

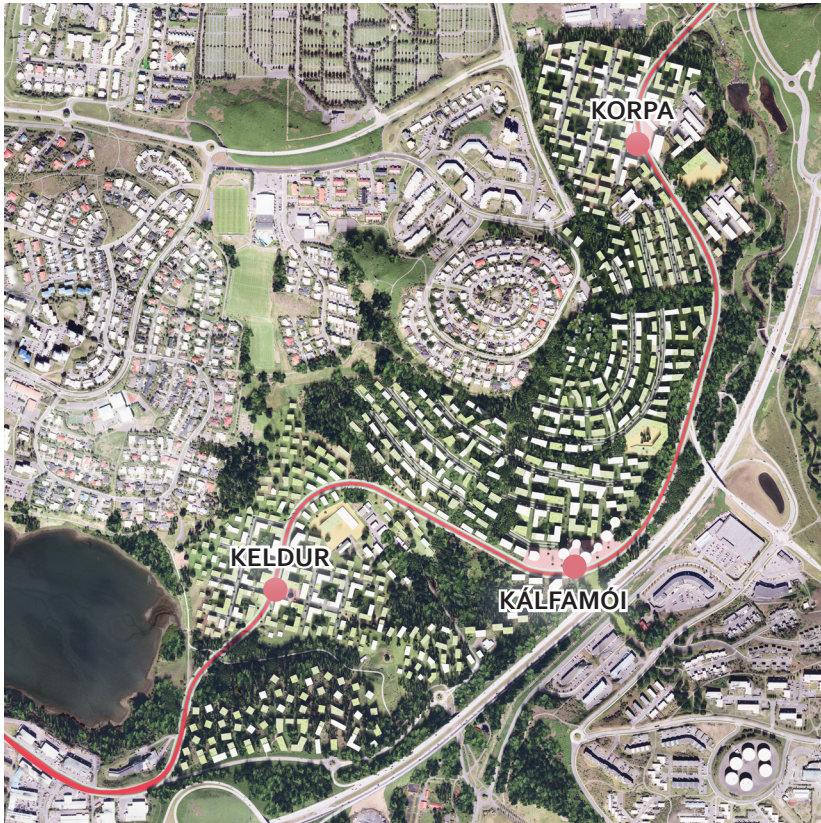
KELDUR

weaving natural and urban fabrics






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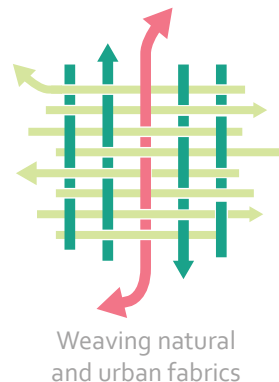


1 Land Value and Quality



TOTAL DEVELOPED AREA

-  92,3 ha
-  6.900 apartments- 15.140 inhabitants
-  890.000 m² new construction
-  274.000 m² commercial / institutional
-  11.000 workplaces



Our urban development strategy focuses on five key goals to create a **thriving, sustainable and prosperous** urban development project: density optimization, sustainable financing, premium urban quality, community engagement, and economic resilience.

1. Density Optimization: We will promote mixed-use development and Transit-Oriented Development (TOD) principles to create compact, walkable neighborhoods, optimizing density and enhancing public transportation usage.

2. Sustainable Financing: Our development will follow state-of-the-art sustainability criteria, enabling financing in line with EU taxonomy, incorporating carbon neutral strategies for the development.

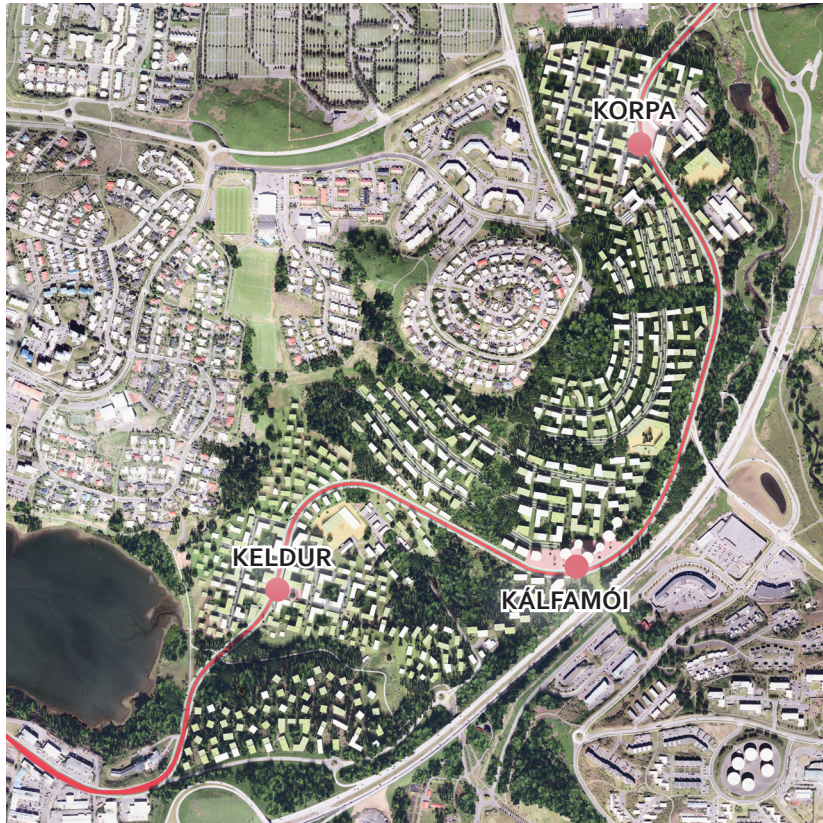
3. Premium Urban Quality: We will prioritize green spaces, pedestrian-friendly design, sustainable infrastructure and future-ready technology, ensuring the project remains adaptive to evolving needs and sustainable trends.

4. Community Engagement: We will involve local residents, stakeholders, schools and universities in the planning process, fostering a sense of ownership and pride while addressing community needs, concerns and promoting educational connections.




5. Economic Resilience: Our strategy will create a supportive environment for small businesses, start-ups, and innovative enterprises, ensuring flexible, affordable spaces and access to resources. We endeavor to attract diverse industries, creating a balanced local economy that stimulates innovation and job creation.

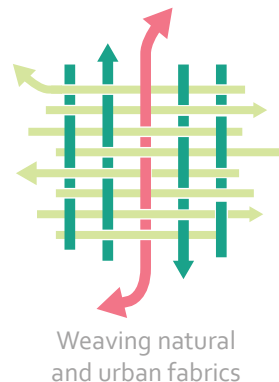


1 Land Value and Quality - Alternative Density



TOTAL DEVELOPED AREA - ALTERNATIVE

-  92,3 ha
-  5.800 apartments- 12.720 inhabitants
-  740.000 m² new construction
-  230.000 m² commercial / institutional
-  9.000 workplaces



Since the original proposal accommodates more than required, the alternative density scenario explores lower density. Numbers for original proposal have been reviewed and revised from the first phase.

The lower density is applied within the original concept by lowering building heights in selected subdivisions and by increasing the footprint of green areas in Hillside and Hilltop areas.

Within the framework of the scheme, density, number of residents and workplaces can be adjusted and should be reviewed during subsequent planning phases.

BAY 21,1 ha - 32 subdivisions
3.800 residents (85 m² av.apt. size)
55.600 m² commercial / institutional
146 buildings - 2-5 stories
1.450 parking spaces

FOREST 14,4 ha - 30 subdivisions
1.180 residents (85 m² av.apt. size)
21.800 m² commercial
98 buildings - 2-4 stories
520 parking spaces

HILLSIDE 20,7 ha - 34 subdivisions
2.500 residents (90 m² av.apt. size)
78.100 m² commercial
114 buildings - 2-8 stories
1.600 parking spaces

HILLTOP 15,1 ha - 29 subdivisions
1.740 residents (110 m² av.apt. size)
9.700 m² commercial
97 buildings - 2-3 stories
420 parking spaces

RIVERSIDE 23,5 ha - 26 subdivisions
3.500 residents (95 m² av.apt. size)
64.800 m² commercial / institutional
101 buildings - 3-5 stories
1.550 parking spaces



ORIGINAL SCENARIO

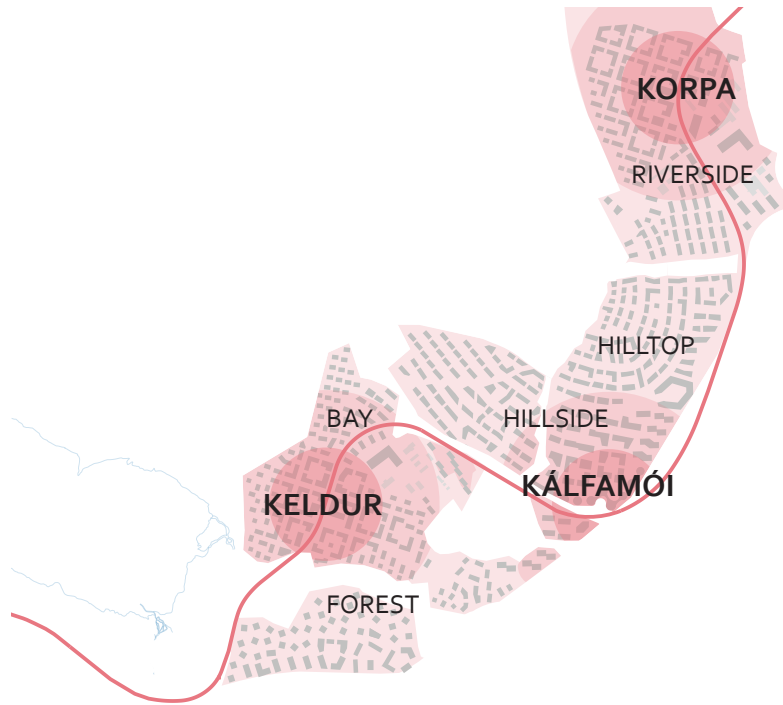


ALTERNATIVE SCENARIO

1 Land Value and Quality - Alternative Density



2 Density Distribution and Form



- Land use density at Keldur is higher than comparable baseline density.
- Density is highest close to Borgarlína stations and lowest on the plots adjacent to existing fabric.
- The new development prioritizes varied densities and typologies of multifamily structures.
- Each area has distinct characteristics with varied urban design, density and character.
- Stations at Keldur and Korpa are located where land allows for dense urban catchments.
- The station at Kálfamói provides connection to Grafarholt via green infrastructure bridge.

BAY 21,1 ha - 32 subdivisions
4.100 residents (85 m² av.apt. size)
59.400 m² commercial / institutional
142 buildings - 3-5 stories
1.300 parking spaces

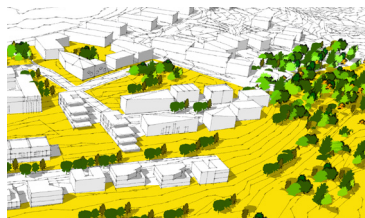
FOREST 14,4 ha - 30 subdivisions
1.750 residents (95 m² av.apt. size)
32.300 m² commercial
95 buildings - 3-5 stories
650 parking spaces

HILLSIDE 20,7 ha - 34 subdivisions
3.300 residents (90 m² av.apt. size)
102.100 m² commercial
113 buildings - 3-12 stories
1.750 parking spaces

HILLTOP 15,1 ha - 29 subdivisions
2.340 residents (110 m² av.apt. size)
13.000 m² commercial
96 buildings - 2-4 stories
480 parking spaces

RIVERSIDE 23,5 ha - 26 subdivisions
3.650 residents (95 m² av.apt. size)
67.580 m² commercial / institutional
101 buildings - 3-5 stories
1.350 parking spaces

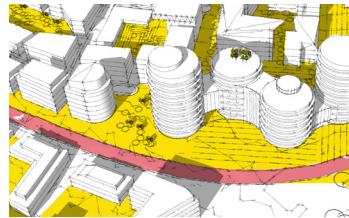
* High levels of commercial property can reduce apt. pr. ha ratios.



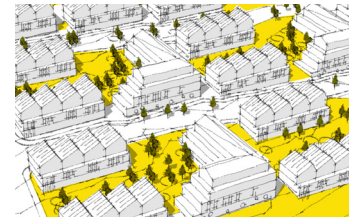
55 apts. pr. ha



88 apts. pr. ha



73 apts. pr. ha *



70 apt. pr. ha



2 Density Distribution and Form

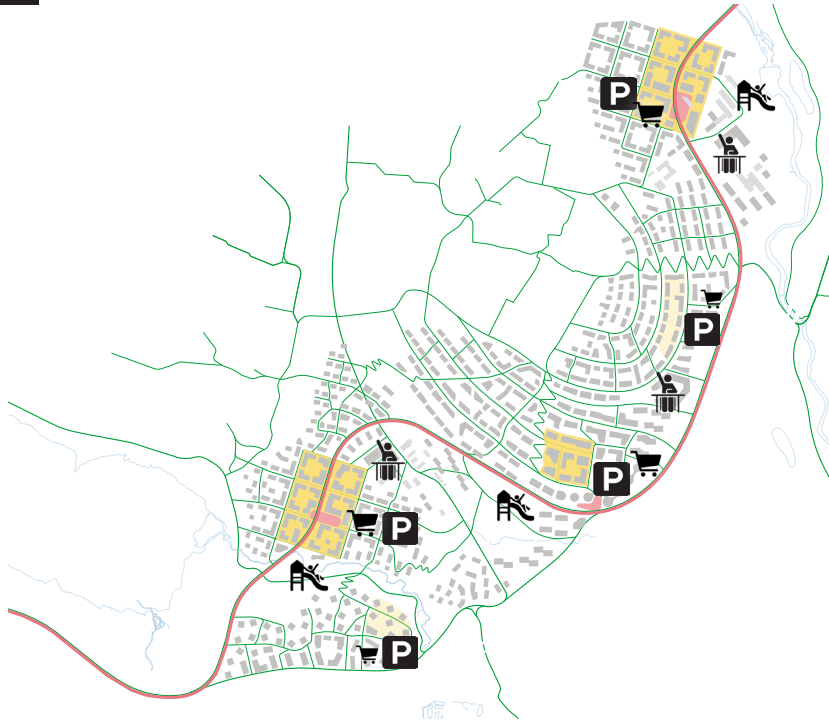
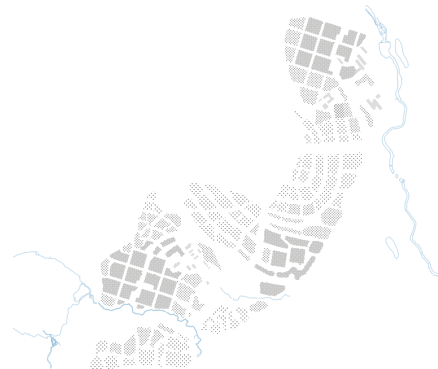


Diagram: Location of car free or low car ownership zones.

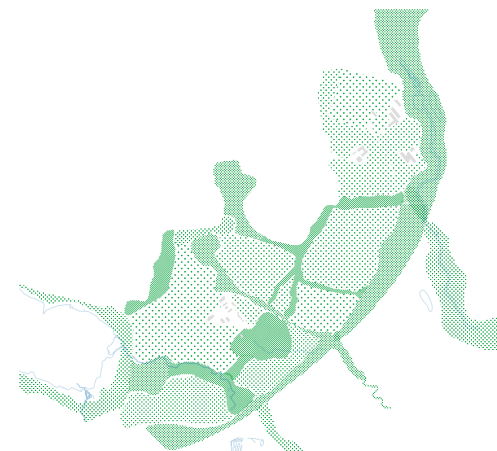
- Vehicle share programs, with hubs in public parking facilities.
- No building block longer than 110 meters and every block is permeable along its length



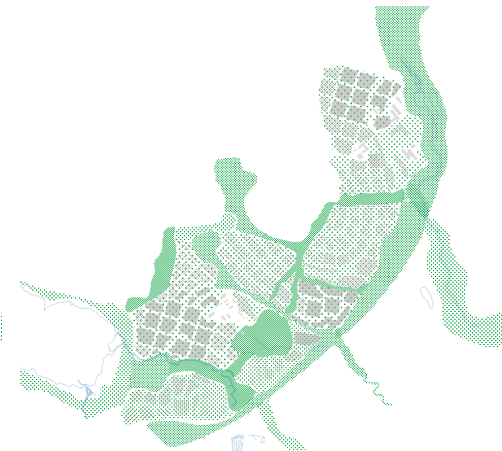
Local services, public transport and mixed uses.



DENSITY OF
BUILT FABRIC



DENSITY OF
NATURAL FABRIC
(VEGETATION)



INTERWEAVE
DENSITY

3 Mixed Uses



- Primarily residential (with mixed use and local service)
- Mixed use
- Primarily commercial (with mixed use)
- Institutional

LIVE - WORK - PLAY - RELAX

- Complementary uses are the preferred method of organization. Residential and non-residential uses are combined, especially around Borgarlína.
- Levels of non-residential uses are highest close to Borgarlína stations. Commercial uses are concentrated closest to Vesturlandsvegur forming an acoustic barrier for residential buildings.
- More than 80% of the buildings are within walking distance to a grocery store or market.
- Opportunities for living and working are provided within the area.
- The dense, mixed use urban fabric is connected by quality networks for walking, cycling and transit.

BAY

158.300 m² residential
59.400 m² commercial / institutional
research institutions, school,
neighborhood retail and services

FOREST

75.400 m² residential
32.300 m² commercial
retail, specialty stores, offices

HILLSIDE

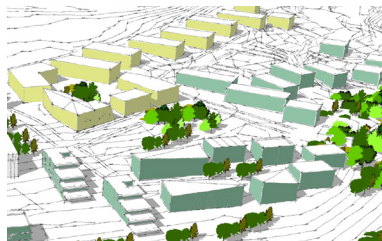
136.200 m² residential
102.100 m² commercial
commercial center, offices, cultural
center, retail and services

HILLTOP

117.000 m² residential
13.000 m² commercial
neighborhood retail and services

RIVERSIDE

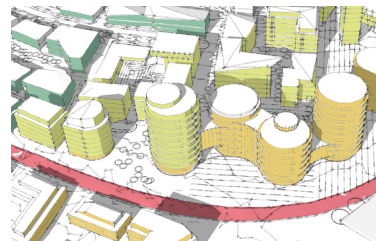
157.700 m² residential
67.580 m² commercial / institutional
research institutions, school,
neighborhood retail and services



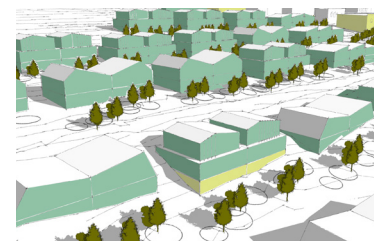
FOREST



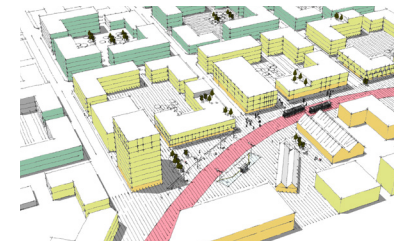
BAY
Borgarlína station



KÁLFAMÓI
Borgarlína station



HILLSIDE



KORPA
Borgarlína station

3 Mixed Uses

- Diverse opportunities for a mixed community are integral to the proposal.
- Commercial services concentrated close to Borgarlína stations.
- Active street fronts and services provided according to conditions, especially at street corners.
- Appropriate levels of mixing should be ensured.

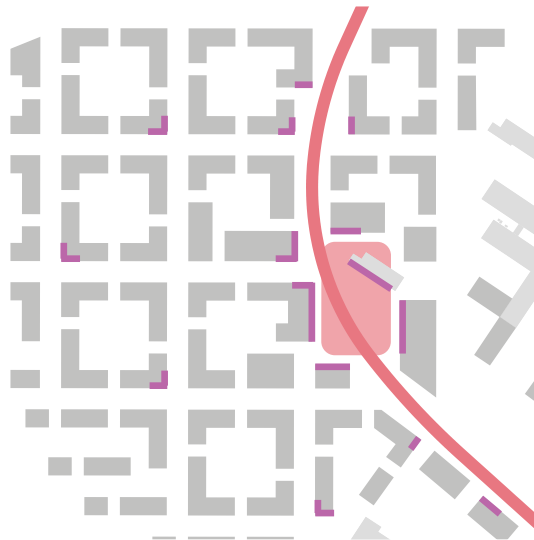


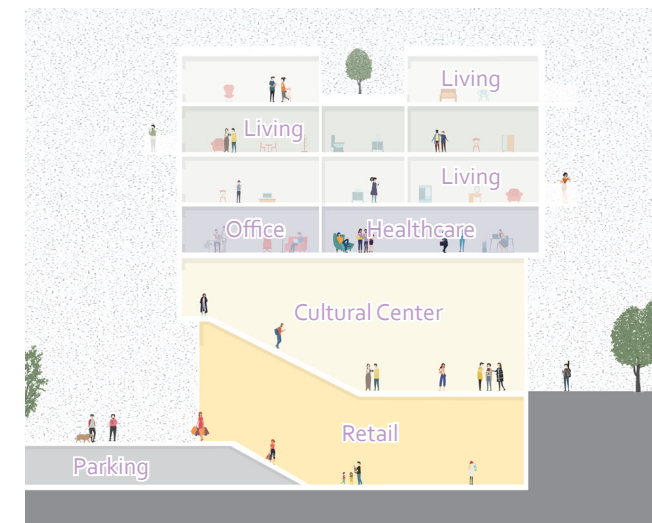
Diagram: Active street fronts.



Examples of mixed uses at Bay and Riverside

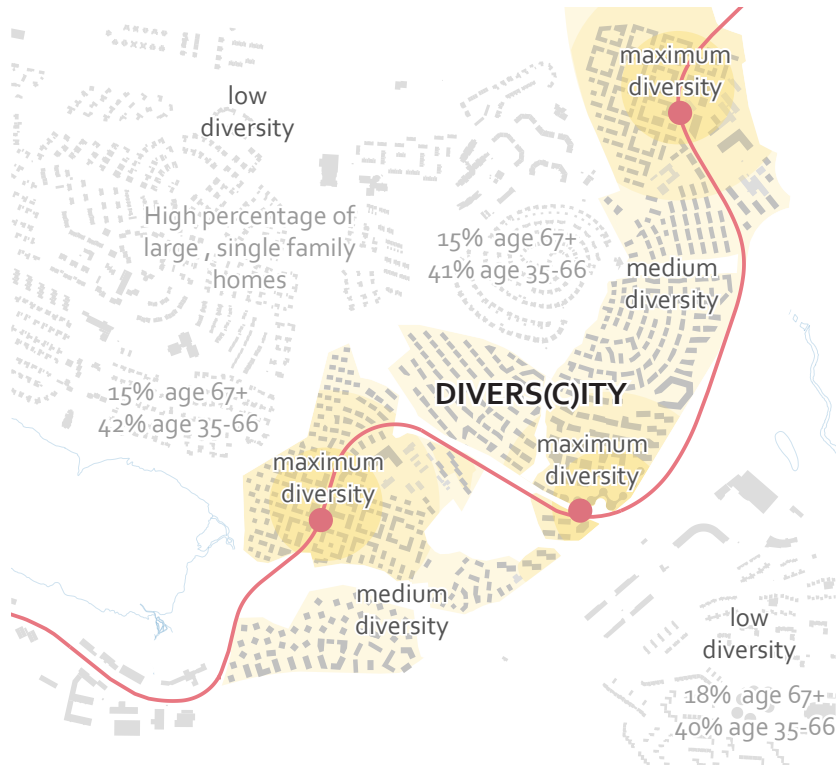


Examples of mixed uses at Hillside

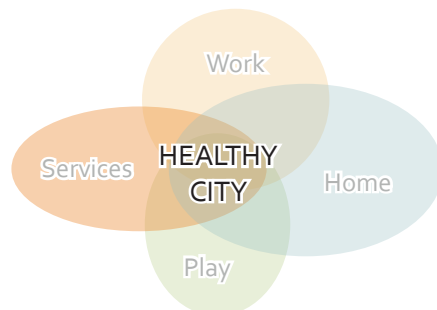


Examples of mixed uses at Kálfamói

4 Social Mixing



Overlap programming at Bay



Healthy city fabric formed by program overlap

Demography of adjacent, existing fabric is above Reykjavík average in the 67+ cohort. The percentage of large, single family properties is also above city average.

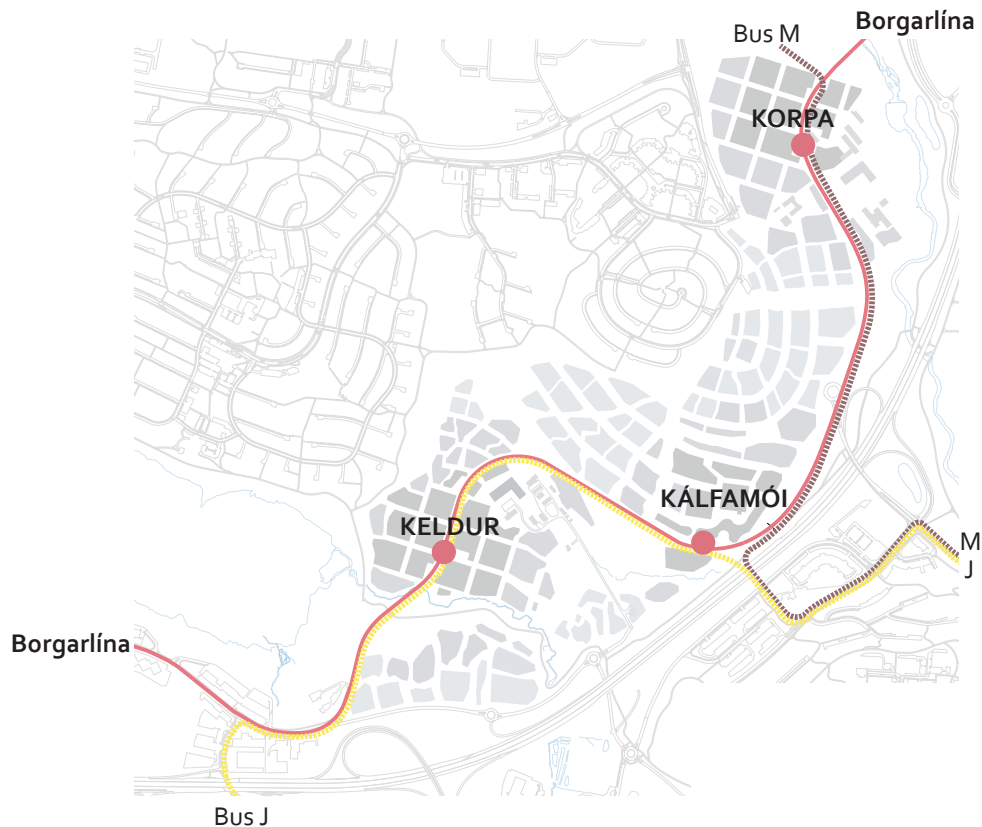
Keldur must provide balance to the existing fabric. It should be a desirable place to live for all age groups and provide alternatives to adjacent neighborhoods, allowing for opportunities to move between building types and live a full life within the area. Generally, family homes at Keldur will be smaller than in existing adjacent fabric.

Residential development must provide variety. With housing types that cater to various needs and interests depending on age, family structure, income and social involvement.

- 20-25% or more of all residential units will be rental units or student housing.
- 35% or more of all residential units will be affordable.
- Social housing will be integrated into housing developments without identifiable distinction.
- Commercial buildings will provide diverse opportunities for various private enterprises, public institutions, shops, restaurants, services and offices.
- Assisted living facilities for the elderly will be provided at Kálfamói, close to public health facilities.



5 Borgarlína and Bus Routes



- Keldur will be planned according to Transit Oriented Development. TOD promotes a symbiotic relationship between dense, compact urban forms and public transport use.

- The Borgarlínan Bus Rapid Transit line will serve the development with a frequency of 7 to 10 minutes throughout at least 15 hours a day.

- To ensure that no building in the development is more than 1.000m universally-accessible walking distance away from a rapid transit station, three BRT stations are required along the corridor: Keldur, Kálfamói and Korpa.

- The selection of station locations aims to maximize the development of high-density areas surrounding the stations.

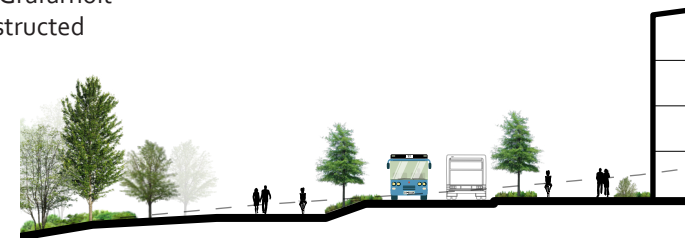
- To improve connectivity between Kálfamói station and the adjacent Grafarholt-neighborhood, a green lid will be constructed

over Vesturlandsvegur, where all active modes of transit will be allowed.

- Bus lines will be redirected to use the green lid and the BRT corridor, which will improve BRT accessibility for residents of Grafarholt and Úlfarsárdalur. This will contribute to an overall enhancement of the system for the capital region.

- A dedicated high-quality bike path is planned along the BRT line. A key requirement being that the slope does not exceed 5% to ensure safety, comfort and universal access.

- To enable the BRT alignment to pass through smoothly and without delay, Víkurvegur and its grade separation with Vesturlandsvegur will be relocated. This will also eliminate the need for bike paths going through underpasses.



Borgarlína section showing transverse slope



Borgarlína typical section

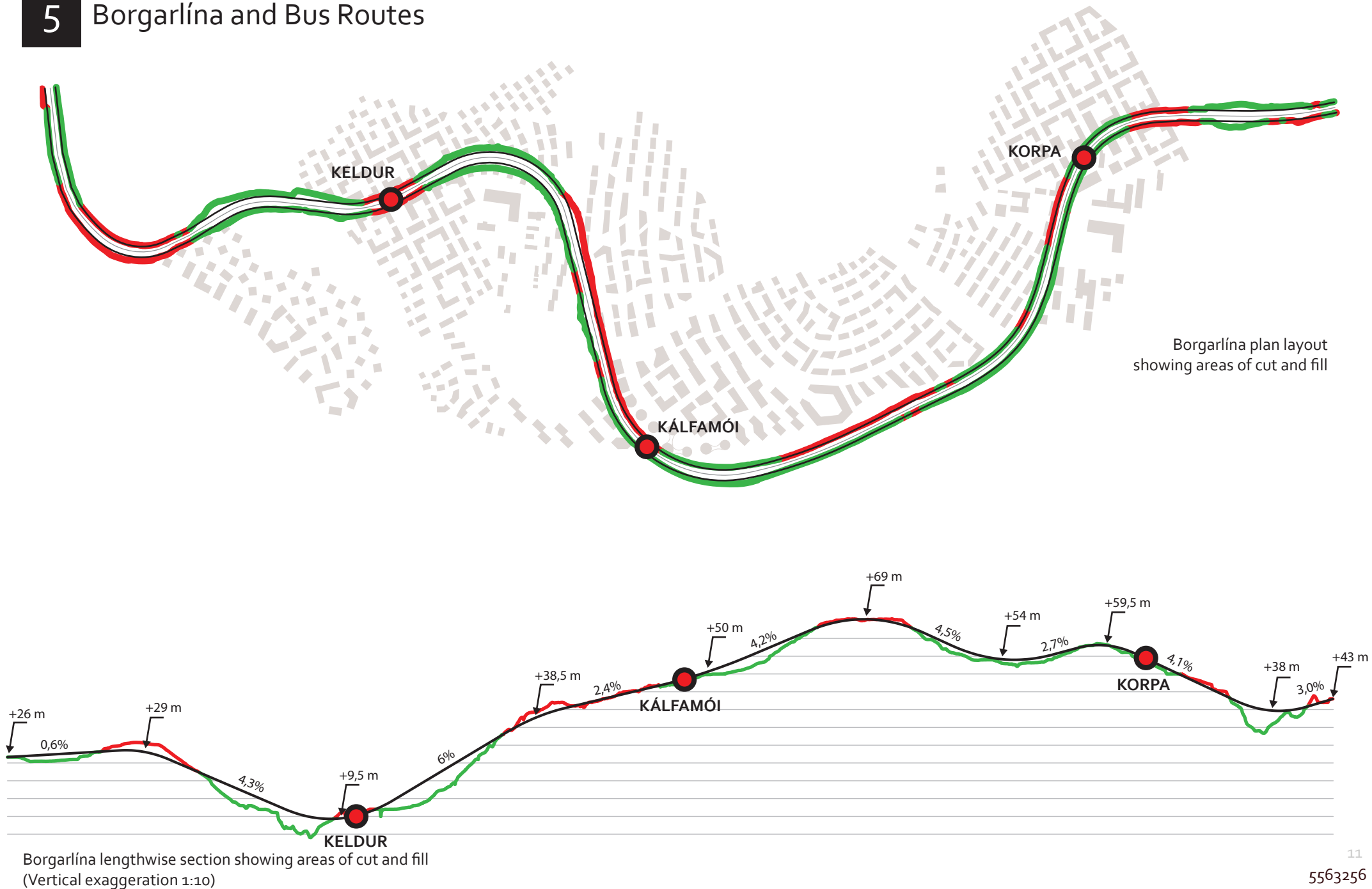


Borgarlína at Kálfamói

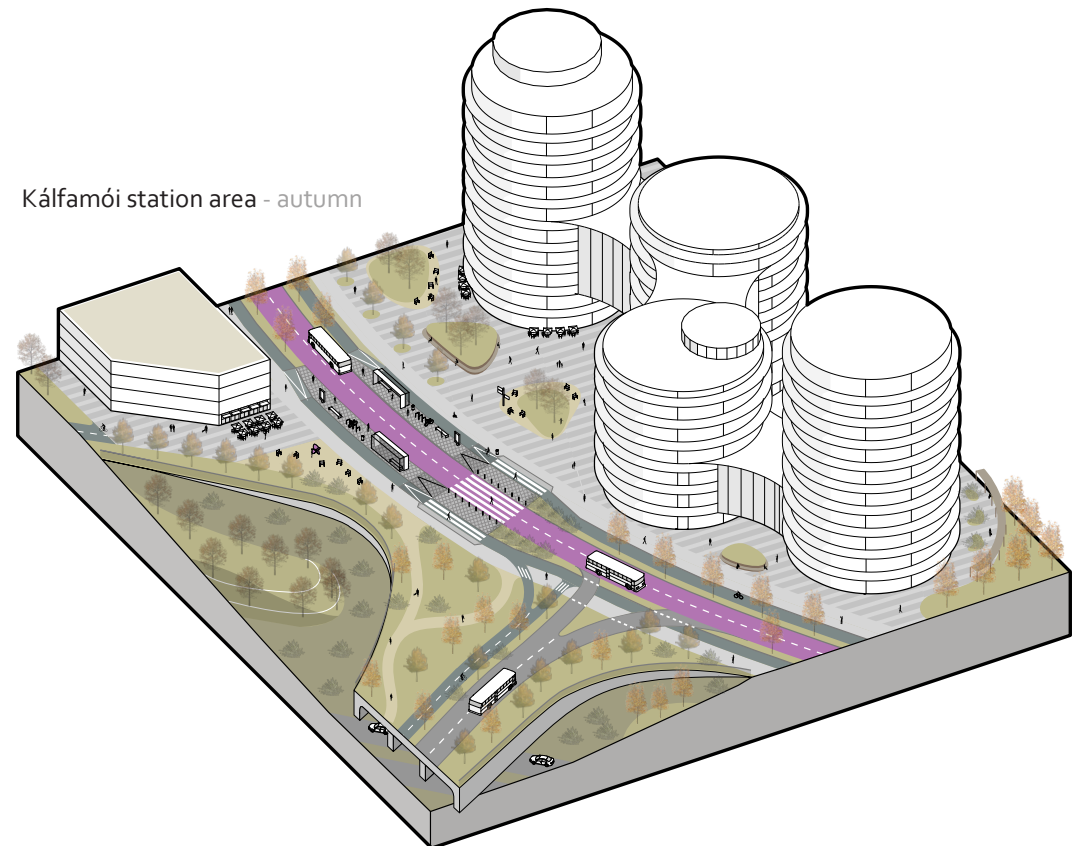
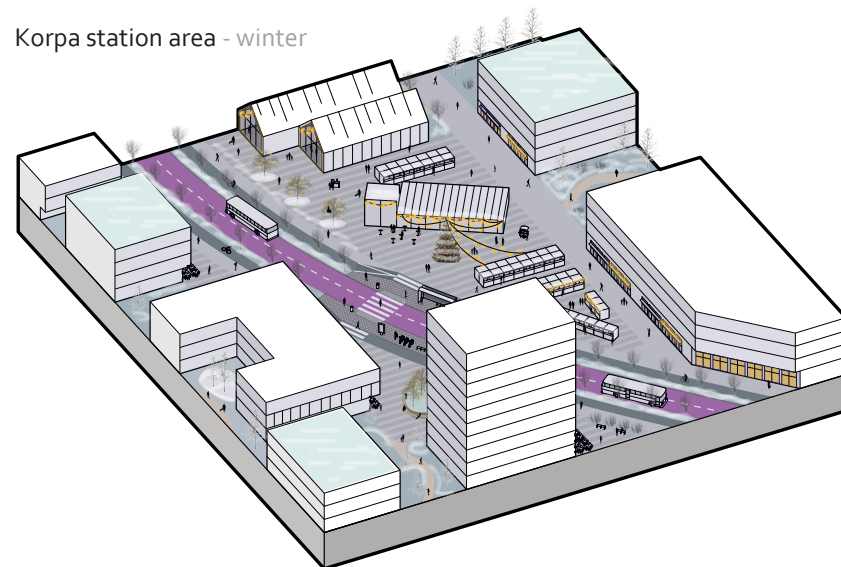
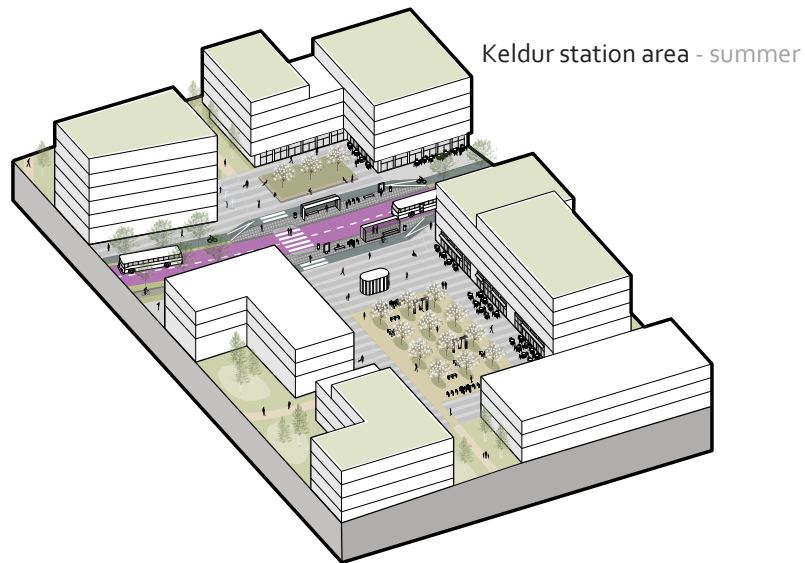


Borgarlína at Víkurvegur

5 Borgarlína and Bus Routes



5 Borgarlína and Bus Routes



6 Parking



Main vehicle routes into the development and central parking facilities

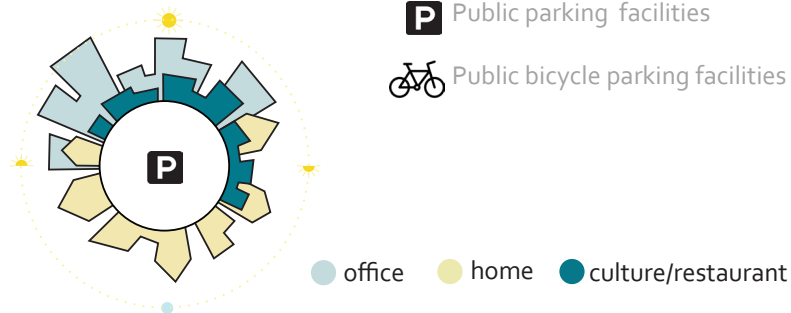
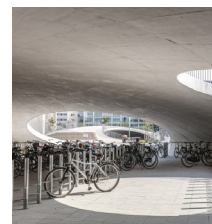
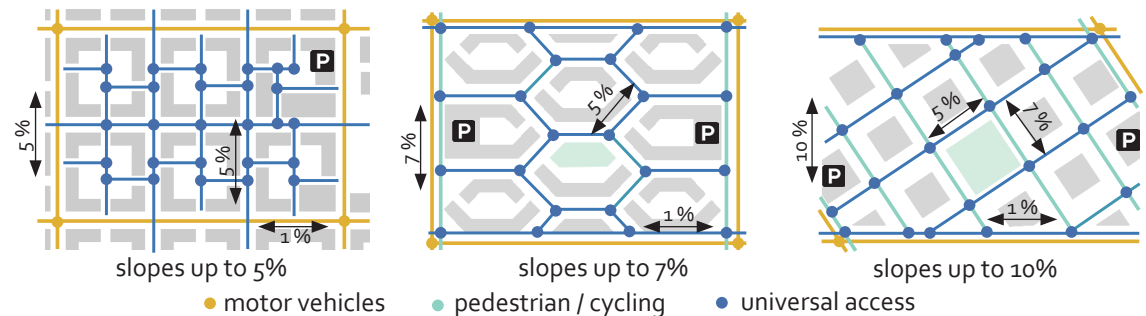


Diagram: Shared parking

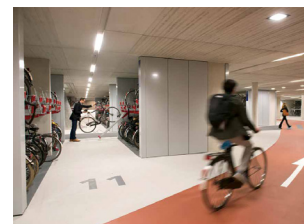
- Managing the number of parking spaces is essential for Keldur.
- Parking spaces will be considered as a percentage of the total development area where off-street parking will be 10% or less and on-street parking and traffic areas will be 15% or less.
- Off-street parking garages will be shared, centrally located and can be used by different users throughout the day which reduces the number of required parking spaces.
- The number of driveways to off street parking will be minimized and connected to road networks in a way that they will not cross major bike routes. This will enhance safety and does not disrupt the continuity of walkways.

- Parking will be regulated by introducing time limits, parking fees or both. Parking spaces close to transit stations will be fewer and with more restriction than those further away. This will create a walkable and cyclable environment close to the stations.
- Special parking for shared cars and bikes will be provided along with car and bike sharing schemes.
- Ample and secure bicycle parking will also be provided at buildings and there will be multi-space bike parking at transit stations.
- Keldur will be made even more walkable and bikeable by minimizing the number of driveways which disrupt walkways.

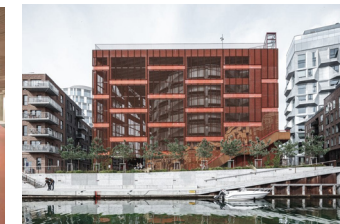
Diagrams: Street Layout & Prioritized Connectivity



outdoor bike stand,
Copenhagen DK
Cobe



indoor bicycle storage
Utrecht NL
Ector Hoogstad

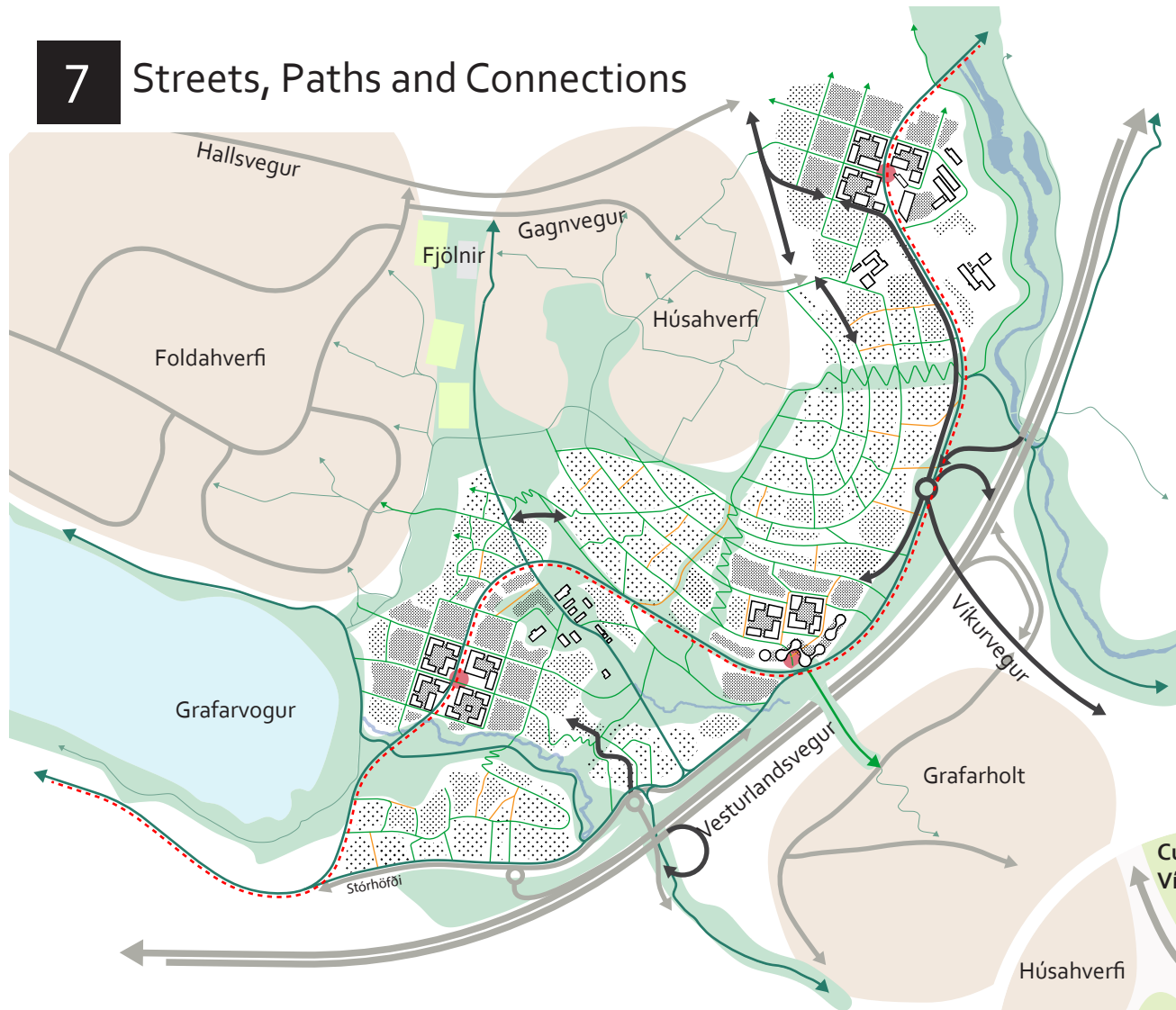


parking garage
Copenhagen DK
JAJA



parking garage
Zutphen NL
Moederscheim Moonen

7 Streets, Paths and Connections



- The total number of all trips on regular weekdays in Keldur is estimated at just under 100,000 per day, with approximately 40-50% of trips made by car, 20% by public transport, and the remaining trips by active modes.

- To accommodate increased car traffic, Keldur will get access to five existing roads. Additionally, new access ramps to and from Vesturlandsvegur are proposed.

- The estimated number of passengers at each of the three stations will be around 5,000 and 8,000 passengers per day.

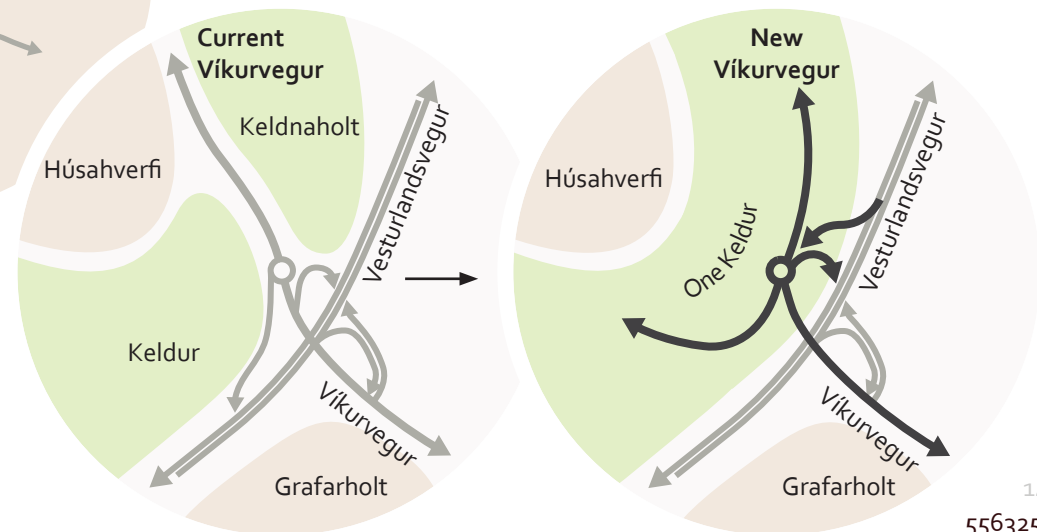
- To minimize conflict between travel modes, Keldur will have both mixed and dedicated bike paths traversing the area in all directions

- The main bicycle route will run along Borgarlínan. This assures a comfortable ride without steep slopes. Other paths cross the area, following contours, and connect with the existing network of routes.

- The route for Borgarlínan does not exceed slopes of 6%. The two main stops, Keldur and Keldnaholt are chosen for their location but also for the relative flatness of those areas. The stop Kálfamói is located on the Hillside, but will with landscape remodelling meet the criteria for Borgarlína.



Typical street
with blue-green solutions, bike paths and street trees.



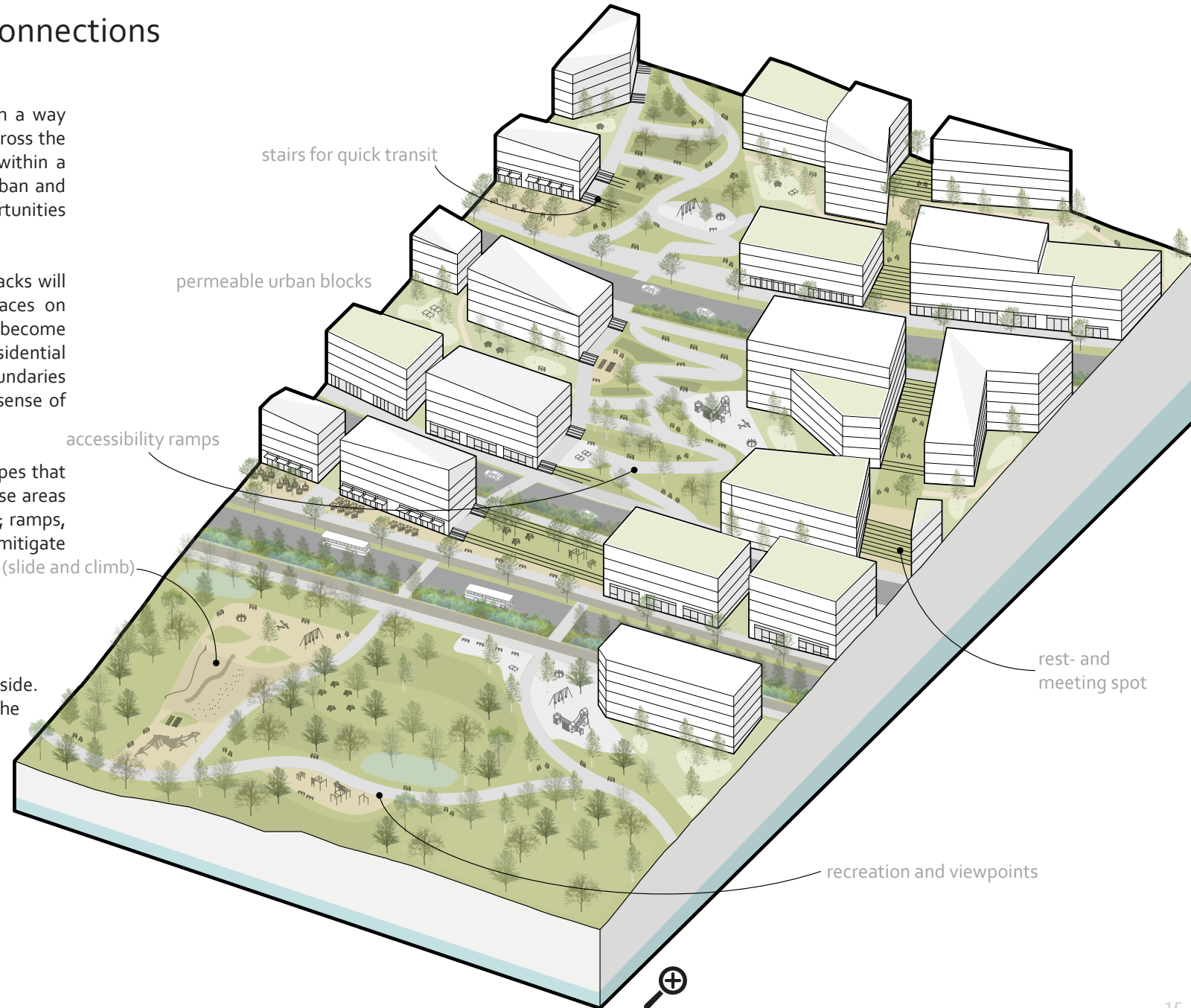
7 Streets, Paths and Connections

- The urban grid design will be done in such a way that universal access will be obtained both across the area and to and from the Borgarlína stops within a suitable radius. Good accessibility on both urban and neighborhood levels will provide more opportunities for mixed use in public spaces.

- Shorter facade lengths and occasional setbacks will create diverse streetscapes. Commercial spaces on ground levels are visually transparent and become active participants in the streetscapes. Residential properties on ground level will have soft boundaries that provide both a visual connection and a sense of privacy for the residents.

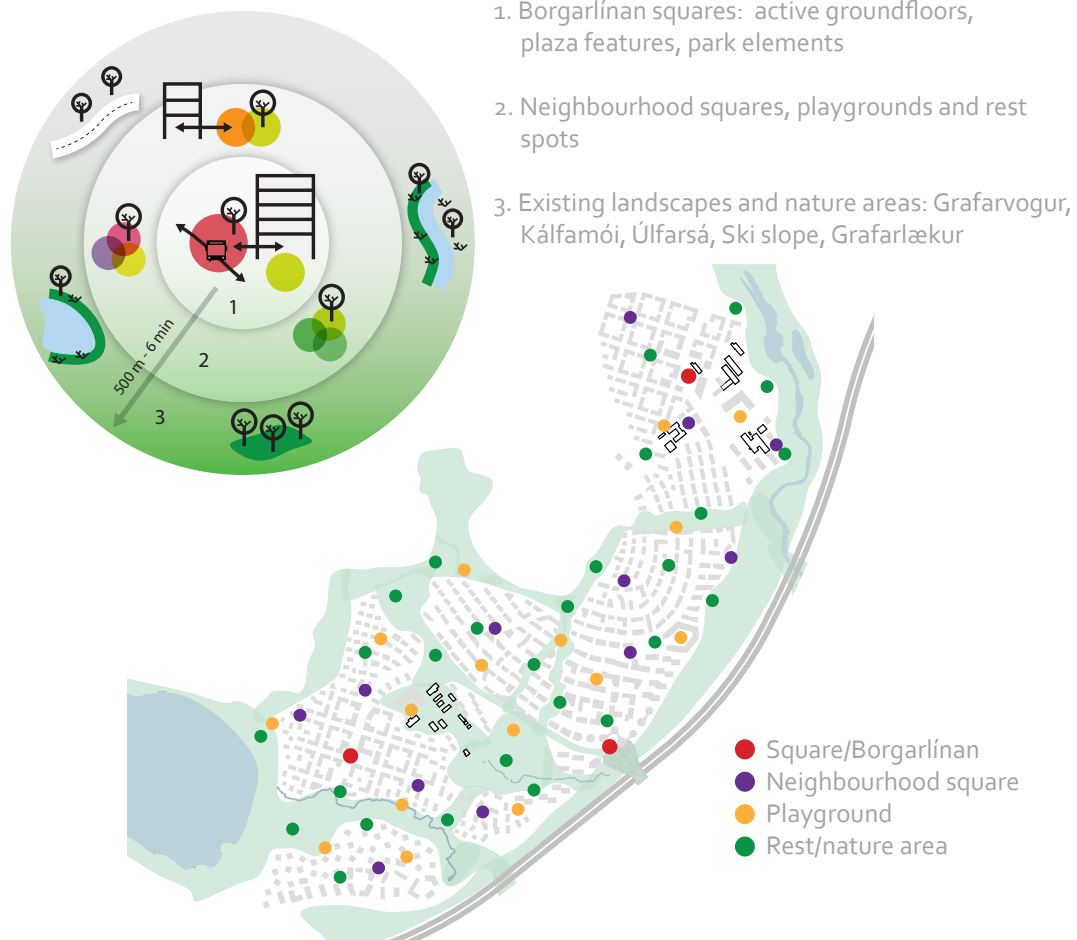
- Parts of the new development will have slopes that exceed the requirements for easy access. These areas will need a combination of different solutions; ramps, stairs, playgrounds and landscapes that will mitigate the level difference.

Mixed use area on the hillside.
Ramps and stairs weave the
neighbourhood together.



Residential street
with shared space and street trees.

8 Public Spaces and Open Areas



- The walkable network of public spaces will let you experience plaza, playground and forest within a 10-minute walk. Borgarlín stops are at the center and will have the most urban character. Active groundfloors and a larger public space in close proximity to the bus stop and significant buildings. A variety of smaller public spaces; playgrounds, informal sports facilities and rest areas will be within walking distance from home. These smaller spaces are often important in people's everyday life, and deserve close attention.

- Compact public spaces serve as dynamic hubs for social mixing. These intimate settings, often nestled within urban landscapes, encourage spontaneous interactions and connections among diverse populations. Thoughtful design, featuring comfortable seating, greenery, and interactive elements will foster a welcoming atmosphere.

- The overall network of public spaces will take into consideration both the physical and the social environment in an attempt to increase user participation. As an example, overlapping programming will be used in the design of public spaces, seeking to emphasize the meetings of different user groups.

- Some of the existing landscape features in the area are underutilized and could blossom and engage people more with subtle implementations such as simple nature playgrounds and increased accessibility. Dialogue with local inhabitants and collaborative activities will be a way to preserve existing qualities and create new ones.

- Art in public spaces is introduced as everyday objects, such as benches and lamp posts interpreted by artists. Existing buildings and landscapes will be the main agents for story-telling.

- In the first phase of developing Keldur, the idea is to host events such as guided tours, workshops, and performances to foster a deeper connection between the public and the new development. This fusion of art and storytelling can foster a sense of belonging, promoting dialogue and a shared cultural experience.



Multi-use element by Studio Vulkan



Street light by artist Jeppe Hein



The Fallen Forest by Open Fabric

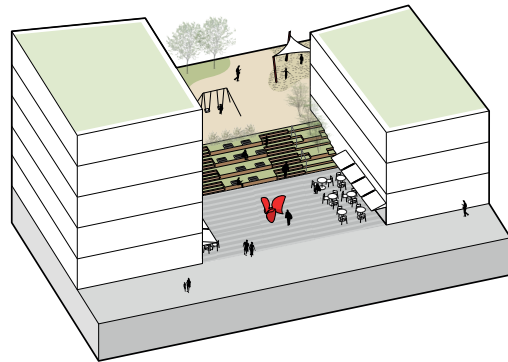


Sign by Arnar Ásgeirsson

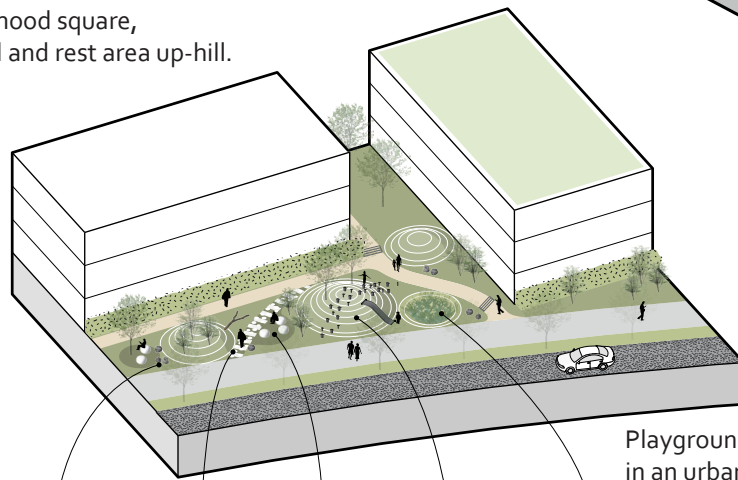


Social bench by artist Jeppe Hein

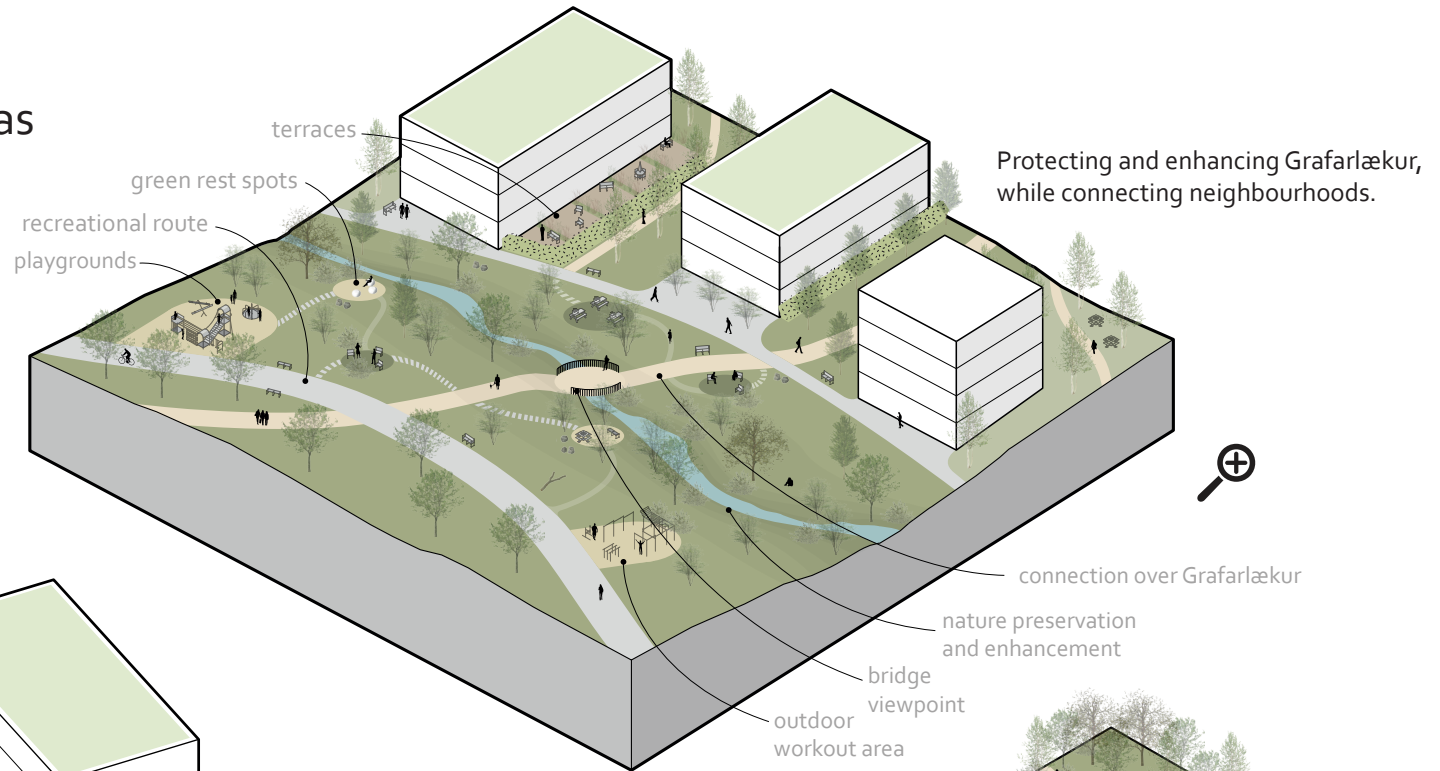
8 Public Spaces and Open Areas



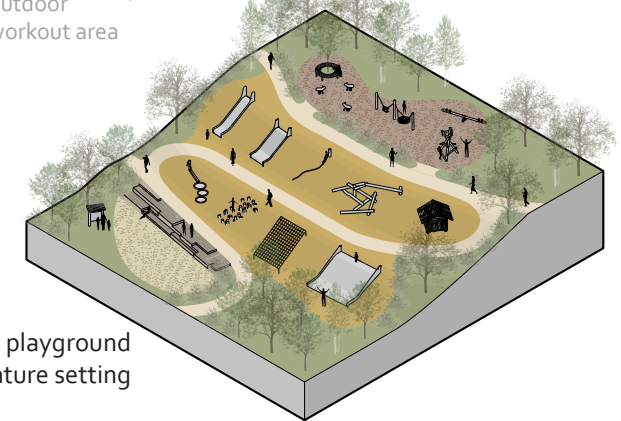
Neighbourhood square, playground and rest area up-hill.



natural forms and elements paths rest spots spontaneous play stormwater management



Protecting and enhancing Grafarlækur, while connecting neighbourhoods.



Sloping playground in nature setting



Jaktgatan by AJ Landskap



Circular Tree Isles



Activity Landscape by MASU

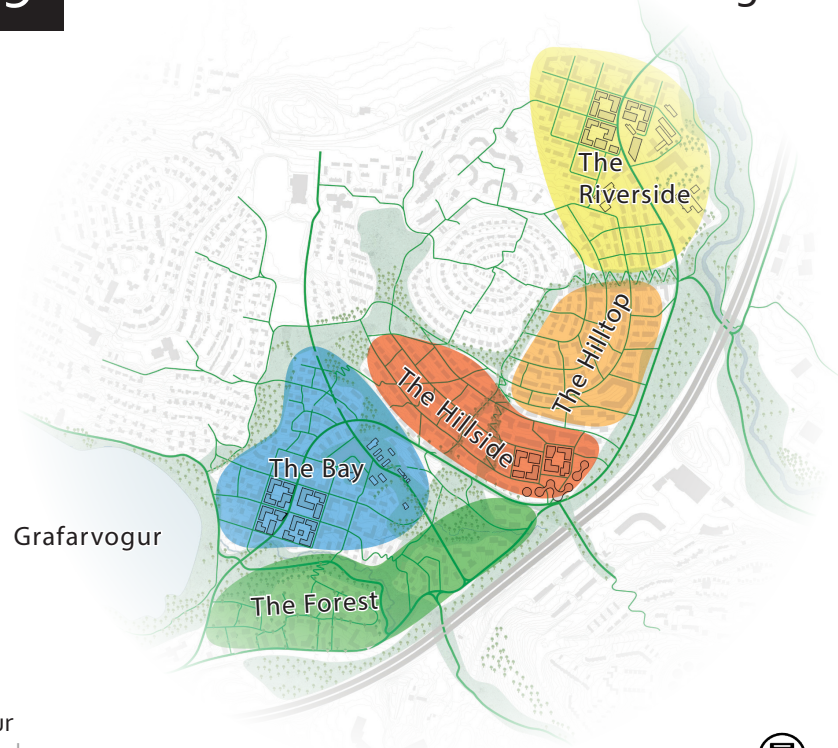


Bjerglandsbyen by MASU

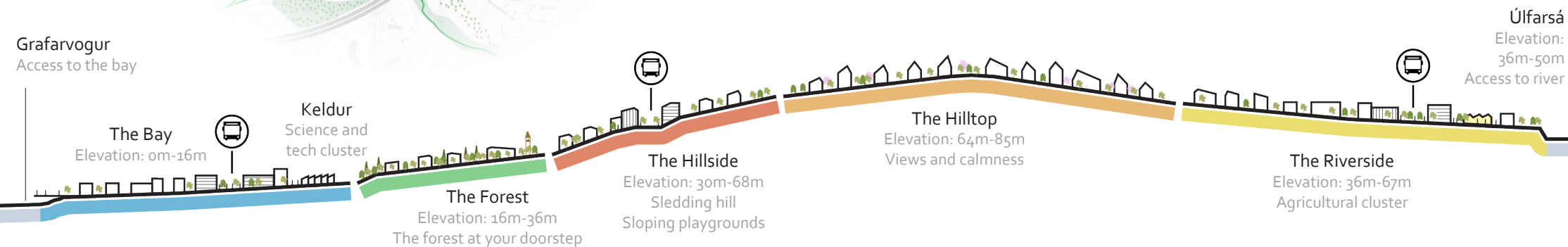


Sund Nature Park by SLA

9 Sense of Place and Place Branding



- Future Keldur is both a city and a landscape. The proposal combines urban and natural elements to create a unique living environment for its future residents and businesses. The landscape features a clear and distinctive structure that incorporates both small and large scale qualities, offering a scenic and enjoyable living experience. This project seeks to preserve and enhance the landscape qualities and functions of the area, while at the same time adding important connections for the new inhabitants and the existing population in surrounding neighbourhoods.



Stables at Keldur



Cemetery at Keldur



Grafarvogur ski area

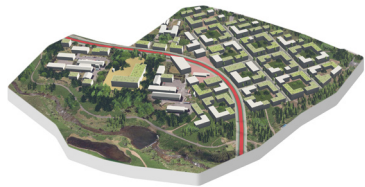


Agricultural University of Iceland

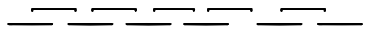


Úlfarsá

9 Sense of Place and Place Branding



RIVERSIDE - ÁRBAKKI



Existing greenspace qualities:

Úlfarsár and the surroundings, nature trails, wild-growing shrubs and trees between buildings, road plantations.

Character: The last stop for Borgarlínan within Reykjavík will lead the buildup of the area next to the river. LBHÍ University and other existing functions will be integrated into the new neighbourhood.



New and old buildings side by side next to the riverside.



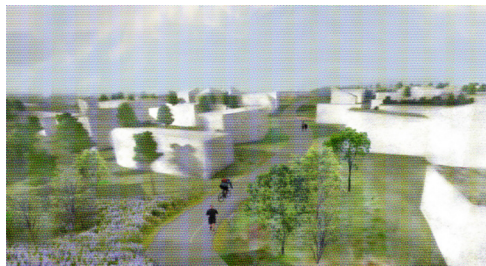
HILLTOP - HÆÐ



Existing greenspace qualities:

Sea of lupines, great panoramic view.

Character: By moving Víkurvegur, this area will be well integrated with the existing urban fabric. Primarily residential, with local services and with a school in the area, this neighbourhood will be cozy and pedestrian friendly.



Shortcut for soft traffic in the hilltop.



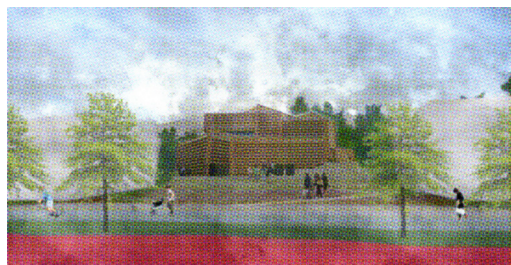
HILLSIDE - HLÍÐ



Existing greenspace qualities:

Ski slope, wild-growing shrubs and trees, Kálfamói tree nursery.

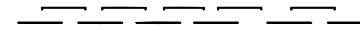
Character: Borgarlínan will stop here and lead the buildup of the area. Facing southwest the neighbourhood will have good sun exposure despite being on a slope. Green diagonal corridors will serve as recreational areas and provide connections via ramps and stairs.



Accessibility for all on the hillside.



BAY - VOGUR



Existing greenspace qualities:

View of- and connection to Grafarvogur, nature trails.

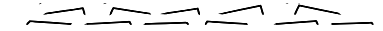
Character: The flat landscape encourages a dense development, connected to Borgarlínan and oriented towards both Grafarvogur and Grafarlækur. The existing cluster of Keldur is woven into the new area.



View from Borgarlínan to the new square by the bay.



FOREST - SKÓGUR



Existing greenspace qualities:

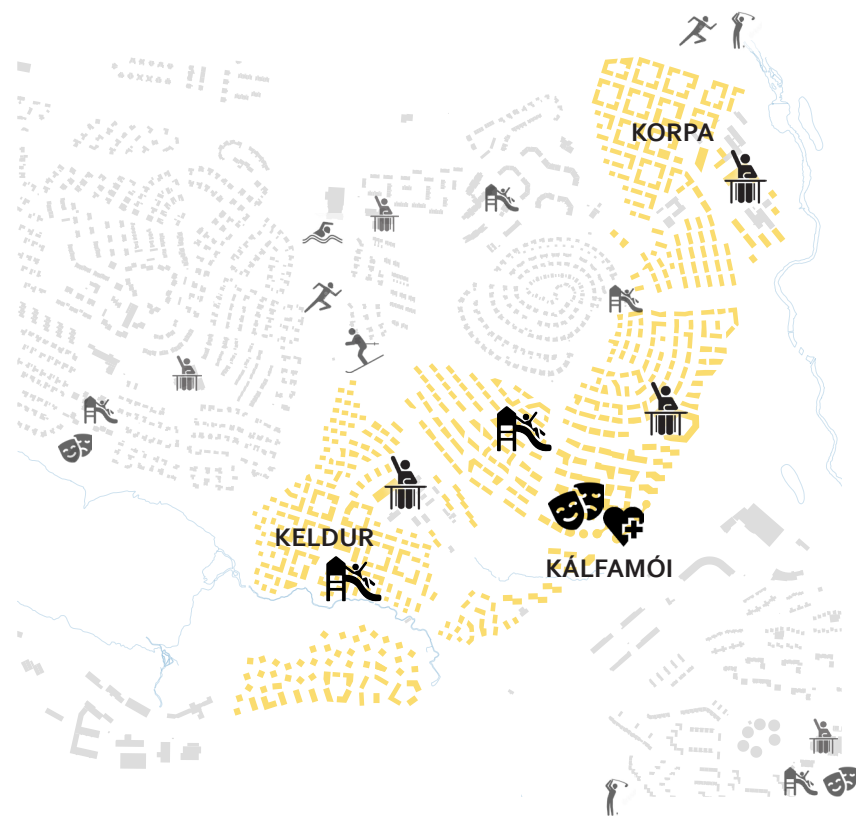
Park-like qualities in Brekka, lots of trees and shrubs, nature trails, Grafarlækur and an old cemetery.

Character: Using the existing vegetation the neighbourhood is rich with trees and utilizes a green buffer to the south. The slope towards Grafarlækur will be made more accessible and improve connections with the creek and the bay area.



Housing in close connection with forest areas.

10 Location of Schools and Other Social Services



Existing	New	
		Schools
		Kindergarten
		Healthcare
		Cultural Center
		Existing Sports Facilities

Keldur adjoins existing city fabric including schools, kindergartens, and sports facilities.

- During the early phases of development, existing schools and kindergartens can serve Keldur. As Keldur develops, three new schools will be added. In addition, kindergartens for the youngest age groups will be integrated into residential and mixed-use buildings.

- Surrounding areas are rich in sports facilities. Existing facilities range from a ski slope, golf courses, a swimming pool, football fields to the sports and leisure complex at Egilshöll. Hence, Borgarlína stations at Keldur and Korpa can serve sports crowds as diverse as skiers, golfers, footballers, ice skaters and bowlers.

- Cultural centers in existing fabric are limited to religious buildings. For that reason, a centrally located, non-religious, multifunctional cultural center will provide a framework for a vibrant cultural scene for Keldur and the surrounding areas.

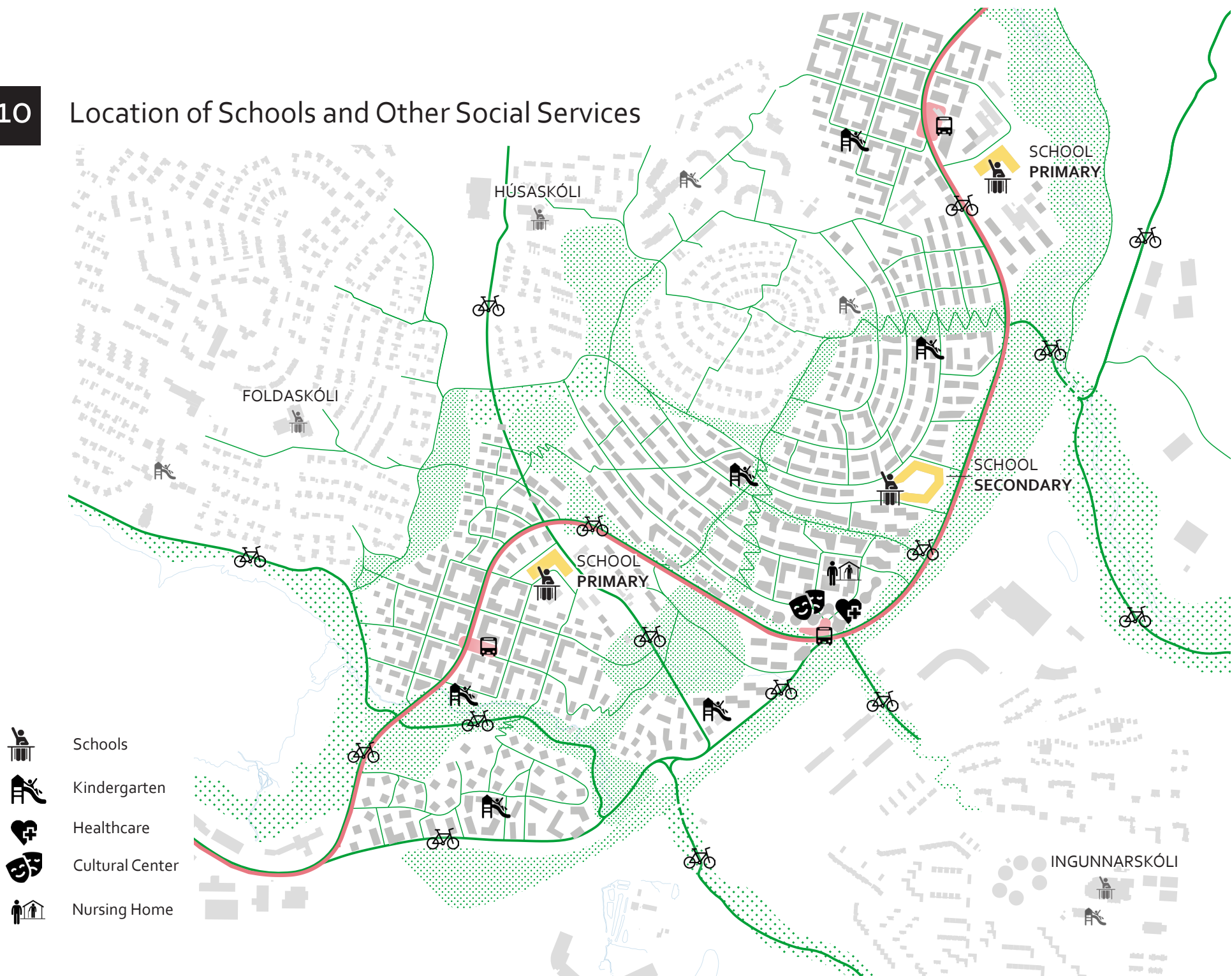
- Integration of health care facilities and services for the elderly will be considered for the development.

- Schools serve a multifunctional role, catering to the various needs of the community. School buildings can take on diverse functions, hosting community events and special activities outside regular school schedules. Using schools as venues for activities for the elderly is encouraged, responding to changes in demography and creating a sense of community for all ages.



Location of new schools

Location of Schools and Other Social Services



11 Natural and Urban Context

- Keldur is currently mostly a cultivated landscape, surrounded by the sprawling city and infrastructure. The plan for Keldur builds on a green identity by introducing new landscape structures that add to the existing qualities and strengthen the connections in the area towards the water and the green network.
- The route of Borgarlínan will run just north of Kálfamói, letting the green part of the new main route connect with this green spot. Kálfamói will be activated by sensible interventions that will enhance the green experience. Grafarlækur and Korpa are protected and enhanced with better paths, rest spots and potentially connections to the water.
- The new neighbourhoods will respect the existing qualities of the area and integrate them if possible. The rivers, creeks and wooded areas are key to making Keldur an attractive new development. This will be done by leaving some areas untouched, while others could benefit from minor interventions that will improve accessibility, engagement and provide new activities.



The Infinite Bridge, Aarhus



Vårbergstoppen, Stockholm



Vancouver Land Bridge



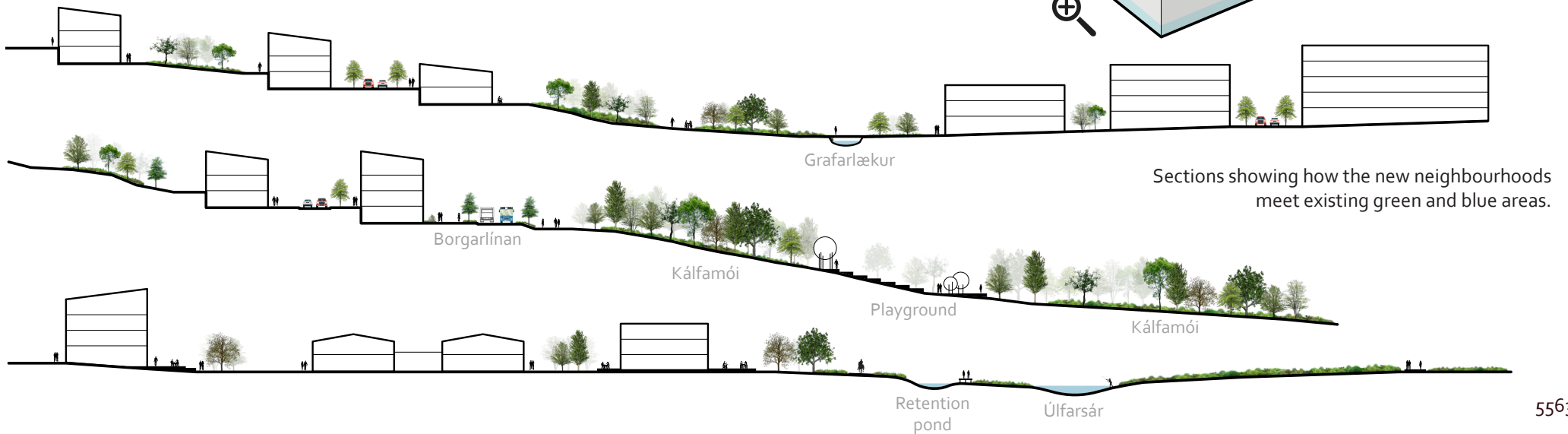
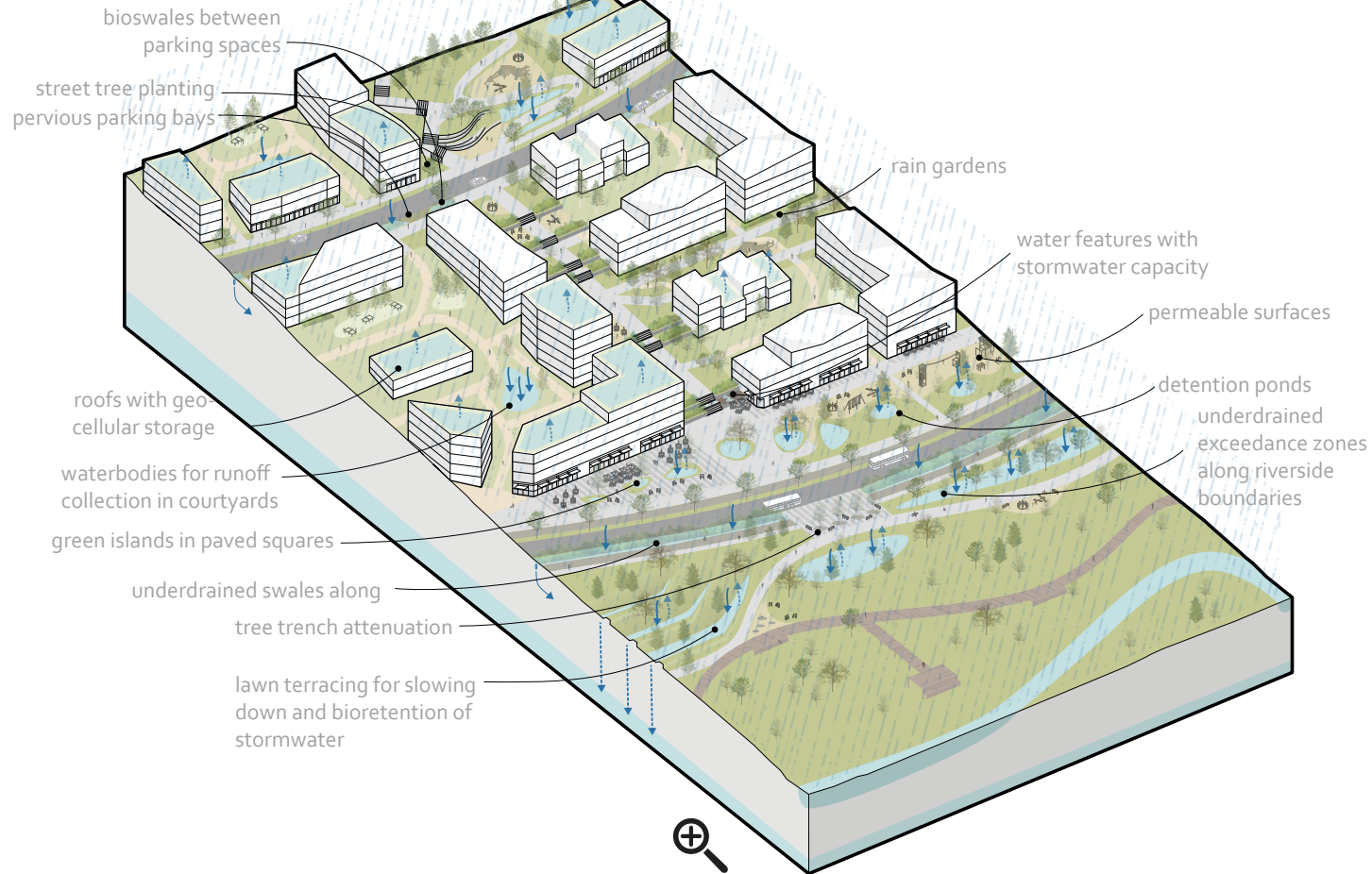
Public building dealing with slope, Turkey



Landscape flowing under infrastructure 22

11 Natural and Urban Context

- The blue-green strategy will be a mix of natural and urban water catchment and builds on the implementation of Sustainable Drainage Systems (SuDS) such as green and blue roofs, permeable paving, rain gardens, and infiltration trenches.
- Small scale bioswales and rain gardens will slow down the water along the diagonal roads on slopes.
- Medium scale attenuation features like water bodies in courtyards will be integrated into the landscape.
- Large scale detention basins in parks or open green areas will clean and slow down the water even more in case of stormfloods.
- Finally, opportunities for water reuse should be reviewed on a plot by plot basis.



12 Phasing

Phase 0:

Green framework

The phasing plan creates an interesting and desirable development from the start with smooth transitions into subsequent phases.

Existing green infrastructure is protected and enhanced, defining a clear framework for the development.

Defining zones of protection and ecological enhancement is precursor to subsequent phases. Furthermore, the proposal suggests the implementation of a landscaping and planting plan that ensures quality placemaking from the start of development.



12 Phasing

Phase 1:

Urban Centers Borgarlína

Borgarlína should be operational in the first phase of development.

Urban centers and Borgarlína stations at Keldur and Korpa are part of phase 1.

The phasing plan does also offer the flexibility of developing Keldur and Korpa at separate timelines.



Phase 2:

Connection to adjacent fabric. Main commercial center. Green bridge to Grafarholt.

Borgarlína station at Kálfamói will be operational in phase 2. Kálfamói, connects to Grafarholt with a green bridge for pedestrians, cyclists and public transit.

During phase 2, Keldur and Korpa centers will advance.

School and kindergarten construction will be scheduled according to need.



Phase 3:

Merging with adjacent fabric. All social services in place.

Kálfamói and Hillside will grow during phase 3, and begin to merge with adjoining fabric. Forest will become fully built.

Víkurvegur will be altered in preparation for phase 4.



Phase 4:

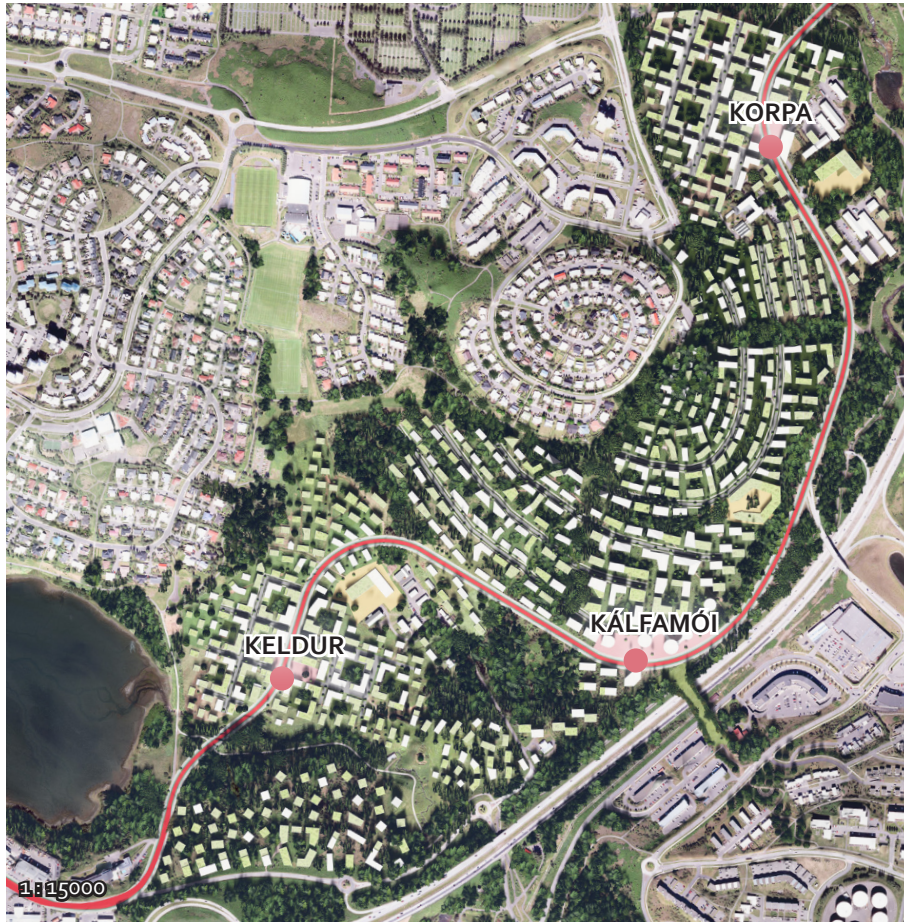
Completion of built fabric. Resiliency to demographic and commercial changes.

Phase 4 completes the development of Keldur.

The phasing of the development allows for adjustments in building typologies and use depending on demographic and commercial needs.



13 Overall Integration



Keldur is a unique development in the eastern part of Reykjavik. The existing framework of natural context, sports and recreation areas, history of research and innovation facilities and being surrounded on all sides by established built fabric provides a highly desirable setting for a thriving, sustainable and prosperous urban development.

While Keldur benefits from the existing fabric it also provides desirable new opportunities for the neighboring communities to live, work, play and relax. Residents from adjacent single-family cul-de-sacs will have various new alternatives for homes of diverse types and sizes as household needs change over time. More importantly, Keldur provides new and desirable business opportunities in the new urban transit-oriented development.

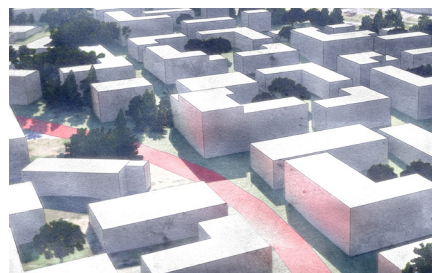
Keldur merges with existing fabric by delicate stitching and scale transitions to the west, contrasted with more expressed gestures of braiding over and under Vesturlandsvegur to the east. Over, in the form of a green bridge at Kálfamói, and under in the shape of enlarging and enhancing existing underpasses.

Borgarlína provides the backbone to the development and its phasing. The Borgarlína corridor is strategically laid in the topography so that flat areas will be maximized for development and gradients minimized for both transit lines and parallel traffic for pedestrians and bicycles.

Keldur offers opportunities to raise the bar for sustainability as a carbon neutral development. In addition to planning phase certifications, Keldur should set state of the art sustainability standards for all buildings and infrastructure.



Eco-bridge to Grafarholt at Kálfamói

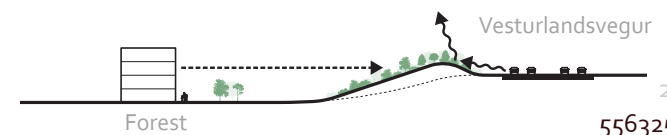
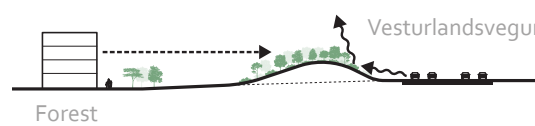


Riverside



View from south west

13 Overall Integration

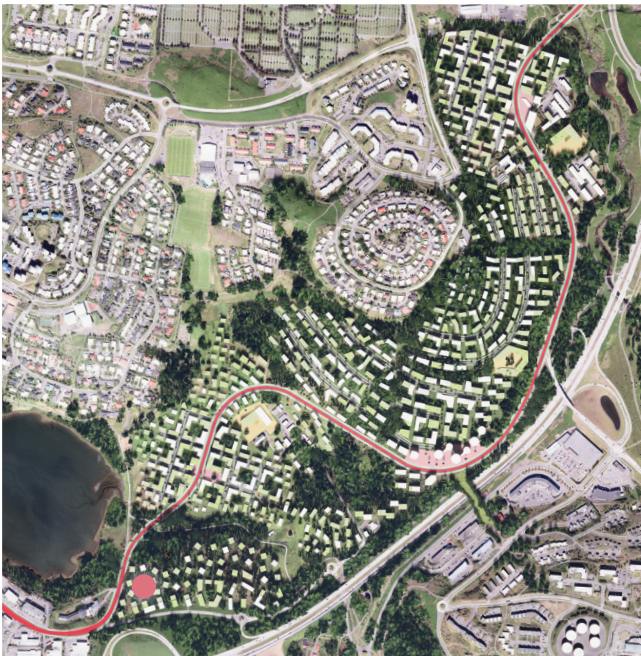


14 Visualization 1 - Forest

Forest fuses the built fabric with woodland, creating an integrated whole. It is an urban forest where existing vegetation is protected and enhanced while being joined by built fabric.

The Forest streets meander through sloping landscape, creating varied interesting experiences and passages through the neighborhood.

Local services and commercial facilities are mixed with residential buildings with increasing focus on residential development towards the northern edge of Forest. Residential building types are multi-family, 2-4 story structures arranged in a manner that casually frames exterior spaces for natural features, forest and recreation. Forest provides a framework for local ecosystems, biodiversity and wellbeing for the inhabitants.



Location of visualization



Spaces between buildings



Forest seen from above, looking south



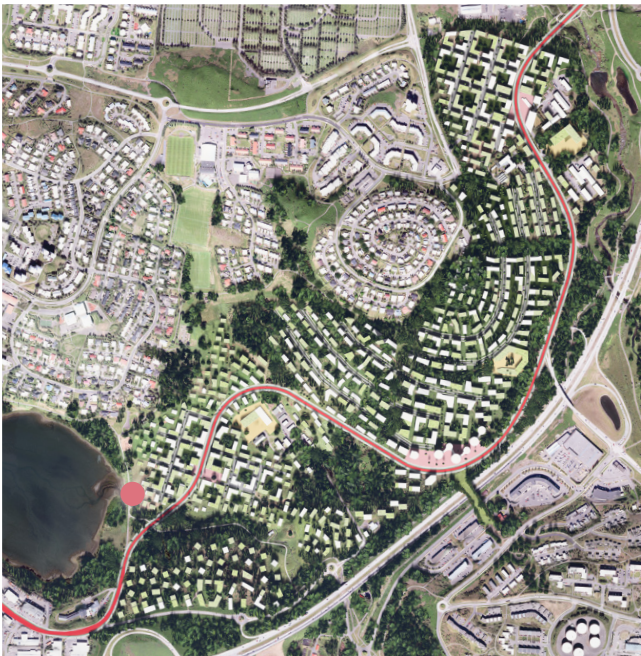
Forest looking east from Borgarlína

14 Visualization 2 - Bay

Bay is located at Grafarvogur's coastline and framed by sloping landscapes to the north, east and south. Its natural surroundings provide ideal conditions for wind shelter and sun exposure. Moreover, Bay is characterized by the beautiful coastline and existing vegetation that will be further enhanced.

Dense, mixed-use development is planned surrounding Keldur Borgarlína station, creating ideal conditions for car-free or low car ownership zones. Towards the west, structures become smaller in scale and residential buildings become dominant at the waterfront.

Natural features and ecosystem will be protected and enhanced, with focus on rainwater management and the creation of pleasant public spaces for recreation and leisure activities.



Location of visualization



Bay seen from Grafarvogur, looking northeast



Bay seen from Grafarvogur, looking south



Bay seen from above, looking northwest

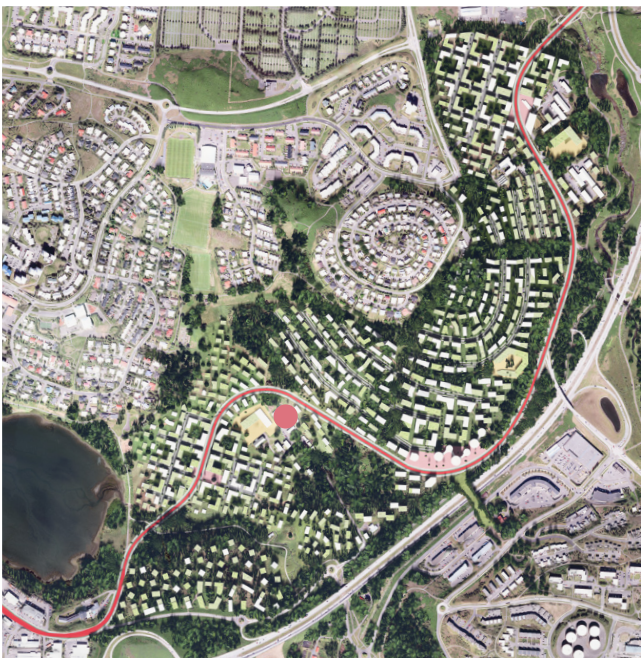
14 Visualization 3 - Keldur

Keldur is already an interesting and charismatic place accommodating research functions that can further develop and create a curious and fruitful symbiosis with the new built fabric.

All existing buildings at Keldur will be preserved, renewed and refurbished as needed. Further development of research facilities is anticipated, contributing to availability of workplaces within the development area.

Keldur is located within walking distance of both Keldur and Kálfamói stations and is in the heart of a green corridor that runs north-south through the development.

Keldur is characterized by symbiotic integration of existing buildings and ecosystems with new development.



Location of visualization



Existing buildings renovated and refurbished



New development framing existing buildings



Looking southwest towards school and Keldur station

14 Visualization 4 - Hillside

Hillside embraces the challenges of dealing with slope. Buildings and streets are organized in a manner ensuring accessibility, while maximizing the benefits of building on a south facing hillside by focusing on premium views and sun exposure.

Streets are organized parallel to contour lines and diagonal passages are provided both in the street grid and within individual lots.

Hillside has urban character with vegetation focused along streets and in internal gardens. Buildings are generally 3-4 story tall, but the sloping landscape allows for good daylighting conditions in streets, courtyards and on building facades.



Location of visualization



Street view at Hillside. Commercial space at corner.



Terraces for ground level apartments at Hillside



Hillside courtyard seen from above

Overall Green Framework

Green infrastructure is a fundamental element to the development's success. Existing features will be protected and enhanced, providing a clear framework for the various areas of Keldur development. Five main subdivisions have been identified, each with multiple branch sub-divisions. Each main subdivision takes its name from existing landscape features and those features will become integral to the characteristics of the development. In addition, significant numbers of trees will be planted, parks and playgrounds created, waterways protected, and drainage solutions installed. Most importantly, existing green infrastructure and path systems on either side of the development will be better connected upon completion. Which will be a major benefit for the capital area's green infrastructure network.



Concept Diagram:
weaving natural and urban fabrics



Bay at Grafarvogur



Looking east towards Úlfarsfell



Looking west towards Grafarvogur

Overall Built Fabric

At Keldur, diverse urban typologies of built fabric will be developed. Existing buildings will be preserved and current compelling activities of research, innovation and scholarship will be allowed to flourish. Additional opportunities in the fields of technology, health and ecology can be foreseen, utilizing the fantastic connections that Borgarlína provides to both university- and hospital campuses.

Urban fabric is inspired by the landscape and building types will vary depending on the character of each main subdivision: Bay, Forest, Hillside, Hilltop or Riverside. Looking at Keldur from a distance, building shapes will be largest and with relatively flat roofs at the base of Keldnaholt, but as one moves up the hill, building masses become smaller and roofs become steeper. These transitions in sizes and roof shapes are inspired by landscape views towards the mountains, where horizons alternate with distance.

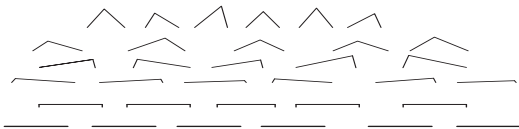


Diagram: Appearance of Keldur from a distance



Overall View



1. take Borgarlína to golf

2. vibrant public spaces

3. research campus

4. active streetfronts

5. skiing with Borgarlína

6. market

7. innovation

