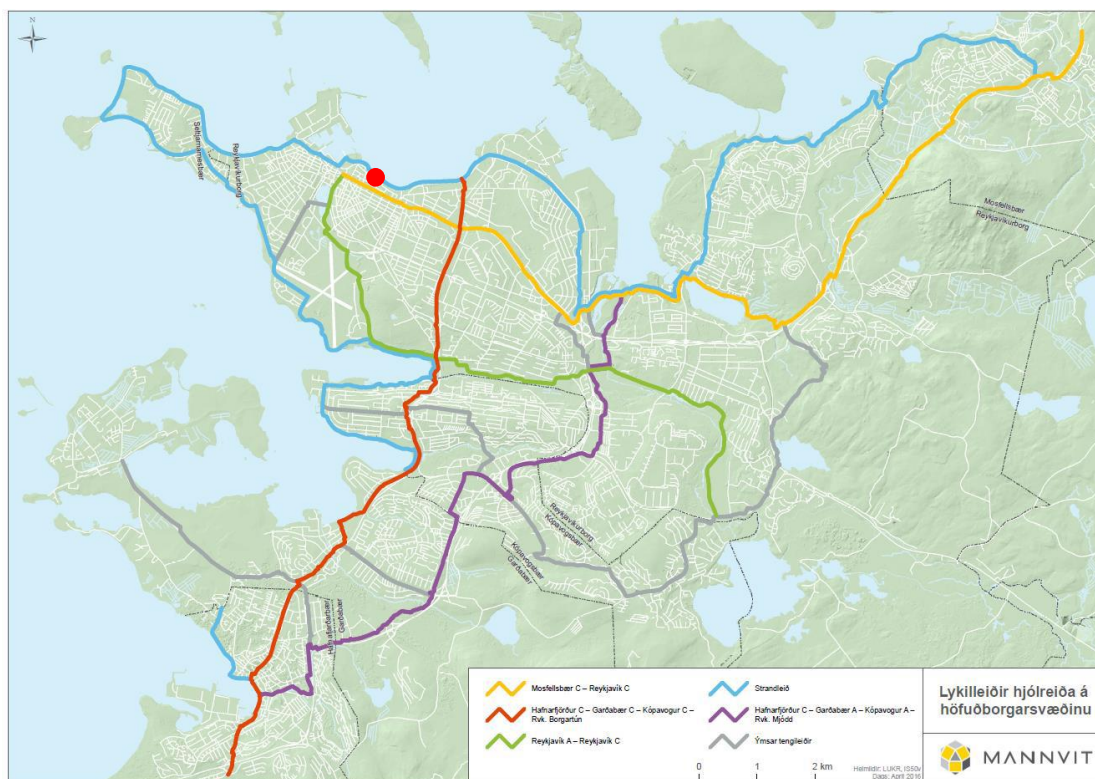


Figure 9 Main bicycle paths - Site marked with red dot

9. Specification of your city for the programming (future use) on the site. (250 words max)

The area is mostly residential so residential housing would be the desired programme. The programme should make use of it's unique position in the center and have less parking, versatile apartments and create a frame for sustainable living for the inhabitants.

10. Specific environmental or other anticipated challenges your city identifies for the redevelopment of the site. (250 words max).

There are no apparent environmental threats facing the area apart from wind and sea. The northfacing slope is in many ways challenging in terms of solar access to the plot. This is a consideration that has to be made designing in arctic climate where the sun angle is very low in winter time and it is important to maximize the solar access.

11. Point of contact in the city for this site. Please, if possible indicate two contacts, political and technical. (250 words max)

Edda Ívarsdóttir, Urban Designer, project manager for Urban Design.
edda.ivalsdottir@reykjavik.is

Borghildur Sturludóttir, Architect, project manager for planning
borghildur.sturludottir@reykjavik.is

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Site Questionnaire

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REINVENTING CITIES

City & Country: Reykjavík Iceland

Title of the site Ártún , Malarhöfði, 110 Reykjavík

Site's address: Ártúnshöfði

1. General information about the site and its environment, including the land area, the location in city, accessibility to the site and the urban context. *Please, include or attach maps and photos you think relevant to present your site. (500 words max)*

Ártúnshöfði is a brownfield ready to be regenerated. The site proposed is the gateway into that new neighbourhood. It is also has the benefit of the Borgarlína-City line that has a proposed stop next to the site. Nearby is Elliðaárdalur a green recreational park that has a salmon fishing river running through it creating a lovely mix of urbanity and nature.

Ártúnshöfði is an industrial area centrally located within the city of Reykjavík. The location is easy to access both by car, bike and by bus. Ártúnshöfði will in the next 10 years become one of the biggest redevelopment zones Reykjavík has taken on.

Development of brownfield sites such as this one, for residential and mixed uses, will be top priority in next decades according to the Reykjavík Masterplan 20-30. It is expected, that 85-90% of all new dwellings will be built on brownfields and/or as infill.

The site proposed is located at the edge of this zone. The current Re-development plan for this site involves a new high quality transportation system Borgarlína – City line and a future stop will be on this site. The site is also well connected to the biking infrastructure in the city.

The proposed site is northfacing and it's approx. 9000 m² on relatively flat land,

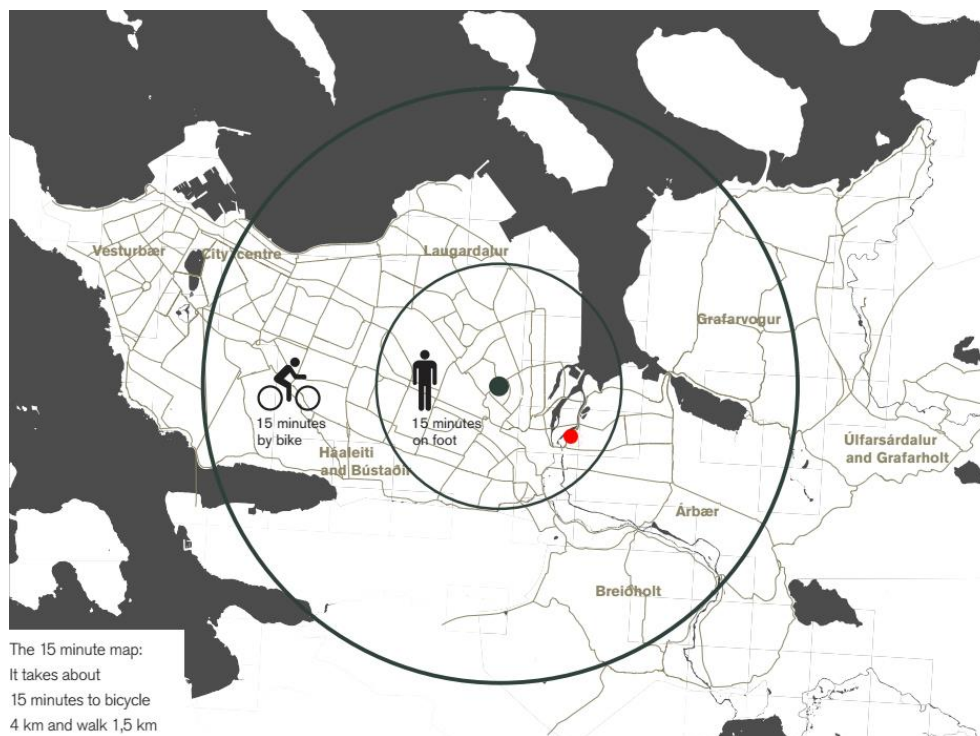


Figure 1- Travelling distances by foot or bike in Reykjavík. Location marked with red dot.

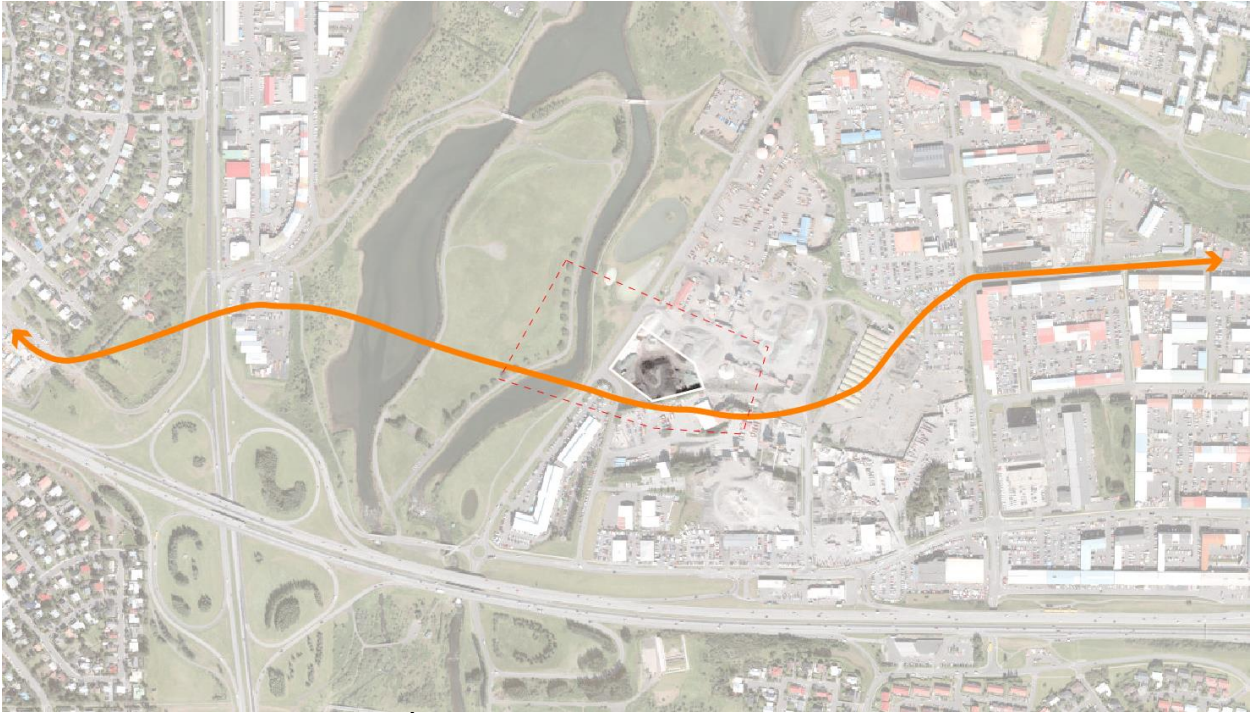


Figure 2- The proposed site in Ártún. Borgarlína in orange



Figure 3 The site in context

2. Specific planning rules and regulations regarding the development of the sites. *Please feel free to attach planning documents, masterplan and any other documents you think important. (500 words max)*

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 plan to re-design traffic veins as urban streets is proposed.

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.

In the masterplan of Reykjavík 2010-2030 the site is categorized as M4a intended for large scale retail, storage facilities, offices and light industries. However the city is now in the process of regenerating and revitalizing the whole proposed area for residential development and mixed – use. The goals of densification in Reykjavík is to diversify housing stock by defining new

housing opportunities, promote efficient use of current infrastructure, improve the green spaces, improve services and retail within neighbourhoods. To create a versatile, livable, sustainable and loveable urban area.

The site has no legally binding site plan.



Figure 4-The development plan for the area, site marked with red dot. A section of the City line streetspace

3. Specific climate or environmental issues regarding the development of the site: hazard zones, specific climate risk such as flood, pollution... (250 words max)

The site is northfacing and that can be a challenging aspect in terms of weather in Iceland. The site is also a former industrial site so soilpollution might be a factor.

Elliðaá river runs adjacent to the site and in the river is wild salmon which is unique to have on city scale. The banks of the river is also a habitat for many bird species. Because of that special considerations must be made to lower the impact of all runoff and possible contamination running from the site to the river.

The area will be desealed to large extent, since there are ambitious requirements regarding green infrastructure; green roofs (up to 80%), blue-green drainage soulutions for the whole area, large green public spaces, connections to the bay and to Elliðárdalur-urban park, and provisions on green space within private lots and the streets space.



Figure 5-Green recreation areas and city line with stops

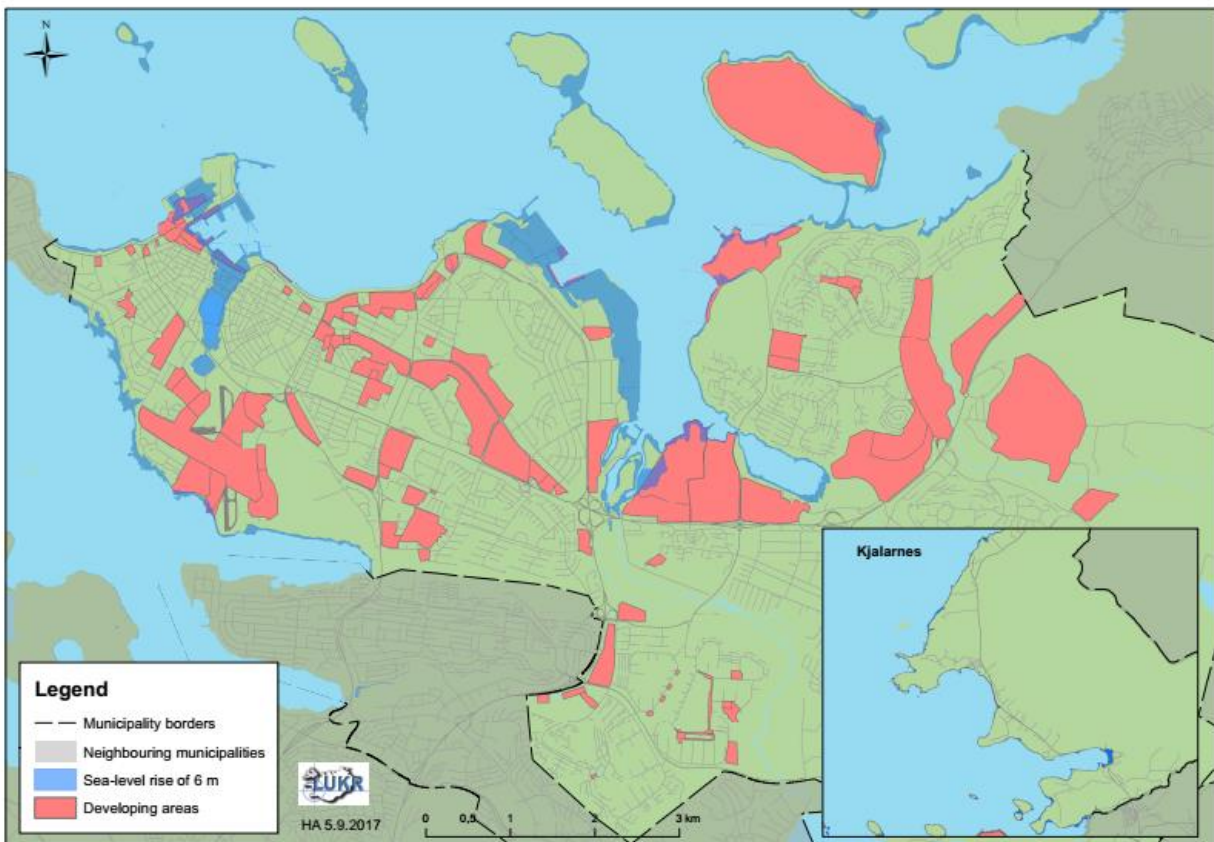


Figure 6 - Vulnerable areas in the City of Reykjavik due to estimated 6 meters flooding in 100 year return time.

4. Details on the ownership of the site. (250 words max)

The site is owned by the city of Reykjavík.

5. Details of the current use and organization of the site, including the date and the condition of its release for redevelopment. (250 words max)

The site is currently unbuilt and used as storage for gravel. The area is owned by the city or subsidiaries of the city. The plot can be released for redevelopment when a new area plan has been confirmed which can take from three up to six months time.

6. Specific local purchasing/bidding requirement or procedure that we will need to include for your site in the call for projects. (250 words max)

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 central concerning the Ártún plot.

7. Type of transfer of rights intended for this site: sell, lease, other type of agreement... (250 words max)

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.

8. Connection of the site to transport network, current situation or future transport project. Please feel free to attach any maps or planning documents. (250 words max)

Currently the site is well connected by all means of transportation. A major bus stop is located in the vicinity and it is in a key location for bike paths. Reykjavík has a ever extending bike path network which is constantly under development.

The site is a key spot in the planned Borgarlína - City Line that will run through the and stop on-site. This is the biggest transportation issue 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 through the proposed site.

Borgarlína – City Line will be a gold standard bus rapid transit system. It will travel in dedicated lanes and have signalized priority between high-quality stations with a 7 minute frequency during the day. All stations will have a raised platform for level boarding, real time

arrival/departure information, off-board fare payment equipment and quality bicycle storage to encourage first/last mile biking.

All Borgarlína vehicles will run on electricity and offer multi-door access. The current bus network will be optimized and adapted to the high-quality system, creating a two layer coherent public transport network with seamless connections for the whole area.



Figure 7 - Cycling bridge over Elliðaá river

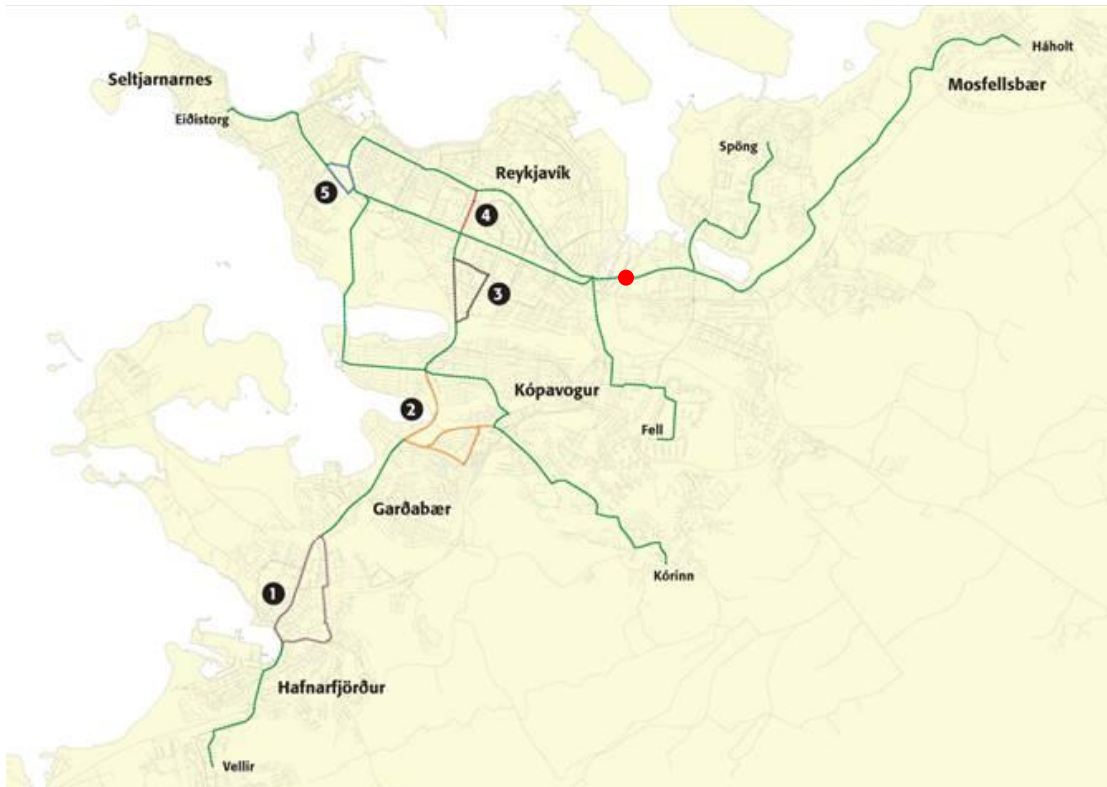


Figure 8 - Borgarlína – the future of transportation in Reykjavík, site marked with red dot

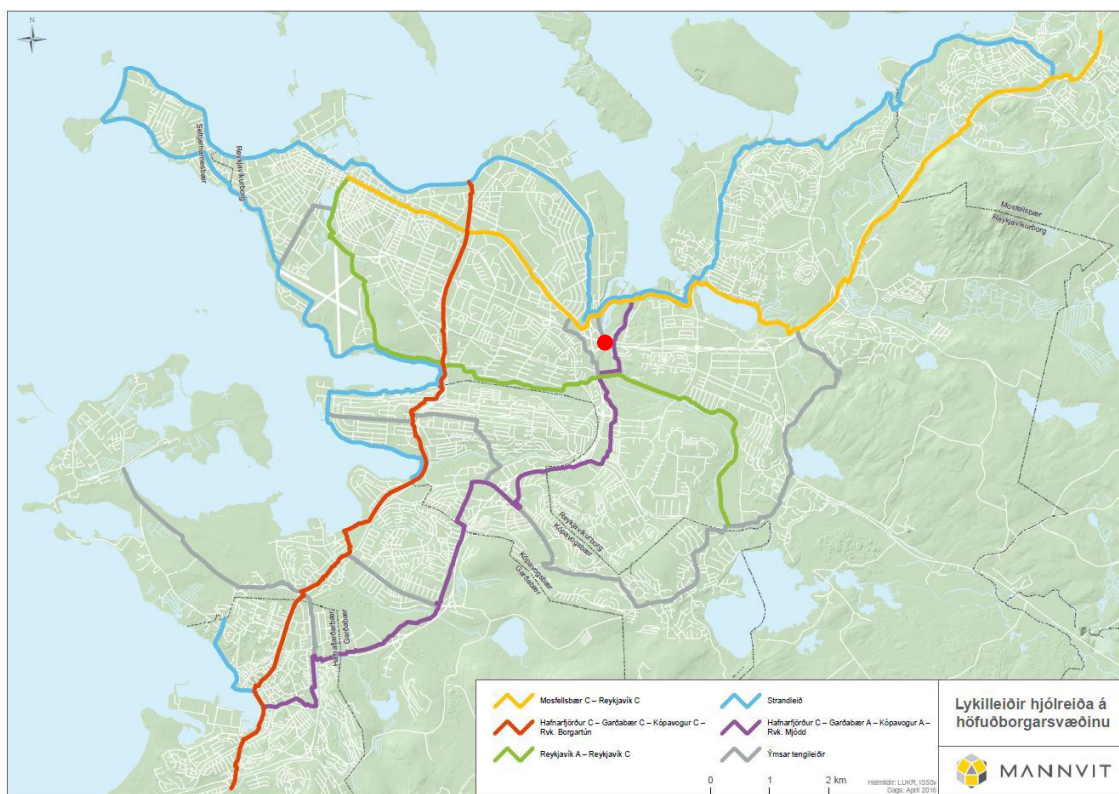


Figure 9-Main Cycling paths- location marked with red dot

9. Specification of your city for the programming (future use) on the site. (250 words max)

The site is in the perfect location to showcase how a natural area can flow into an urban project utilizing the closeness to the green area and the river and ocean.

The programme should be addressing Borgarlína – City line stop in some way.

It is also important that the program addresses the current Redevelopment plan of transformation in the area. Creating a liveable, friendly and diverse area.

The requirements for the specific site is that the program utilises and activates the proposed city line stop. Making it a hub of communication and life in the area.

10. Specific environmental or other anticipated challenges your city identifies for the redevelopment of the site. (250 words max).

The biggest challenge facing the site is possible contamination from the local industry.

11. Point of contact in the city for this site. Please, if possible indicate two contacts, political and technical. (250 words max)

Edda Ívarsdóttir, Urban Designer, project manager for Urban Design.

edda.ivarsdottir@reykjavik.is

Borghildur Sturludóttir, Architect, project manager for planning

borghildur.sturludottir@reykjavik.is

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REINVENTING CITIES

City & Country: Reykjavík Iceland

Title of the site Lágmúli

Site's address: Lágmúli 2, 108 Reykjavík

1. General information about the site and its environment, including the land area, the location in city, accessibility to the site and the urban context. *Please, include or attach maps and photos you think relevant to present your site. (500 words max)*

The uniqueness of this site is the geothermal heat that is pumped from the ground on-site. Lágmúli is also a classic landmark site. Located in a mixed neighbourhood of business, retail and hotels. The new Borgarlína, City-Line will also run along this location which will transform the cityscape in the area creating a more urban, sustainable and liveable area.

Lágmúli is situated close to the city center. It is currently a parking lot lined with green buffer area for the adjacent Suðurlandsbraut. It has a great view over to mount Esja and the ocean to the north. The location is also close to Laugardalur which is the cities sports and recreational hub, with a swimming pool, national football field, botanical garden, zoo and theme park.

The uniqueness in this site is the fact that on-site there is a geothermal well where natural warm water is pumped up for warm water and heating. The low temperature field has 4 wells and one of those is located on site. The sustainable production of the field is 162 l/s of 125 C° hot water. Over the years, the City of Reykjavík has developed environmentally friendly use of water for consumption and the production of district heating and electricity with the help of geothermal energy.

The site is already well connected and accessible by all means of transportation. There is also planned a path for Borgarlína, the new transit system of Reykjavík, along Suðurlandsbraut.

The size of the plot is 5700 m² and on relatively flat land.

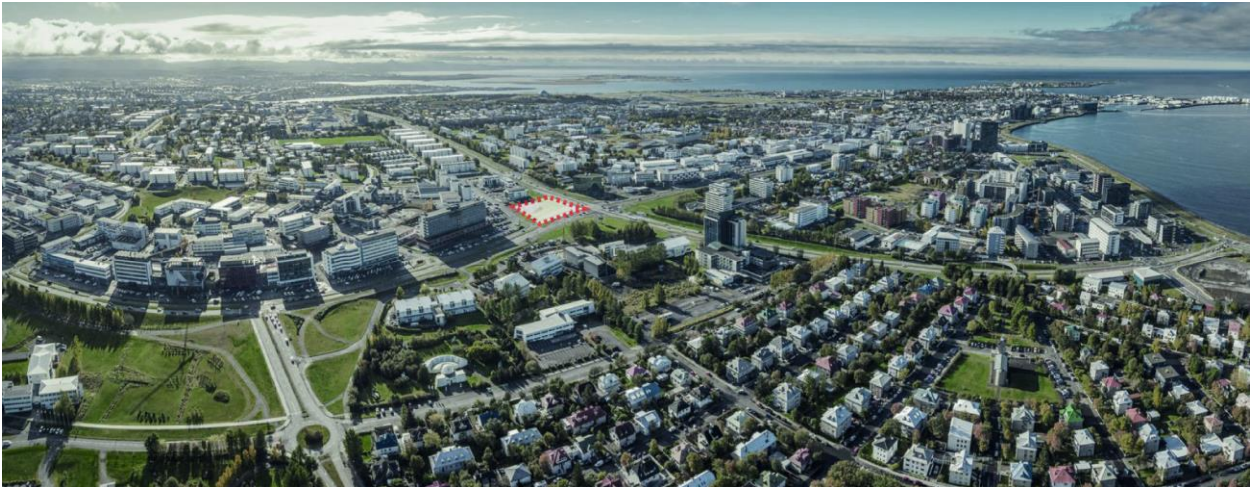


Figure 1 - Birdseye view of site

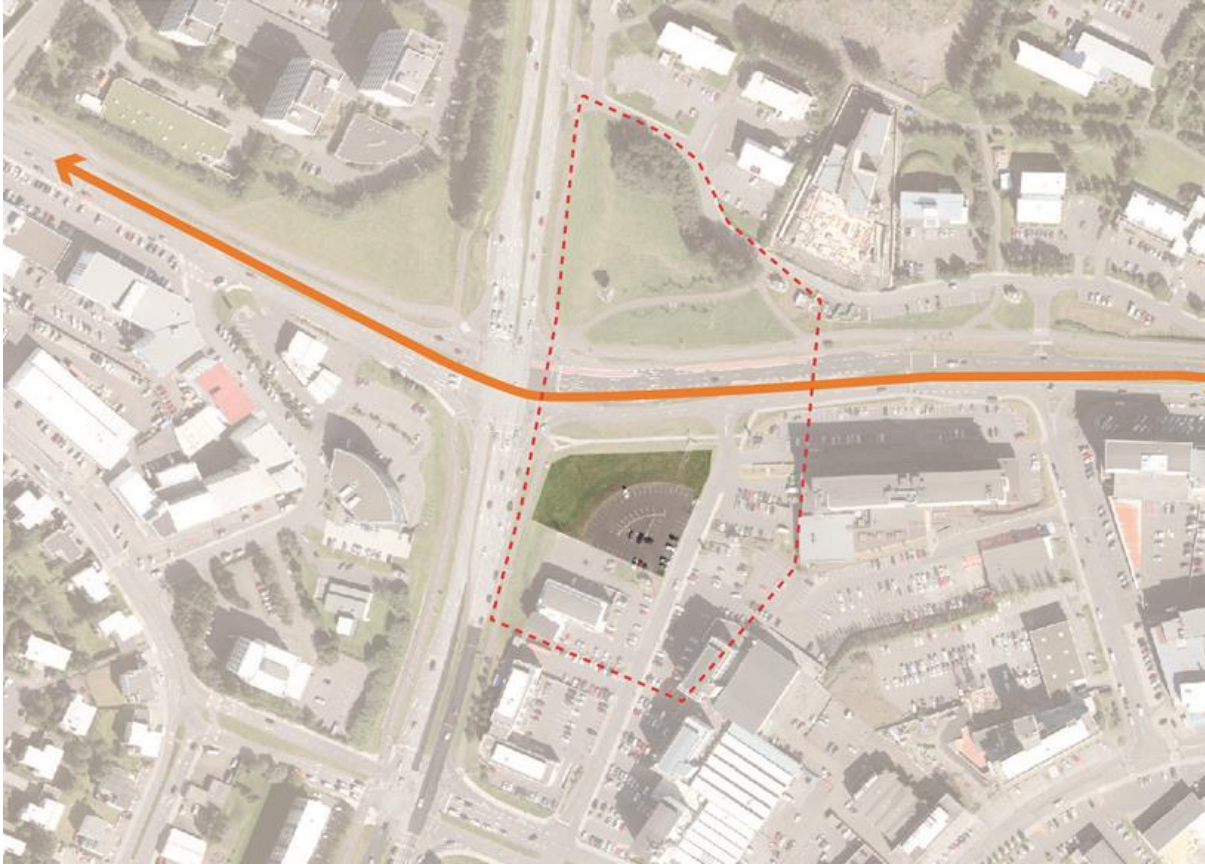


Figure 2 - The Site and effect zone - proposed Borgarlína City Line in orange.



Figure 3 The site in context

2. Specific planning rules and regulations regarding the development of the sites. *Please feel free to attach planning documents, masterplan and any other documents you think important. (500 words max)*

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.

More environmentally friendly transport systems.

The main emphasis is placed on strengthening the transportation systems for pedestrian and cycling traffic as well as public transport. 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 plan to re-design traffic veins as urban streets is proposed.

A more concise conservation of open green areas.

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

In the masterplan of Reykjavík 2010-2030 the area is categorized as M2c intended for retail, offices, service companies, restaurants and hotels. Apartments are also allowed on higher levels of buildings.

The site is situated on the densification axis identified in the Reykjavík Masterplan 2010-2030. This plan also reaffirms the east west connection for Borgarlína – City Line.

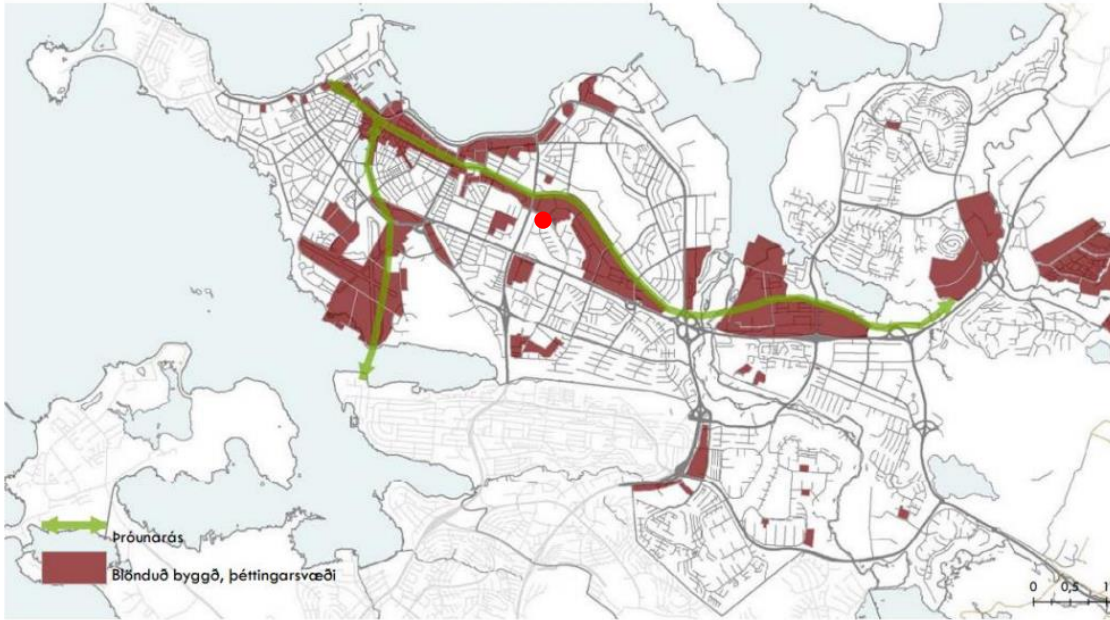


Figure 4 Areas of densification in Reykjavík - Site marked with red dot

3. Specific climate or environmental issues regarding the development of the site: hazard zones, specific climate risk such as flood, pollution... (250 words max)

There are no apparent climate or environmental issues for this location. It is however situated close to the northern coastline which makes it vulnerable to heavy wind. The major problem is heavy traffic in the area that causes noise and air pollution.

4. Details on the ownership of the site. (250 words max)

The plot is currently owned by Reykjavik Energy which is owned by the city of Reykjavík.

5. Details of the current use and organization of the site, including the date and the condition of its release for redevelopment. (250 words max)

The site is today unbuilt. There is a parking lot and a technical building for the geothermal well. We have however been preparing the plot for development, including finalizing a purchase from Reykjavik Energy. The plot can be released for redevelopment when a new area plan has been confirmed which can take from three up to six months time.



Figure 5 Location of geothermal wells

6. Specific local purchasing/bidding requirement or procedure that we will need to include for your site in the call for projects. (250 words max)

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 central concerning the Lágmúli plot.

7. Type of transfer of rights intended for this site: sell, lease, other type of agreement... (250 words max)

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 independant real estate company.

8. Connection of the site to transport network, current situation or future transport project. Please feel free to attach any maps or planning documents. (250 words max)

Currently the site is well connected by all means of transportation. A major bus stop is located in the vicinity and it is in a key location for bike paths. Reykjavík has a ever extending bike path network which is constantly under development.

Borgarlína – City Line will run along Suðurlandsbraut on the north edge of the site. It will travel in dedicated lanes and have signalized priority between high-quality stations with a 7 minute frequency during the day. All stations will have a raised platform for level boarding, real time arrival/departure information, off-board fare payment equipment and quality bicycle storage to encourage first/last mile biking.

All Borgarlína vehicles will run on electricity and offer multi-door access. The current bus network will be optimized and adapted to the high-quality system, creating a two layer coherent public transport network with seamless connections for the whole area.

One of the cities main bicycle paths from east to west also runs along the site.



Figure 6 - Borgarlína - City line, Site marked with red dot

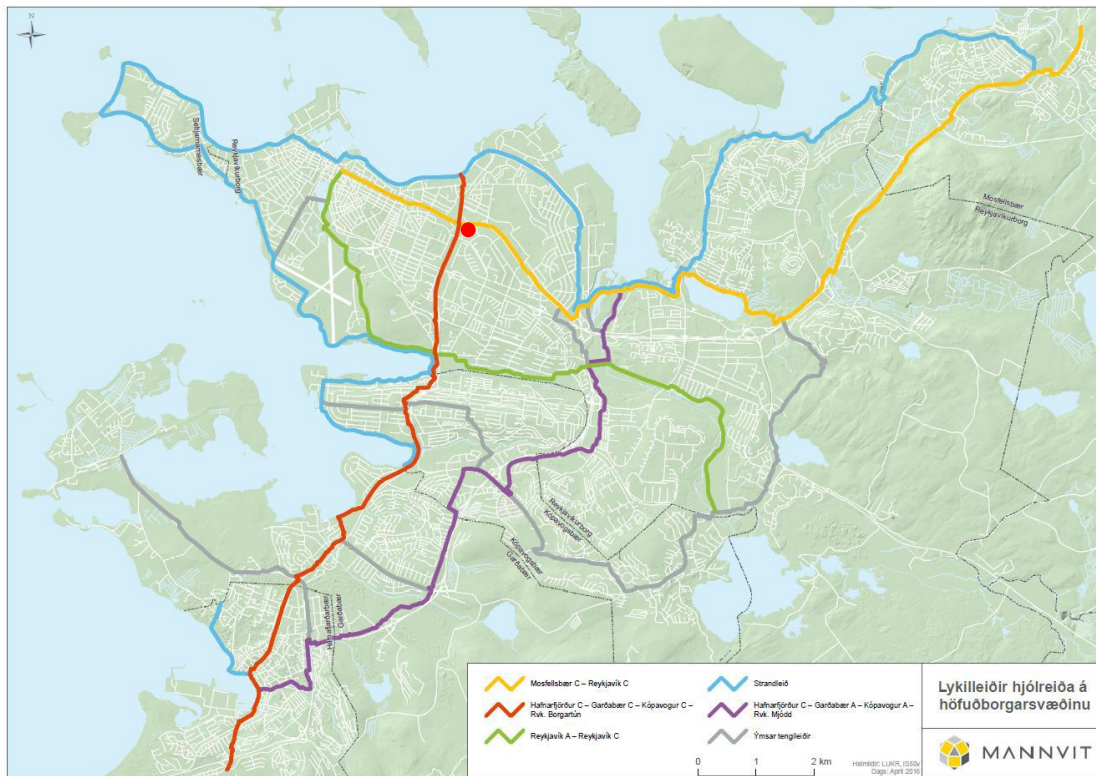


Figure 7 Main Bicycle paths - Site marked with red dot



Figure 8 the 15 min map - site marked with red dot

9. Specification of your city for the programming (future use) on the site. (250 words max)

The site is in a prime landmark location with good connections to the sports facilities in Laugardalur and the city center almost anything would be possible.

The geothermal heat in the area is a great inspiration for future programming but greenhouses, wintergardens and health related activities would be well suited. A geothermal activity park or museum, urban farming, vertical farming etc.

10. Specific environmental or other anticipated challenges your city identifies for the redevelopment of the site. (250 words max).

The challenges in the area are few since it is an open plot. However the challenge would rather be finding use for the geothermal heat on site and addressing the new Borgarlína – City Line on ground level.

11. Point of contact in the city for this site. Please, if possible indicate two contacts, political and technical. (250 words max)

Edda Ívarsdóttir, Urban Designer, project manager for Urban Design. edda.ivalsdottir@reykjavik.is

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Please return to hchartier@c40.org



Reykjavík November 3 2017

Dear C40 team

Enclosed is the site questionnaire for the Reinventing Cities programme.

As mayor of Reykjavík, the northmost capital of the world. I am honored to take part in the bid for the Reinventing Cities programme. We share a common goal for our planet and we share a mutual ambition for the quality of life of our citizens.

The objective of the Reinventing Cities Programme, of delivering landmark projects with high environmental performances is an ambition we all here in Reykjavík share with you.

At the CityLab meeting in Paris in late October I came across the project and expressed interest in taking part in it. We have therefore selected three sites in Reykjavík. These sites are very different from each other but all of them have potential to be a part of the Reinventing Cities Programme.

The three sites are as follows in alphabetical order; *Ártúnshöfði*, *Frakkastígur* and *Lágmúli*.

Ártúnshöfði is a brownfield ready to be regenerated. The site proposed is the gateway into that new neighbourhood. It also has the benefit of the City Line that has a proposed stop next to the site. Nearby is Elliðaárdalur a green city park that has a salmon fishing river running through it creating a lovely mix of urbanity and nature.

Frakkastígur is a well connected site in a prime coastal location within the city center, in many ways "the face" of the city. This plot offers a new way to approach housing in Reykjavík, connecting the old with the new by creating a interesting, resilient and fresh typology.

Lágmúli: The uniqueness of this site is the geothermal heat that is pumped from the ground on-site although Lágmúli is a classic landmark site. Located in one of the main corridor and an essential corner of the city with a mixed neighbourhood of business, retail and hotels. The new City Line will also run along this location which will transform the cityscape in the area creating a more urban, sustainable and liveable area.

I hope this letter will be the first step in the development of our partnership where we will create a more sustainable, more green future with even more quality of urban design and architecture..

Dagur B. Eggertsson
Mayor of Reykjavík