

Reykjanesbær 29.9.2023

Ósk um óverulega breytingu á Aðalskipulagi

Umhverfis- og skipulagsráð Reykjanesbæjar
Gunnar Kristinn Ottósson
Skipulagsfulltrúi

Erindi: Ósk um óverulega breytingu á Aðalskipulagi

Aðaltorg ehf., í samræmi við kynningu til USK á fundi ráðsins 15.9.2023 og samráðsfund þann 17.03.2023 óskar Aðaltorg eftir að óveruleg breyting á Aðalskipulagi Reykjanesbæjar 2020-2035 verði gerð m.t.t. M12 og skipulagssvæðið verði skilgreint í samræmi við fyrirliggjandi tillögu.

Breytingin er liður í að samræma uppbyggingaráætlun Aðaltorgs ehf. í takt við framkomnar tillögur frá Kadeco sem lögð var fram í stefnulýsingunni K64.

Aðaltorg ehf. hyggur á áframhaldandi uppbyggingu á skipulagssvæðinu og er tillagan sett fram sem fyrsta skref í samræmingu uppbyggingaráætlunar félagsins, Aðalskipulags Reykjanesbæjar og stefnulýsingar K64.

Aðaltorg ehf. vinnur nú að gerð nýs deiliskipulags fyrir M12 í samræmi við Þróunarsamning Aðaltorgs og Reykjanesbæjar. Sú vinna tekur mið af markmiðum sem sett eru fram í Aðalskipulagi um m.a. Lífæð bæjarfélagsins liggi um M12 og tengir sama bæjarfélagið í heild og Keflavíkurflugvöll¹. Áhersla í frekari framvindu verður á samræmingu við lýðheilsu- og hjólréiðastíga bæjarins við frekari lóðafyrirkomulag, almenningsangöngur og frekari uppbyggingu tækifæra til bætts aðgengis bæjarbúa að m.a. útivistarsvæðinu OP9 í takt við bætt fyrirhugað þjónustustig svæðisins. Í skilmálum Aðalskipulagsins 4.4.1 er m.a. kveðið á um að „Uppbygging á miðsvæðum skal taka mið af einkenni og ásýnd umhverfisins og vandað til hönnunar og frágangs bygginga og almenningsrýma. Tryggð skulu skjólgóð, sólrík og gróðursæl útirými og fjölbreytni í hönnun bygginga og húsagerðum. Gætt skal að fjölbreytni og því að húsakostur mæti þörfum framtíðaribúa og ólíkra samfélagshópa.“² Þá verður sérstaklega tekið mið af leiðarvísunum frá K64³ í samráði við Umhverfis- og skipulagssvið Reykjanesbæjar varðandi uppbyggingu útivistarsvæða í og í kringum M12.

Virðingafyllst,

F.h. Aðaltorgs ehf.

Ingvor Eyfjörð

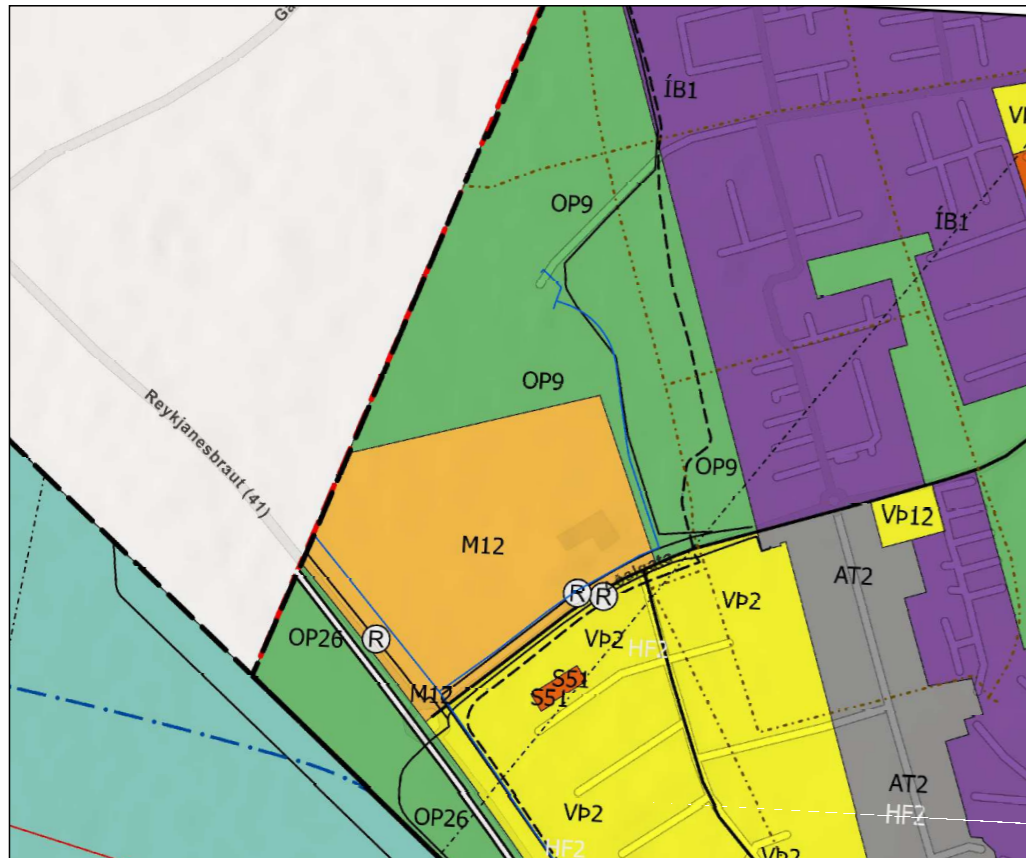
¹ Sjá nánar greinargerð með Aðalskipulagi Reykjanesbæjar 2020-2035 bls. 46: Umfjöllun um M12

² Greinargerð með Aðalskipulagi Reykjanesbæjar 2020-2032, 4.4.1 2.mlgr.

³ K64-Landscape : Appendix-final.pdf/Strategy.pdf/Toolbox.pdf

Fylgiskjal: Ásýnd yfir skipulagsmörk M12 ásamt lengdarmælingum

Tillaga að breytingu á Aðalskipulagi Reykjanesbæjar 2020 - 2035



Hluti af Aðalskipulagi Reykjanesbæjar 2020 - 2035, staðfest 25.01.2023 Þéttbýlisuppráttur fyrir breytingu, mkv. 1:10.000

Tillaga að breytingu á Aðalskipulagi Reykjanesbæjar samkvæmt 36.gr skipulagslaga nr. 123/2010.

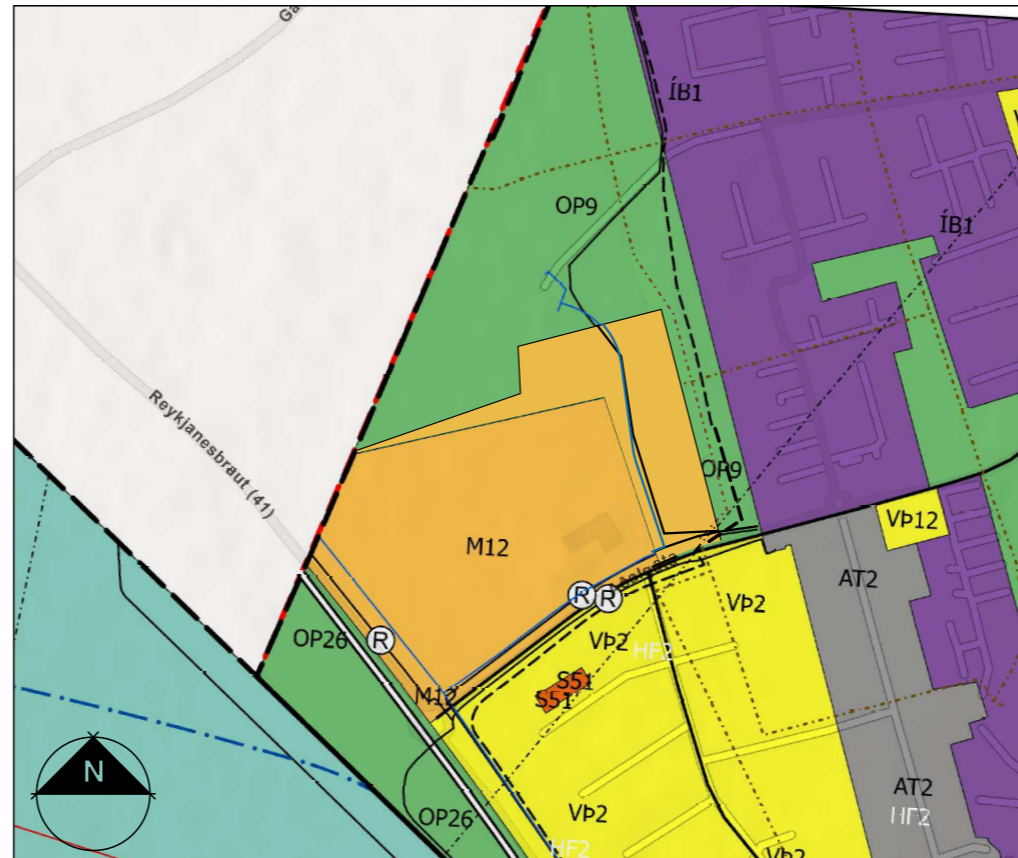
Breytingin felst í því að stækka landnotkunarreit M12 til norðurs og austurs um 4,25 ha. Fyrirhuguð stækkun tekur til skipulagssvæða M12 og OP9 norðan Aðalgötu, austan við Reykjanesbraut og vestan við Heiðarskólaverfi (ÍB1). Farið verður inn á opið svæði OP9 um 4,25 ha.

Tengsl breytingar við skipulagsáætlanir.

Fyrirhuguð breyting á landnotkun er í takti við K64 þróunaráætlun svæðisins. K64 þróunaráætlun er ný framtíðarsýn fyrir Suðurnesin. Íslenska ríkið, Isavia ohf., Reykjanesbær og Suðurnesjabær hafa unnið saman að heildstæðri stefnu og framtíðarsýn fyrir umhverfi Keflavíkurflugvallar.

Aðliggjandi deiliskipulagsáætlanir

- Deiliskipulag Flugvallar, svæði VP2, samþykkt 01.11.2016.
- Deiliskipulag NA-svæðis Keflavíkurflugvallar, samþykkt 02.06.2017.



Tillaga að breyttu Aðalskipulagi Reykjanesbæjar 2020 - 2035 Þéttbýlisuppráttur eftir breytingu, mkv. 1:10.000

Í greinargerð aðalskipulags í kafla 4.4 Miðsvæði, bls. 47 er Tafla 4.4 þar stendur nú:

Tafla 4.4 Miðsvæði: Tölulegar upplýsingar og áfangaskipting

Miðsvæði*	Stærð svæðis [ha]	Núverandi byggingarmagn [m ²]	Leyfilegt byggingarmagn [m ² ***]	Íbúðir nú v.- fjöldi	Íbúðarfjöldi heimill ***	Áfangaskipting
M12 ** Aðaltorg	12,1	8.675	25.200	0	0	2020-2035

Eftir breytingu:

Tafla 4.4 Miðsvæði: Tölulegar upplýsingar og áfangaskipting

Miðsvæði*	Stærð svæðis [ha]	Núverandi byggingarmagn [m ²]	Leyfilegt byggingarmagn [m ² ***]	Íbúðir nú v.- fjöldi	Íbúðarfjöldi heimill ***	Áfangaskipting
M12 ** Aðaltorg	16,3	8.675	25.200	0	0	2020-2035

Í greinargerð aðalskipulags í kafla 2.3 Opin svæði, bls. 21 er Tafla 2.3. þar stendur nú:

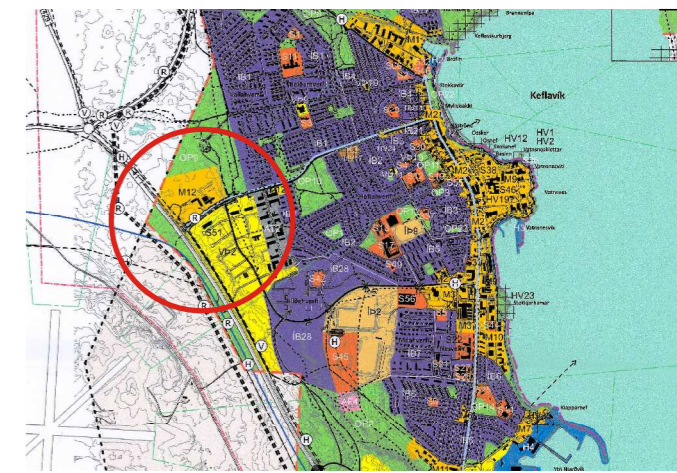
Tafla 2.3 Opin svæði í Reykjanesbæ

Opin svæði	Lýsing	Stærð [ha]
OP9 Sunnan Rósaselsvatna	Opið svæði sem gert er ráð fyrir að haldi sér sem upprunalegast með göngustígum um svæðið.	19,8

Eftir breytingu:

Tafla 2.3 Opin svæði í Reykjanesbæ

Opin svæði	Lýsing	Stærð [ha]
OP9 Sunnan Rósaselsvatna	Opið svæði sem gert er ráð fyrir að haldi sér sem upprunalegast með göngustígum um svæðið.	15,5



Hluti af Þéttbýlisuppráttur Reykjanesbæjar 2020 - 2035

Aðalskipulagsbreyting þessi sem auglýst hefur verið samkvæmt 36. gr. skipulagslaga nr. 123/2010 var samþykkt í bæjarstjórn þann _____ 2023.

Aðalskipulagsbreytingin var auglýst frá _____ 2023 með athugasemdafresti til _____ 2023.

Aðalskipulagsbreyting þessi var staðfest af Skipulagsstofnun þann _____ 2023.

Auglýsing um gildistöku breytingarinnar var birt í B-deild Stjórnartíðinda þann _____ 2023.



Aðalskipulagstillaga stækkun á Miðsvæði M12 - Aðaltorg Aðalskipulagsuppráttur

Sveitarfélag: Reykjanesbær
Mælikvarði: 1:10.000_A3
Verknúmer: 18-061
Dagsetning: 03.07.2023





SKÝRINGAMYND:
 Tillaga að breyttu Aðalskipulagi Reykjaneshæjar 2020 - 2035
 Breytingar sýndar á loftmynd, mkv. 1:5.000

Verkefni: Aðaltorg
 Skýringatexti: Aðalskipulagsbreyting stækkun á svæði M12

ARKÍŚ
 arkitektar

dagsetning: 25.09.2023
 verknr.: (18)-061

Arkís arkitektar Vesturvör 7 200 Kópavogi kt. 531107-0550
 sími 511 2060 www.ark.is netfang arkis@ark.is



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FOCUS AREAS

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Commerce and Cargo





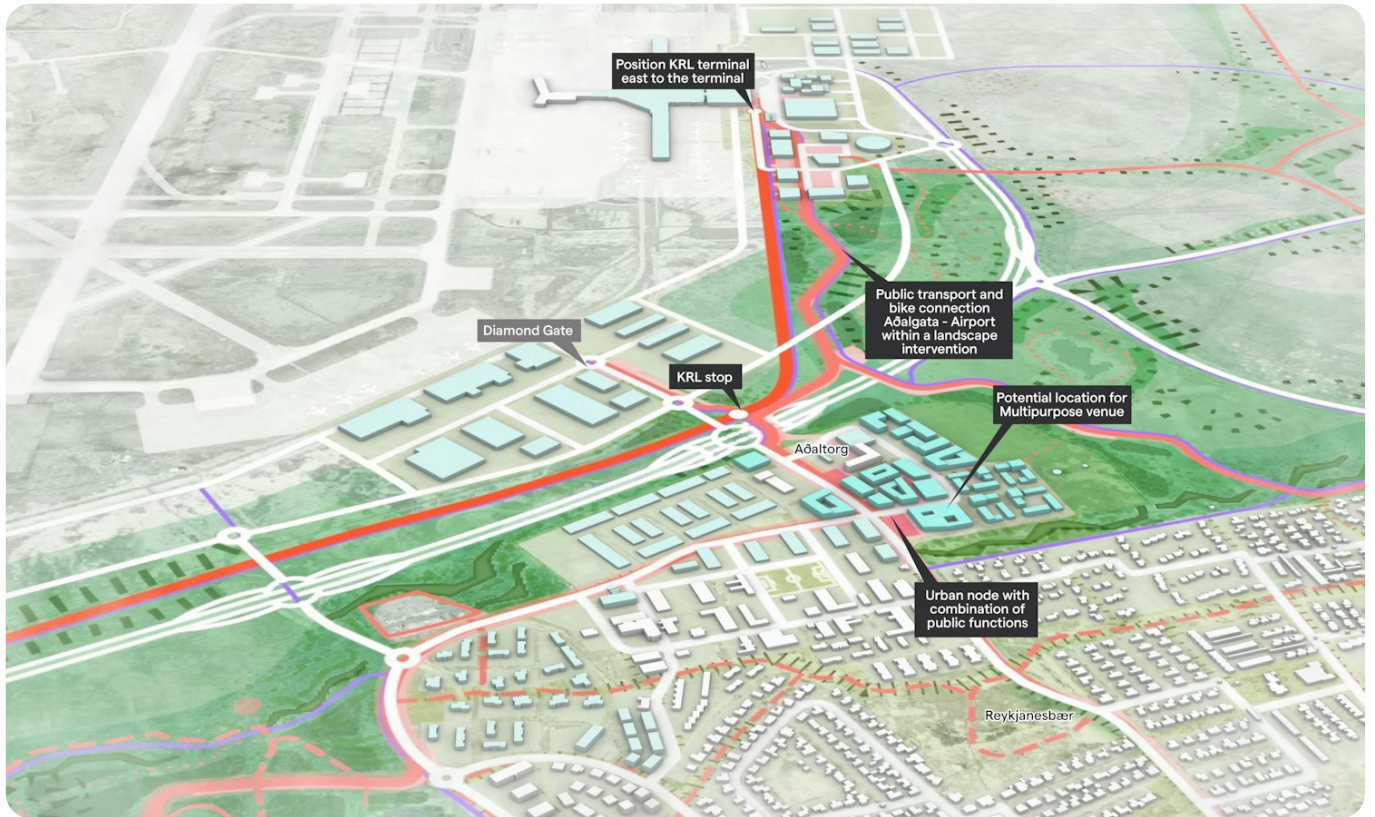
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Concept plan



Strategically located as the entrance to Reykjanesbær from Keflavík Airport, and across the future development of the Diamond Gate, Aðalgata offers the opportunity of a key urban centrality.



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Redeveloping Aðalgata road into an active urban axis, our proposal re-envision the area as a new 'entrance to the city.' A new urban identity boosting a mixed-use urban environment with clusters of different characters supported by quality public spaces, coordinated car parking, and public functions.

Spatial framework



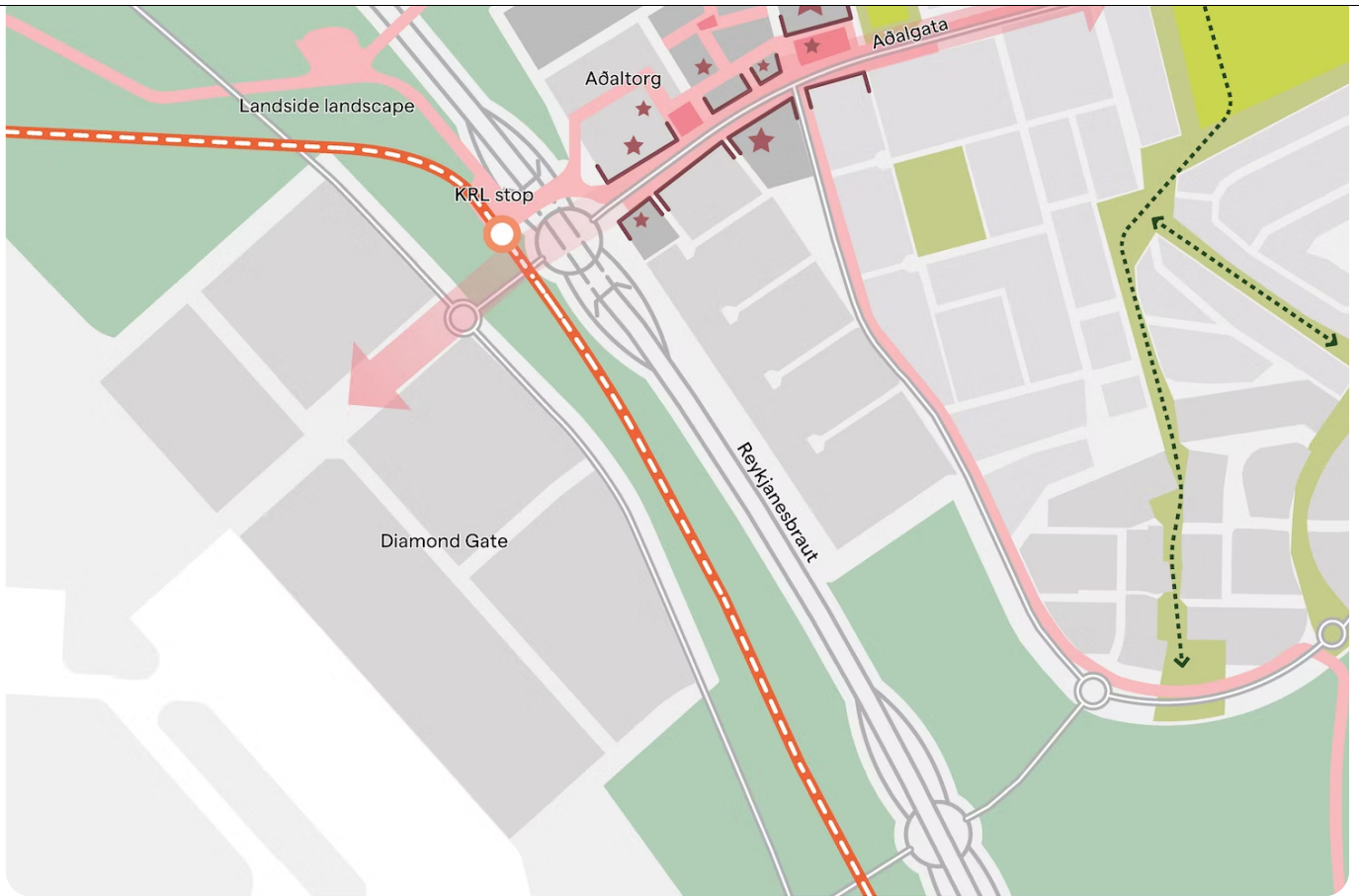


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The axis of Aðalgata road is activated through programs and building fronts closer to the street to create an active urban environment between the city and the Diamond Gate.

The area itself is organised in five mixed-uses program clusters creating diverse character areas. Within the development, smaller public spaces are defined, surrounded by new buildings, protected from the wind and activated by ground floor uses.

Character areas and key programs





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Directly across the Diamond Gate with its airport-related logistics uses, Aðalgata is composed of clusters with distinctive character areas. Aðalgata will be adjacent and supported by future developments as well.

The Aðalgata site is well suited for a vibrant mixed use development – leisure, health, retail, commercial, residential – and R&D cluster benefiting from proximity to the airport, high value industries and downtown Reykjanesbær and Ásbrú community.

Programme of activities over time, by 2035:



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Multipurpose event venue

A world class flexible, innovative, multipurpose event space showcasing the best of Iceland's cultural, art and music. A vibrant space for visitors and locals to interact and experience Icelandic and global talent. The venue will also host conferences, and expos.





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R&D space for food, carbon fibre and pharmaceutical

Innovative space, with incubator, prototyping and testing faculties and office space. These businesses would integrate well with the multipurpose event venue for conferences and seminars



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Retail and leisure

365 days retail, gastronomy and leisure space for local residents and tourist market. The site would include a mix of local and high value international brands.





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Residential

A range of new dwellings types for international and local workers. Flexible housing supply to cater for seasonal workers and student housing.

Landscape





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An urban part of the landscape framework, Aðalgata could become a vibrant high street connected to the waterfront. Designed as a boulevard with multiple rows of trees it would attract more visitors benefitting the cultural and commercial enterprise in the wider area.

Trees mitigating the wind would increase the commercial footfall and enhance the real estate value. Buffering the community and the regional infrastructure, the green zone would enhance the image of area attracting new people and businesses.

Landscape guidelines for Aðalgata



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Connect

New bike and pedestrian paths would link Aðalgata to the regional network offering a new level of landscape connectivity and multiple opportunities for active mobility. This new infrastructure would offer an alternative to driving for local and regional commuters going to the airport and the local business. New connections would reinforce existing social networks, create more business interaction and increase footfall for the retail and the restaurants.



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Protect

The possibility of moving around the peninsula without a car would change the way people engage with the environment and with each other. Wind mitigation extends the length of time that could be spent outdoors and makes it possible to promenade down the high street visiting shops and cafes. Trees and other landscape measures would literally protect Aðalgata, making it a more pleasant and vibrant setting for the public life.

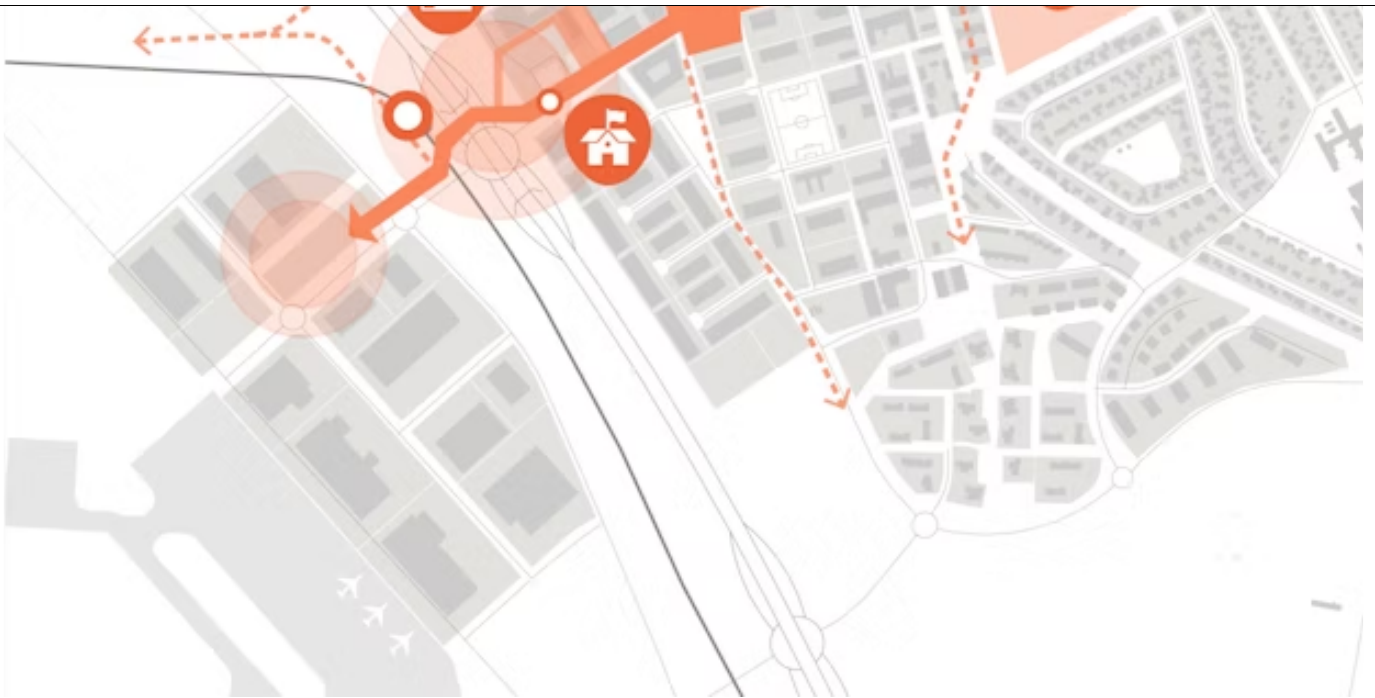


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Enhance

With Diamond Gate becoming the key location for Airport-related business, Aðalgata could become the next central location for culture, hospitality and retail. Centered on the tree-lined boulevard with shops and restaurants it can become an attractive destination with pedestrian-oriented public realm, bike lanes, sheltered pocket parks ushering in the new urban culture oriented towards community, public life, healthy and sustainable future.

Climate adaption guidelines



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Urban principles

- Shifted street grid to mitigate wind and expand external comfort
- Low building height and open courtyard regime for large solar exposure
- The urban principles shown in the previous section are applied to mitigate wind speeds within the focus area ADALGATA



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Landscape

- Roads stay clear from obstructions and accommodate space for snow deposit and account for run-off during snowmelt
- Vegetation along the roads and between buildings to mitigate channeling wind effects and expand outdoor activities



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Rain and snow

- The central cluster and the Diamond Gate (tbc) provides wide space for car parking and drainage to account for rain and snow melt
- Buildings withstand excess rain and snow from roofs as well as snow melt due to space around buildings and vegetation

Accessibility





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Road infrastructure 2035

Recommended layout at year 2035 (first phase development):

- Reykjanesbraut (R41) has 2 lanes per direction with free flow speed limit
- The intersections at Aðalgata and Þjóðbraut are managed by upgraded 2-lane roundabouts
- Local mobility streets across Diamond Gate industrial development are in construction



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Road infrastructure 2050

Recommended layout at year 2050+ considering all planned development has taken place:

- Reykjanesbraut (R41) has 2 lanes per direction with free flow speed limit
- The intersections at Aðalgata and Þjóðbraut can be at separate levels; manoeuvre lanes connect R41 with the local circulation network
- Local mobility streets across Diamond Gate industrial development connect Aðalgata with KEF airport, with road to Helguvík/Bergvík and to Þjóðbraut



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Public transport network

Recommended layout at year 2050+ considering all planned development has taken place:

- Local bus line to Reykjanesbær extended to Diamond Gate to provide local service and interchange with KRL
- Local bus line to airport interchanges with KRL
- A park and ride area allows people to reach the KRL stop by car
- This layout of lines is an alternative to the “demand responsive transit” (DRT) zoning

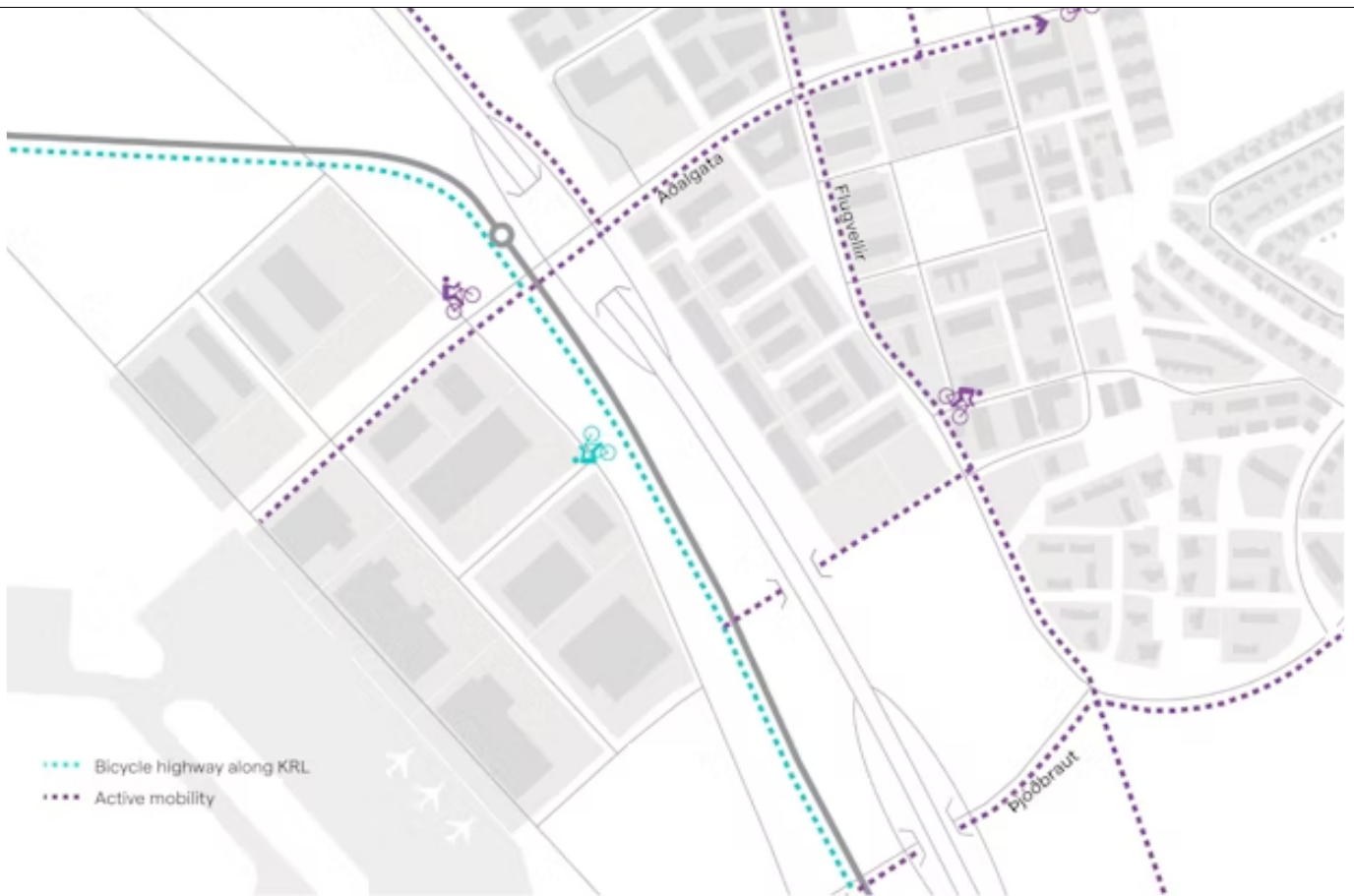


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Active mobility network

Recommended layout at year 2050+ considering all planned development has taken place:

- All major local streets (collectors) are flanked by bicycle lanes.
- The KRL infrastructure is flanked by a "bicycle highway" reaching Reykjavík and Keflavík Airport
- Connection across the Reykjanesbraut takes place across the intersection at ground level, the surface space is traffic calmed and supportive of pedestrian and cycle mobility
- Bike and pedestrian tunnels or overpasses allow crossing the KRL between the intersections

Mobility guidelines for Aðaltorg



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Road Network

- Aðalgata will be a traffic-calmed area supportive of pedestrian and cycle mobility, but not excluding motor vehicles.
- The main entrance to the Diamond Gate logistics area will be the Þjóðbraut intersection, redesigned to account for trucks and heavy traffic.
- Traffic between Reykjavik and Keflavík Airport will be uninterrupted and unhampered by maneuvers.

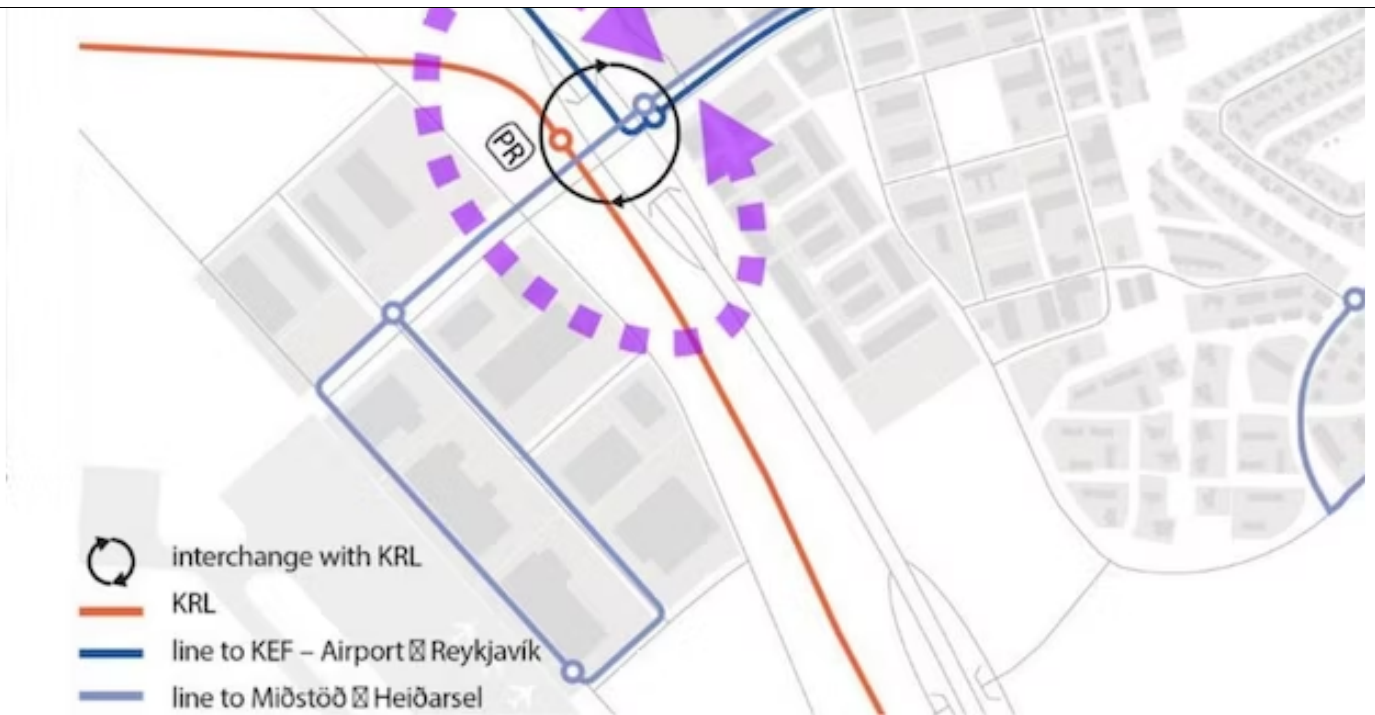


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Public Transport Network

- The KRL as well as the local public transport will have a stop near Aðalgata to allow easy passenger service and interchange between lines.
- A park and ride area will allow to reach the stop with one's own car and continue to Reykjavík by KRL.
- The whole Aðalgata and Diamond Gate areas will be part of the DRT area.



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Active Mobility Network

- The pedestrian and bicycle lane along the KRL busway will connect to the airport terminal to one side and continue to Reykjavík to the other side.
- Several crossings will allow safe pedestrian and cycle crossing of Reykjanesbraut and connect with the urban pedestrian and cycle infrastructure of Reykjanesbær.

Urban design guidelines



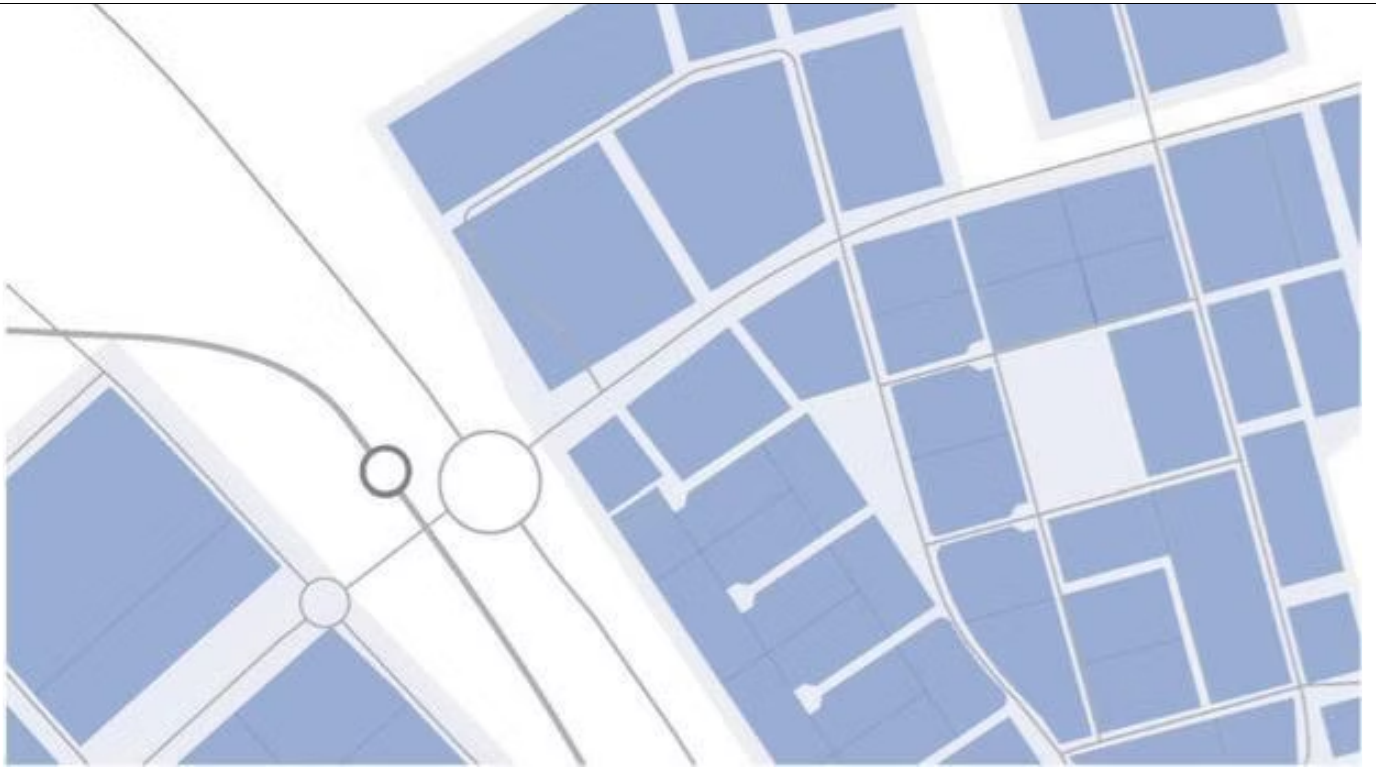


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Plot structure

The plots structure builds around the existing Marriot hotel to the west as well as an expansion towards the open landscape north, while serving existing and future mobility patterns.

- Compact clusters
- Different plot sizes



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Functional zoning

Aðalgata is defined as an urban centrality, consisting of different mix types: mixed use in the central area, predominantly residential and community functions.

- *Purple*: Residential
- *Orange*: Community facilities
- *Yellow*: Central area
- *Beige*: Light industry and retail
- *Gray*: Industry and logistics



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Capacity

Compact clusters provide a robust urban structure with a modest density that ensures its integration into the surrounding urban fabric.

- *Area:* 16 ha
- *Plots:* 8.3 ha
- *GFA:* 108.110 m²
- *Density:* 1.3



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