

Reykjavík

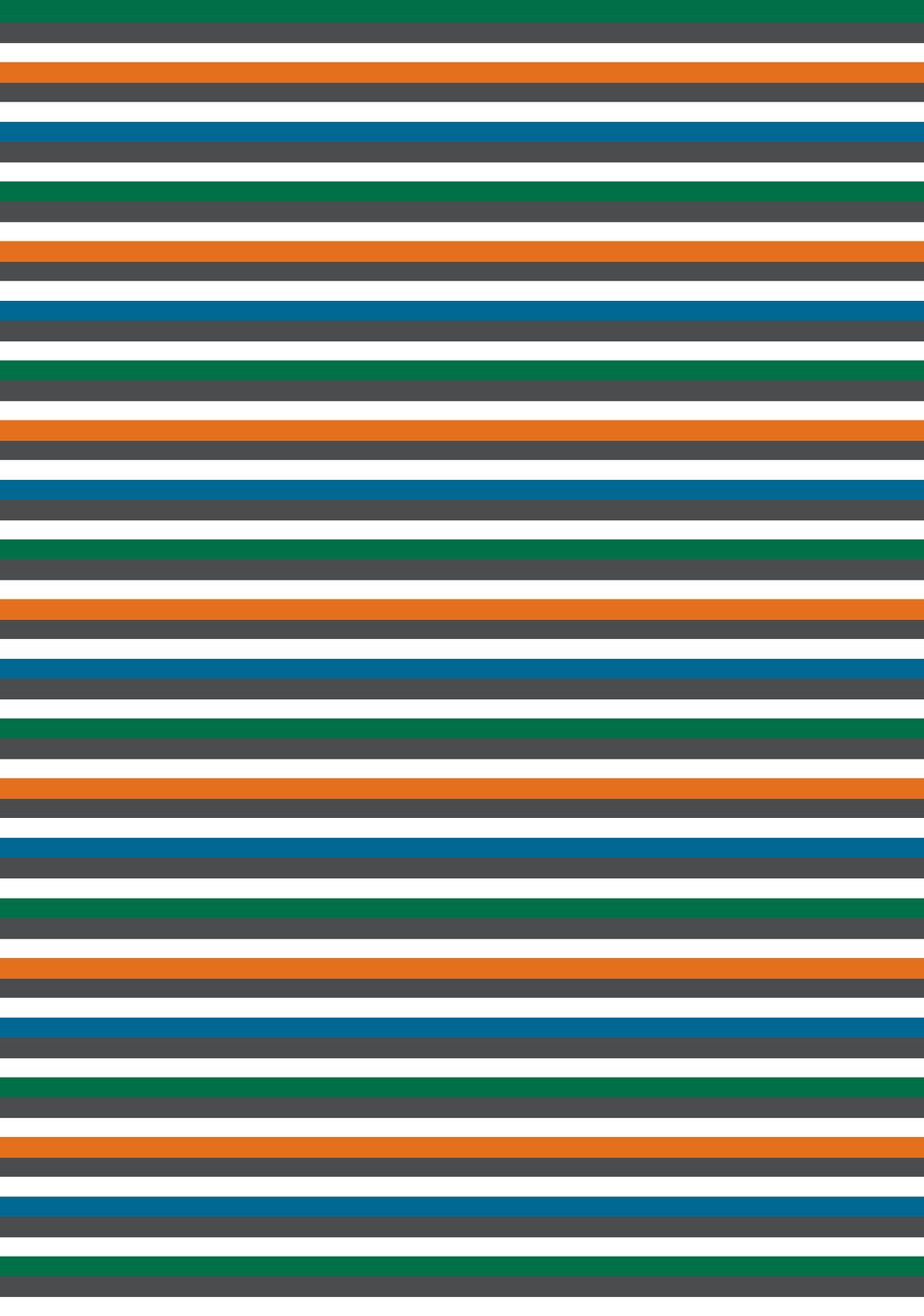


**June
2014**

Municipal

Plan 2010-2030





Reykjavík Municipal Plan 2010-2030



**June
2014**



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All Kinds of City

Dear citizens

What kind of a city do we want to live in and what kind of a city do we want to hand on to future generations? What will Reykjavík be like in the future?

The Municipal Plan is the best tool we have to develop the city in the long term. It is an important tool that sets policy which is binding for all other planning decisions, both neighbourhood plans and detailed plans. It regulates decision making in matters of the city from policy making to implementation.

The Municipal Plan gazes far into the future in terms of planning and environmental policies. Decisions in the Municipal Plan are always made with regard to the interests of coming generations. The Municipal Plan proposes objectives for every city district to become more sustainable and human friendly, prioritising the quality of the manmade environment.

The population of Reykjavík is expected to increase by 25,000 residents by 2030, creating a need for 14,500 new residential units. Where should they be built? This Municipal Plan answers that question and thus marks a fundamental policy change from previous plans. Instead of constructing new suburban areas, the Municipal Plan emphasises the densification of the current urban area. In that regard, it is important that a dense, mixed and diverse urban area is always the first option. An urban area of mixed

character, where commercial activity and residential housing are intertwined, supports close proximity of homes and workplaces, reducing travel within the city and increasing service activities within neighbourhoods.

Reykjavík should have creative and dynamic commercial activities and dense residential areas by the sea. It boasts excellent recreational areas but can become even greener and more environmentally friendly in which respect, transport systems play a key role. The transportation system of the future will be more city-oriented than it currently is, placing a greater focus on pedestrian and cycling traffic as well as public transportation. This Municipal Plan is a contract between the City of Reykjavík and its residents, not just regarding a vision of the future, but also concerning the rights and obligations of both parties. The Municipal Plan may appear vast and technical at first glance but it is important that residents understand the emphasis it entails.

The subject of the Municipal Plan is first and foremost to ensure good health, security and an optimum quality of life for all of us indefinitely.

*Páll Hjaltason
Chairman of the Environment and
Planning Committee*

About the New Municipal Plan

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.

Reykjavik 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. But the Municipal Plan does not solely handle issues of location and size of constructions but also the shaping of new and older urban areas. What kind of neighbourhoods do we want to create? What kind of travel modes do we want to encourage? Which areas do we want to preserve? How do we ensure the environmental quality of the city, increasing its appeal for new residents and business? How do we make Reykjavik an even better city?

The new Municipal Plan covers the period from 2010 to 2030 and is a revision of the Municipal Plan for 2001-2024. The revision has been in preparation for the past years which has entailed various kinds of evaluation, assessment of options and public participation of both residents and interested parties.

Public participation of both residents and parties of interest is a foundation for broader conciliation on the Municipal Plan. In the fall of 2009 when work on the Municipal Plan was formally introduced, public meetings were held in all city districts. Residents presented a number of ideas and perspectives at these meetings that have influenced the preparation of the Municipal Plan. The first draft of the new Municipal Plan was introduced to residents in March and April 2012. Again, open meetings were held in all city districts to introduce the main objectives of the new Municipal Plan as well as the main changes proposed for each district in order to get the residents' perspective. The draft for a new Municipal Plan was discussed in committees, boards and other institutions of the city during the winter of 2012-2013. A proposal for a new Municipal Plan was put to public notice during the summer of 2013 and subsequently approved by the Reykjavik City Council on November 26, 2013.

This brochure is intended to outline and explain the main objectives and the future vision proposed in the new Municipal Plan. It will also provide an overview of the areas that will be subject to change in the next years for each city district (Developing areas no. 1-106). The proposal in its entirety along with its supplements can be found at www.reykjavik.is.



The Municipal Plan sets out where residential and employment areas of the future will be.

Reykjavík Municipal Plan 2010-2030

The Municipal Plan and its supplements are presented in three main parts:

Part A. Vision for the future and main objectives.

A binding policy and objectives (See Planning Regulation no. 90/2013) about land use and gross floor area, density, urban fabric, transportation, open green areas, preservation and environmental issues. Various side policies of the Municipal Plan that are not necessarily required by the Planning Regulations are also introduced in this part. Policy aims are presented as a report, in thematic maps and in land use maps, both urban and municipal maps (see adalskipulag.is).

The municipal plan's main objectives are presented in four chapters: *City by the Sea*, *Creative City*, *Green City* and *City for People*. Each chapter emphasises different aspects of the Municipal Plan but many of the key elements of policy are intertwined between chapters.

The fifth chapter of the Municipal Plan includes definitions of land use that are presented in land use

maps, special provisions of land use in specific areas, special provisions on activities and temporary policy provisions.

Part B. City district planning. Detailed description of policy and guiding objectives for neighbourhood plans.

The policy of land use and development of specific districts are presented in a separate chapter titled City district planning. General guiding objectives to strengthen city sectors and specific districts can be found there. Objectives on strengthening city districts will be shown in more detail and explained further in neighbourhood plans and/or detailed plans and implemented in design and development. In case of any discrepancies in policy between parts B and A, the policy presented in part A prevails.

Part C. Supplements, primary preconditions, environmental report, public participation process and working procedure.

The chapter *City by the Sea* emphasises the densification of the urban structure in order to create a more compact and attractive city.

The chapter *Green City* emphasises the stimulation of changes in travel behavior, preserving green open spaces, reducing pollution and encouraging a more sustainable lifestyle in the urban neighbourhoods.

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The chapter *Creative City* emphasises strengthening Reykjavík's economic base and promoting Reykjavík as a competitive international capital city.

The chapter *City for People* emphasises improvement of the quality of life within the city and in the local neighbourhoods as well as stimulating more ambitious design of buildings and spaces between them.

Reykjavík is an all kinds of city for all kinds of people that live in all kinds of neighbourhoods.

A Sustainable Planning Policy

Main changes from the current Municipal Plan

An increase in urban density and mixture of land uses.

90% of new residential units are expected to be developed within the current urban area instead of a previous estimation of 50%. An emphasis is placed on increasing the number of residents in areas that have a high level of jobs and to increase the number of jobs in areas where the level is currently low. Specific provisions are set that concern the strengthening of retail and service activities within residential areas.

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.

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.

Housing for everyone. A policy on the availability of housing and housing options is based on the current housing policy of Reykjavík. A variety of small and large residential units in apartment buildings and detached houses should be available within every district to

Why densify urban areas?

- To create more habitable and diverse neighbourhoods.
- To re-use disrupted areas and to improve the environment.
- To create a more coherent streetscape, better shelter and better public spaces.
- To increase the supply of housing near retail and services and core industrial areas.
- To make better use of investments in roads, schools and other service facilities.
- To reduce transportation costs.
- To reduce pollution.
- To shorten distances needed for travel and support environmentally friendly transportation systems.

Why change travel habits?

- To reduce noise pollution.
- To reduce air pollution and suspended particulates.
- To reduce cost of transportation for residents of Reykjavík and to increase macro-economic viability.
- To reduce the need for expensive road constructions
- To reduce use of land for transportation; less parking spaces and less land used for transportation constructions.
- To seize the opportunity to re-design street space as public space.
- To improve mobility for those that do not have use of a private vehicle.
- To improve public health.
- To improve the overall urban fabric and because it supports Reykjavík's position globally as an environmentally friendly and green capital.

ensure social variety within the districts. 25% of new housing should cater to the needs of those who choose not to or are not able to invest a large sum of money in their own housing.

Clearer requirements on quality of urban area.

The Municipal Plan proposes complete policies concerning *Building heights*, *Historic preservation*, *Corner shops*, *The street as public space* and *The quality of the built environment* that further bridge the gap between policy proposals in the Municipal Plan and lower stages of planning.

90% of new dwellings within the current urban area

The Preconditions

The development of Reykjavik until 2030

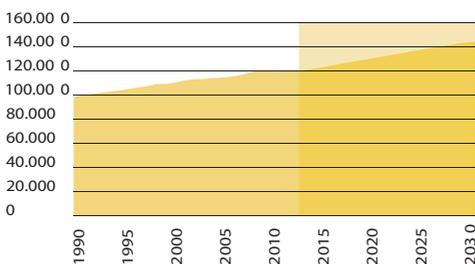
In forming a policy for the future, a focused vision on the possible growth of the city is vital. Reykjavik is part of a larger market of housing and employment in the capital region and in fact the entire southwest corner of Iceland. Therefore, the city's policy in housing and employment, for example in the supply of new development areas and the quality of environment and service, is an important precondition for creating population estimations. The estimation of the Municipal Plan is therefore both a plan for action to increase the number of residents and jobs as well as a scientific estimation based on objective preconditions.

Increase in population

The Municipal Plan's estimation of population until 2030 is based on Statistics Iceland's population projections for Iceland's population in the next decades and assumes that the southwest corner of Iceland will continue to be the country's largest area of population growth.

The increase of population in the capital region has been rapid in the past few years or an average of 1.6% per annum for the past 20 years, whereas the increase in population has been around 0.97% per annum in Reykjavik. The Municipal Plan's estimation of population until 2030 assumes a much slower increase in population in the capital region or around 0.9% per annum. The population projection estimates that Reykjavik will grow as fast in the next few decades as other municipalities in the capital region, thus producing a certain turn in the development compared to past years. The population of Reykjavik would be over 143 thousand in 2030 and around 39% of the country's population would live in the capital. For this to become reality it is fundamental that the city of Reykjavik encourages a diverse supply of housing and housing options where the quality of planning and design is a priority and furthermore that the city continues to ensure the development of dynamic commercial activities.

Population increase in Reykjavik 1990-2012 and forecast until 2030



Increase of jobs

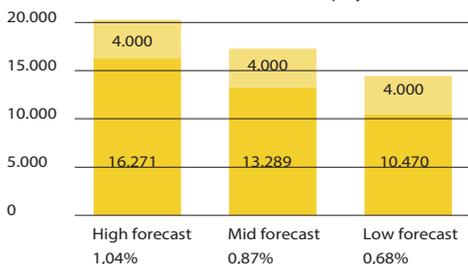
The Municipal Plan estimates that jobs in Reykjavik will be increased, at least in line with increase in the city's population. It estimates that the ratio of the working-age population will be around 54% of the total population in the year 2030 and that this ratio will become less in the long term. Therefore, every 1000 new residents will need around 540 jobs, given a high level of employment.

Need for housing

An estimation of the need for housing and land for development is based on population and employment projections. Based on a population increase of 25 thousand people by 2030 and a continuous reduction in the average number of residents per residential unit, an average of 650-700 residential units need to be built every year. According to the projections, the country's population aged 20 to 84 years old, considered active on the housing market, will increase almost 41% by 2050. At the same time, the Icelandic population is estimated to increase by over 30%, which means a greater increase in population considered active in the housing market relative to increase in total population. This means that more residential units need to be built per every 1000 residents than before. Changes in age group size further indicate that the demand for smaller residential units will increase more than demand for larger family housing units.

The Municipal Plan's proposed plan of job increase indicates that 50 to 60 thousand square meters of commercial housing need to be built on average per year until 2030. The criteria are in accordance with the regional plan for the capital area until 2024. Over 60% of new commercial property (net increase) is expected to house offices and retail, around 30% specialised housing (service institutions, hotels and more) and less than 10% industrial housing and warehousing.

Increase of jobs until 2030
Additional increase due to current unemployment



An assessment of scenarios until 2050

How much emphasis should be placed on increasing density in urban areas? Should traditional suburbs continue to be planned in the peripheral area? How will it affect urban development if the airport is relocated? These are key questions when it comes to revising the Municipal Plan. Decisions on land use will affect urban development, not just for this planning period but beyond it. Therefore, a decision was made in the working process to analyse conditions and development of the urban area in Reykjavik and the capital region until 2050. To answer the above mentioned questions, a few general planning options of urban development for the distant future were created that each entail different aspects concerning land use in key areas such as Vatnsmýri and the scope of land reclamation.

Three primary options on urban area development until 2050 were created; planning options A, B and C that entail different locations of the residential units that need to be built in the period and the jobs that will be created. All of the options are based on the same population projection and the same preconditions of urban area development in Reykjavik's neighbouring municipalities. Options A emphasise the development of densification areas and estimate that 75%-100% of all new residential units be built within the current city limits. This is turned around in planning options C where around 75%-100% of the total number of residential units will be built in suburban areas. Planning option B estimates, on the other hand, an equal supply of housing in densification areas as well as suburban areas and is thus comparable to the policy set forth in Reykjavik Municipal Plan for 2001-2024.

An environmental assessment on options for urban development until 2050 reveals that options that entail a more mixed and denser urban area (A and B) are far more environmentally friendly and economical than options that emphasise the traditional suburban areas and the separation of residential areas and commercial areas (option C). The results of traffic calculations indicate which options are most environmentally friendly, considering greenhouse gas emission and energy use. They also indicate the macro-economic viability of the options when cost of transportation and time conservation is taken into consideration. A general assessment on the planning options' effects on nature, natural resources, society and land use, inform whether individual options can have negative effects on the environment. The results are more positive for option A than options B and C in most of these aspects. The proposal for a new Municipal Plan until 2030 is first and foremost based on the objectives presented in option A.

Planning options 2050

A City centre

relocation of airport, landfills

75-100% densification

B Multi-core

with and without the airport, even distribution of jobs

50% densification

C Suburbs

airport in Vatnsmýri, peripheral city

25% densification

Forming of options 2030

A1a

City centre

relocation of airport, Vatnsmýri partly developed, Úlfarsárdalur two districts

85% densification

A1b

City centre

relocation of airport, Vatnsmýri partly developed, Úlfarsárdalur one district

90% densification

A2

City centre

relocation of airport, Vatnsmýri fully developed, Elliðaárdalur partly developed, Úlfarsárdalur a small school district

95% densification

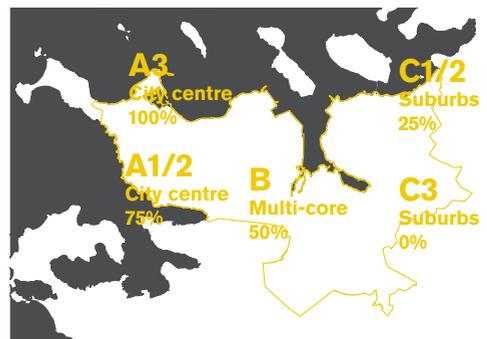
Proposal 2030

A1b

City centre

relocation of airport, Vatnsmýri 3600 residential units, Elliðaárdalur 3200 residential units, Miðborg-Gamla höfn 2200 residential units, Úlfarsárdalur +1100 residential units

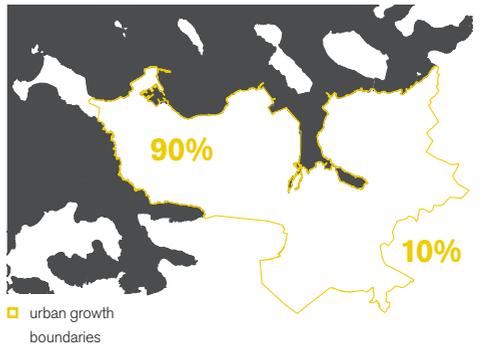
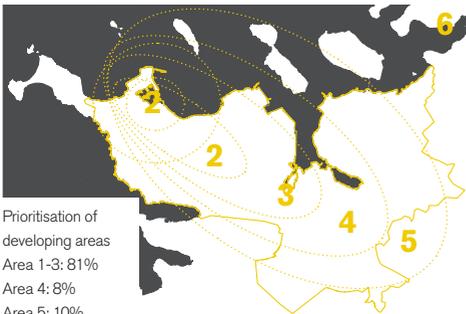
90% densification





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An environmental assessment revealed that a more mixed and denser urban area is more environmentally friendly and economical than traditional suburban areas and separation of residential and commercial areas.



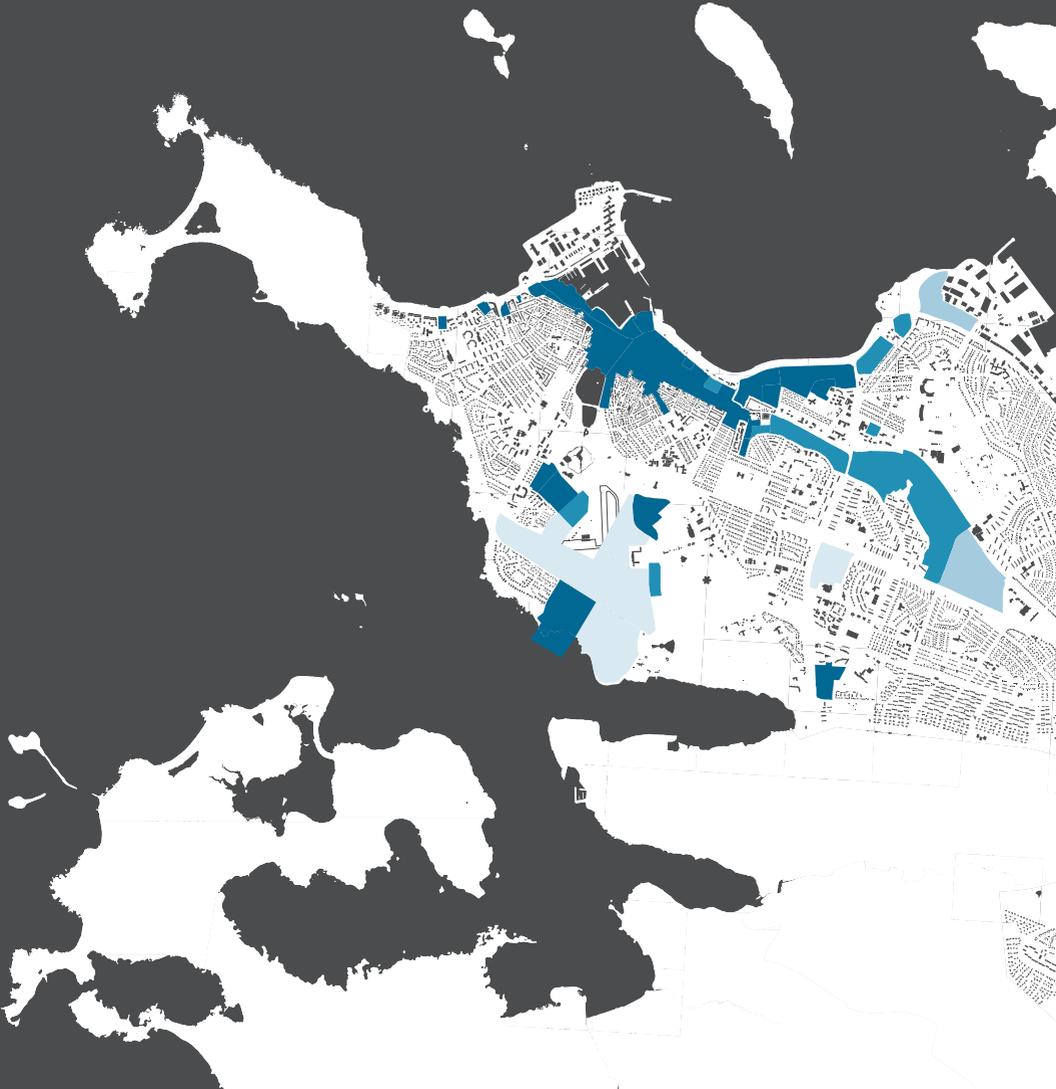


City by the Sea

The Municipal Plan 2010-2030 is the first master plan for the city that does not propose new suburban areas at the outskirts of the city. 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 urban neighbourhoods will generally be 3-5 stories high and urban density no less than 60 residential units per hectare. Special care will be taken to ensure that urban densification is in accordance with the historical urban pattern of the city centre. Open green areas with recreational or preservation values will not be compromised. The key developing areas of the Municipal Plan as well as a number of smaller areas where density is to be increased have a close connection to the seaside. The Municipal Plan's policy thus strengthens the image of the city and its interaction with its natural frame, as the City by the Sea.

Residential and Mixed Land Use Areas 2010-2030





Mixed urban areas by the Sea

Objectives

- Increased urban density will result in a higher quality of the urban environment.
- Areas where residential density is being increased should intertwine planning of housing, streets and open green areas, resulting in a coherent urban fabric. The development should take aim of the human scale, be diverse and support cycling and pedestrian traffic as well as public transportation.
- In larger urban areas where density is being increased as well as in developing areas, the emphasis should be on a city-oriented street system instead of traditional grading of streets.
- Densification should strengthen a neighbourhood in social, environmental and operational aspects.
- The effects on adjacent urban areas should be minimised. Special attention should be given to possible effects on districts and streetscape of preservation value.
- Green areas that have recreational value should not be disturbed. Surface permeability should not be reduced.
- Densification and renewal of urban areas should primarily take place in underused areas of industry (brownfields) and other such premises.

A denser city, a better city

The Municipal Plan 2010-2030 proposes that at least 90% of all new residential units in the planning period will rise within the current urban area boundaries. The objective is to create a denser and more coherent urban area and thus make better use of land, investment in street and utility systems as well as service agencies. A denser urban area will subsequently reduce distances needed to travel, cost of transport and the environmental impact of transport. In order to reach this objective, development of central areas is an absolute priority.

A denser urban area reduces travel distances, cost of transport and the environmental impact of transport.

© Árni Geirsson





A new 10 km development corridor connects the eastern part of the city with the western part.

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Key areas of development

Three areas will play a key part in the development of Reykjavik in the next few decades; Vatnsmýri, Elliðaárdvögur and City centre-Old harbour (Miðborgin-Gamla höfn). Mixed and dense urban areas are expected to be developed in these areas, which support the Municipal Plan's objectives of sustainability and efficiency in urban development. With the development of these areas and numerous smaller densification areas the decade long expansion of Reykjavik will be halted and the city's growth directed inwards.

Phasing of development

The Municipal Plan 2010-2030 proposes timing of development for the main developing sites for mixed urban areas. During the first half of the planning period, the development of areas closest to the city centre (see City centre – Old harbour), the peripheral region of Vatnsmýri, sites along the western part of development corridor Öfirirsey-Keldur and of areas and sites where development has already begun will be prioritised. During the latter half of the period, the development of key areas Vatnsmýri and Elliðaárdvögur are estimated to be in full operation.

Objectives concerning the phasing of development:

- The development of central areas that are easily served by public transportation systems and/or are in close proximity to the city centre or other viable centres of employment should be prioritised.
- Development of areas which are already underway will be specially prioritised (where buildings are under construction, development has begun, demolition is finished)
- Densification of the urban area closest to the city centre (Mýrargata-Borgartún), the development corridor (Öfirirsey-Keldur) and the peripheral region of Vatnsmýri will otherwise be prioritised.
- Development of Elliðaárdvögur will ensue once industrial activities have been moved to other specialised industrial areas, although development of Súðarvogur could begin at an earlier stage.
- Vatnsmýri will be developed in stages along with the gradual relocation of airport operations.
- Úlfarsárdalur will be developed as a single school district during the planning period.
- Development in Geldinganes and in Gufunes will be delayed until after the planning period.

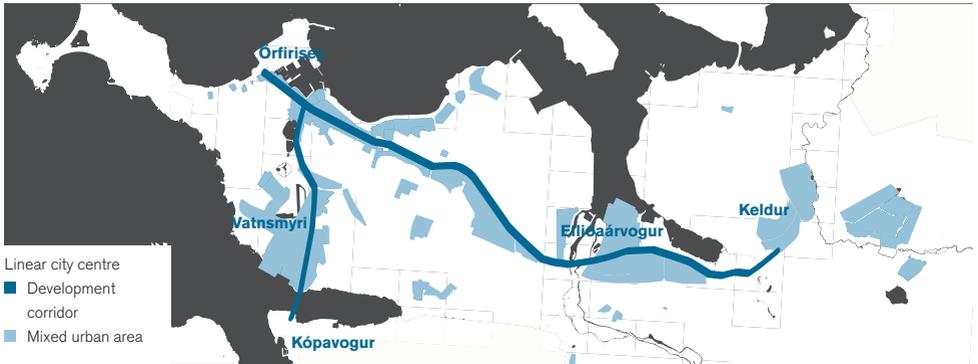
ÖRFIRISEY-KELDUR

Objectives

- To create a coherent transportation link between the city centre and key developing areas in the east and west.
- To redesign as much as possible, the current streets along the corridor into environmentally friendly urban streets.
- To strategically define possibilities of development along the corridor.
- To plan the highest density of urban area in the vicinity of key bus stops.
- That requirements on parking spaces in specific density sites will be in line with the service level of public transportation systems.
- To ensure the priority of busses with special lanes and continuous pathways for cycling and pedestrian traffic.
- Development of the corridor and improvements on the street environment are long term projects, aimed at developing the city centre activity towards the east.

The Municipal Plan 2010-2030 emphasises a development corridor that connects the city centre with densification areas to the west and east; to Örfirisey, Mýrargötusvæði, Suðurlandsbraut, Skeifan, a mixed urban area in Elliðaárvogur and a future commercial area in Keldnaland. This corridor, Örfirisey-Keldur, will have a special focal point on public transportation (an express route and priority lane for busses), cycling pathways and pedestrian environment. The corridor, roughly 10 km long, will have the characteristics of an urban street, where environmentally friendly transportation will be prioritised. A high level of density and mixed urban areas closest to the corridor and by key bus stops are emphasised.

The main feature of the corridor is Suðurlandsbraut and its extension over Elliðaárós. Suðurlandsbraut has multiple possibilities for development, both in terms of redesigning the street as a boulevard and the development of new developing areas along the street.



VATNSMÝRI

Total floor area

1,300,000 m²

6,900 residential units, 600,000 m² of commercial property, 15,000 residents, 12,000 jobs
3 elementary schools

During the planning period

3,600 residential units, 230,000 m² commercial property

The Municipal Plan 2010-2030 proposes that a dense mixed urban area be developed in Vatnsmýri. During the planning period, Vatnsmýri will be one of the key developing areas in Reykjavík where up to 3,600 residential units are allowed for by 2030. The proposal thus puts heavy emphasis on the removal of airport activities from Vatnsmýri in accordance with provisions of RMP2001-2024, in order to make the area available



for development. The development of peripheral areas should begin already in the next few years and full development should begin during the latter part of the planning period.

ELLIDÁÁRVOGUR

Total floor area

500.000 m²

3.200 residential units, 100.000 m² commercial property, 7.400 residents, 1.500 jobs, 2 elementary schools

During the planning period

3.200 residential units

The Municipal Plan 2010-2030 proposes a dense, mixed and environmentally friendly urban area to be developed in stages in Elliðaárvogur during the planning period, in concomitance with the removal of industry from the area. Industry requiring more space and industry of an unhygienic nature will be relocated, possibly to a new industry and harbour area in Álfsnes, on Esjumelar or in areas outside Reykjavík.

CITY CENTRE – OLD HARBOUR

Total floor area

600.000 m²

2.200 residential units
350.000 m² of commercial property
5.000 residents,
7.000 jobs, addition to a current elementary school

During the planning period

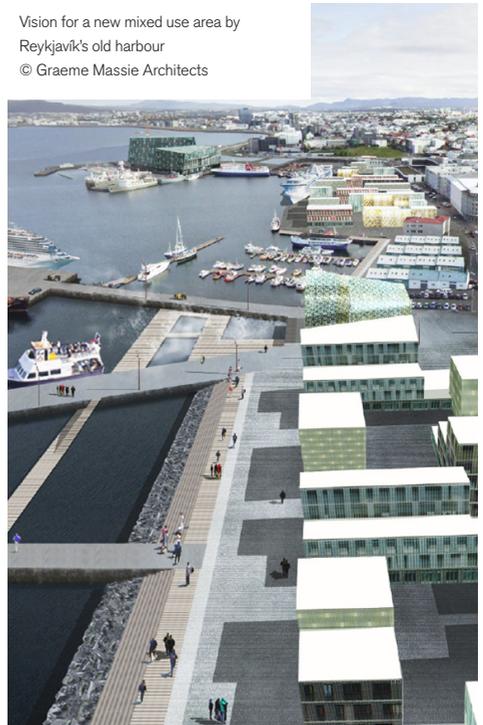
2.200 residential units, 160.000 m² of commercial property

The strengthening of the city centre area has always been a leading principle in Reykjavík Municipal Plan. The primary objective of a new Municipal Plan is to increase environmental qualities in the city centre and to reach an agreement on preservation and development in the area. The objective to further strengthen the city centre area by increasing population and jobs in the core of the city centre as well as in the surroundings, is also emphasised. A clear and concise definition of the growth and developing possibilities of the city centre and its connections to adjacent areas is therefore important. A key element in this respect is to reclaim the former connection of the city centre to the harbour and seaside. The Municipal Plan 2010-2030 proposes that the city centre and the Old harbour be one of the key developing areas of Reykjavík in the planning period.

Urban pattern in Elliðaárvogur,
proposal from the framework plan
© Kanon arkitektar and VSO ráðgjöf



Vision for a new mixed use area by
Reykjavík's old harbour
© Graeme Massie Architects



The key developing areas of the Municipal Plan have a close connection to the seaside.



Creative City

A strong economic base is fundamental to the growth and prosperity of the city. The main industrial and commercial areas of the capital region are situated in Reykjavik, including activities in high tech and knowledge based sectors, higher education, finance, retail and service activities, public administration, culture, arts, tourist services, transport and industry. The diversity of the commercial activity in Reykjavik and the capital region is its strength. It is advisable to maintain this diversity and to create prime conditions for a variety of commercial activities.

At the same time it is important to support a more concise specialisation of areas within the city. Specialised commercial areas lead to greater stability and enhance

the possibility for clusters of companies within special industries to form in particular areas. Specialised commercial areas create a better foundation for coordinating the general appearance of areas according to design principles as well as meeting certain environmental imperatives. The environmental quality of Reykjavik's commercial areas is fundamental to increasing Reykjavik's competitiveness.

An emphasis is placed on finishing developments in areas that have already been planned as commercial areas, specifically in areas that have a central position within the city, as well as strengthening the current city core with increased development and higher requirements on environmental quality.

Robust commercial areas

Strengthening the city centre as the core area for administration, retail, services, culture and tourist services is a key element in strengthening the commercial activity of the capital.

The formation of clusters of education, research, science, high-tech and health services in the Vatnsmyri area is also a fundamental part in commercial development of the city.

Beyond planning of new commercial core areas for office housing begins, the development of specialised areas such as Borgartún needs to be strengthened and finalized. In the long run, a number of possibilities are present in creating strong commercial core areas in Skeifan and Höfði, both linked to development corridor Örfirisey-Keldur.

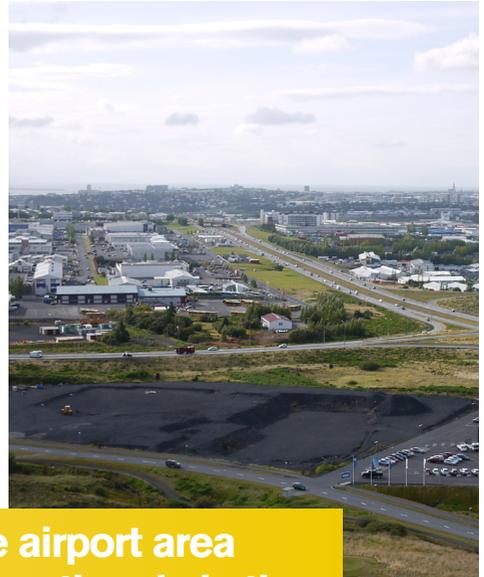
New commercial areas in the outskirt areas of Hólmsheiði and Esjumelar are intended to welcome commercial activity requiring more space, including such activity currently located in central commercial areas. The development of the industrial premises at Esjumelir in the next few years will be emphasised. Preparation of a detailed plan and development of the industrial premises at Hólmsheiði will begin later in the planning period. Heavy and polluting industrial activities will possibly be located in a new industrial area in Álfsnes.

A clear and concise policy regarding harbour areas needs to be prepared, focusing on their increased specialisation. Policy on the older harbour areas needs to be reevaluated focusing on increased diversity in activities, along with the preservation and care of the old harbour's primary activities.

The Municipal Plan's policy on development of urban areas, use of land and transportation should reflect the city of Reykjavík's objectives on commercial development. The Municipal Plan's policy on commercial areas has been done in concomitance with the work on *Atvinnustefna Reykjavíkur. Skapandi borg (Reykjavík's economic development strategy. Creative city)*. The objectives of the commercial policy on specialised areas and cluster formation are presented as special provisions in the definitions of different commercial areas. Policy provisions on the commercial area in question should be taken into consideration when creating neighbourhood and detailed plans and when issuing building permits.

Objectives

- To create a viable environment for diverse commercial and industrial activity.
- To present a clear and concise policy on commercial and industrial areas and the role of each area in strengthening Reykjavík's economic base.
- To ensure space for various industries; the fishing industry, transportation, retail, services, business, administration, high tech, research and knowledge based sectors, tourism, culture and recreation.
- To encourage the development of commercial areas in the vicinity of residential areas and thus reduce distances from home to workplace.
- To aim for equal distribution of jobs and the development of activity centres in the city and ensure a more levelled flow of traffic on arterial roads during peak periods.
- To strengthen current commercial areas, specifically those with a central position, by increasing the gross floor area and thus ensure better utilisation and creating a foundation for further specialisation.
- To strengthen the city centre and its surroundings with an increase of jobs. The increase in imbalance of job distribution will be counterbalanced by increasing the number of residents in the city centre area.

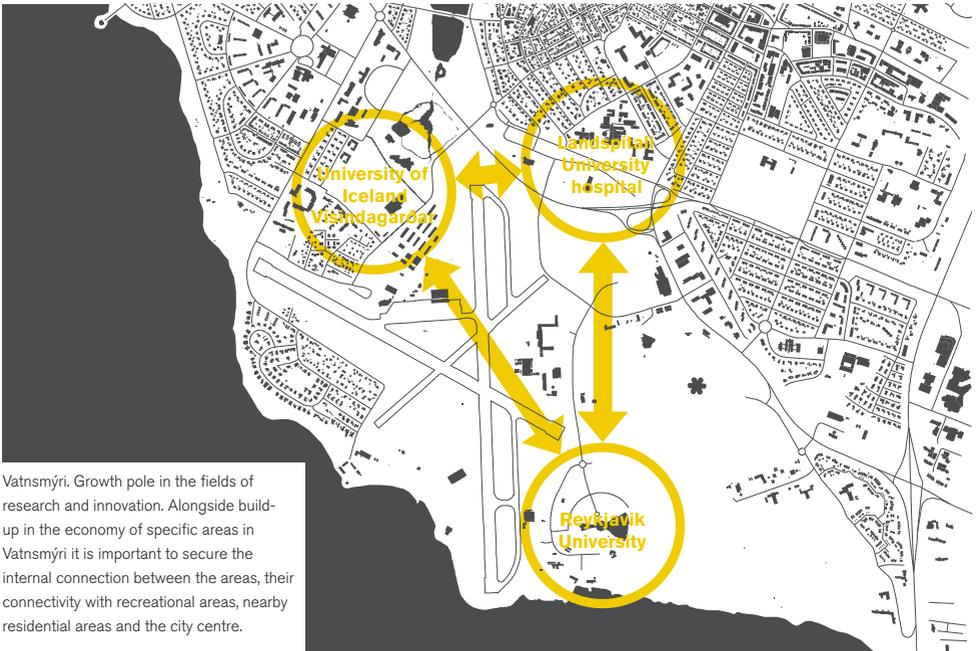


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Urban development in the airport area creates basis for a new growth pole in the fields of education, research and high-tech.



© Faxaflóahafnir



Vatnsmýri. Growth pole in the fields of research and innovation. Alongside build-up in the economy of specific areas in Vatnsmýri it is important to secure the internal connection between the areas, their connectivity with recreational areas, nearby residential areas and the city centre.

Commercial and Industrial Areas 2010-2030





The aim is to ensure space for various industries; the fishing industry, transportation, retail, services, business, administration, high tech, research and knowledge based sectors, tourism, culture and recreation.

- harbour and industrial areas
- central and commercial areas
- city centre



Green City

The City of Reykjavik wants to strengthen its role as a green city. This entails a relative increase in emphasis on the densification of urban areas and mixed use of land, favourable access to diverse recreational and green areas and the strengthening of environmentally friendly transportation. The Green City should support good city living, improvements in public health and increase the city's green appearance with trees and other vegetation.

The Municipal Plan proposes an environmental and resource policy which entails general objectives and actions concerning the evaluation of natural resources and the minimisation of negative environmental impact in the following nine categories: Resources, transportation, planning, environmental quality, climate issues, sustainability in education, nature and recreation, consumption and waste and the running of the City of Reykjavik.

The Municipal Plan proposes a policy on sustainable design of neighbourhoods. The policy's aim is for all districts of the city to be built up as self-sufficient where the quality of the manmade environment, environmentally friendly rainwater solutions, environmentally friendly transportation, energy conservation and access to service and retail in local neighbourhoods is the foundation for an environmentally friendly plan. To

reach this goal, an environmental impact assessment will be carried out for all new neighbourhood plans.

A master plan for recreational areas is a policy on a continuous web of open green areas that are woven into the city landscape, around the city land connecting districts, homes, service and commercial areas. A good connection of residential areas to diverse recreational areas shall be insured as well as maintaining the natural diversity of Reykjavik's land and biota. 92% of Reykjavik's residents live within 300m from a recreational area larger than 2.000 m². This ratio in concomitance with densification of urban areas shall be maintained. The quality of nature and landscape within the city and near residents' homes will not be diminished.

The Municipal Plan proposes added emphasis on environmentally friendly transportation. The objective is for the ratio of public transportation, of all trips made, to be tripled, from 4% to 12%. The ratio of pedestrians and cyclists should rise from 21% to over 30%. Along with a change in transportation behaviour, a denser urban area, the development of new energy supplies, a more concise carbon fixation by planting and the improvement of waste management, a 35% reduction of greenhouse gas emissions can be estimated in 2030 compared to 2007 and around 73% by the year 2050.

Green Areas 2010-2030





- large open green areas
- green areas for special use

Sustainable design of neighbourhoods

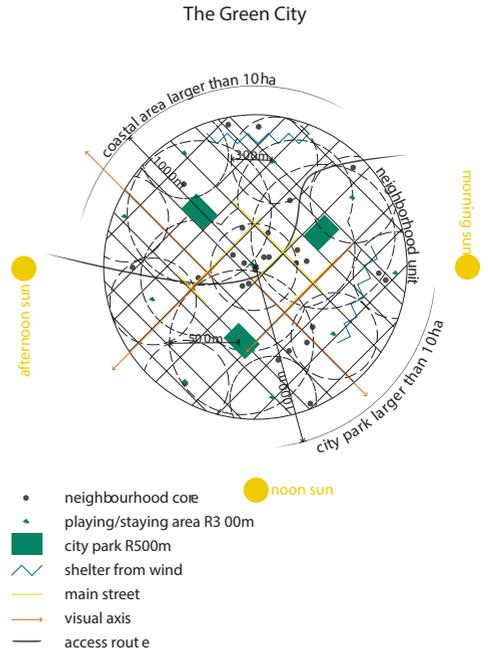
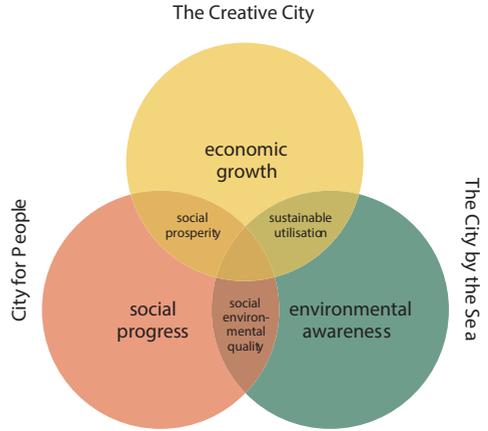
Eco-planning entails the multiple interaction of environmental, social and economic factors that require professional handling with consideration to the overall planning policy. A responsible environmental design thus strengthens a reduction in operational expenses and enhances the value of the urban area. The primary objectives in a policy on sustainable design of neighbourhoods are:

- To create a fundamental criteria for sustainable development of city neighbourhoods for the future.
- To make the city districts comparable in terms of accepted environmental standards.
- To simplify implementation and follow-up of the Municipal Plan within neighbourhood plans for planning authorities.

Objectives

Planning policy for sustainable neighbourhoods is divided into the following main categories:

- **Community:** To create comprehensive neighbourhood units that remove obstacles and encourage positive communication between different age and social groups.
- **Urban quality:** That the neighbourhoods of the city create a setting for lively and attractive places that encourage communication between people and the environment.
- **Transportation:** That shopping and services is within a walking distance from all residents in the neighbourhood unit. Pedestrian and bicycle traffic as well as public transportation will have priority.
- **Ecosystem and artifacts:** To secure a natural diversity of land, biota and cultural artifacts with a focused conservation and maintenance.
- **Energy and resources:** That planning of neighbourhoods contributes to sustainable use of energy and resources such as water, electricity and land.
- **Infrastructure:** Consider the most recent sustainable building technology when issuing building permits for the renovation and maintenance of the city's neighbourhoods.
- **Natural hazard:** To show regard for the danger of natural hazard. Appropriate arrangements and a policy should be made to minimise the danger in low areas due to climate changes.



Sustainable design of neighbourhoods entails the multiple interaction of environmental, social and economic factors.

Nature, landscape and recreation

Objectives

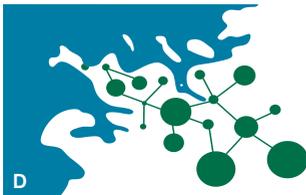
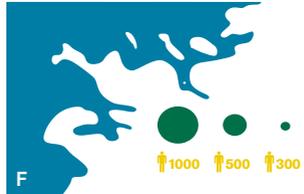
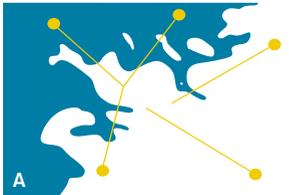
- To strengthen the nature, landscape and recreational areas of the city as part of a better quality of life and improved public health for residents.
- To ensure permanent, diverse, attractive and accessible open green areas as well as increase the green appearance of the city with trees and other vegetation.
- To strengthen a continuous web of open green areas that connects districts, homes and

places of work throughout the entire urban area.

- To strengthen the cultivation of trees within the urban area and to strengthen city forestation at the peripheral region to increase shelter and improve local weather conditions.
- To encourage urban agriculture, emphasising home food production and enhancing sales of products to residents. To allow home production of eggs and honey by allowing fowl- and beekeeping in the city.

Master plan of open green areas Objectives

- That the peripheral areas strengthen Reykjavík's specific features as well as reflect the local characteristics of the city's nature and environmental setting. The characteristics of the environment and the overall experience.
 - A** Keep the visual axes to landmarks surrounding the city.
 - B** Strengthen the "blue threads" throughout the city and by the coastline.
- Recreational areas should form a continuous web or a green net over the city land which connects districts, homes, services and commercial areas, ensuring the connection of residential areas to diverse nature and recreational areas.
 - C** Connect the *Green Scarf* and the coastline of the city.
 - D** Create a continuous web of recreational areas.
- Recreational areas will be strengthened with a network of pedestrian and cycling pathways that connect homes to workplaces.
 - E** Create a continuous network of pedestrian and cycling paths.
- To ensure safe approach for all residents to diverse recreational areas within a specific distance.
 - F** Residents should have access to diverse recreational areas.
- To maintain the natural diversity of Reykjavík's land and biota with provisions on conservation and maintenance of areas of nature within the city.
 - G** Emphasise the variety of the recreational areas.
- To encourage sustainability in planning the urban area and the environment where residents' quality of life and diverse human activities be prioritised in conciliation with land and biota.
 - H** Peripheral areas should shelter the urban areas from wind.





Urban forestry

Objectives

- To strengthen urban forestry in the peripheral area.
- To enhance the current urban forestry areas and to strengthen their accessibility by mapping, education and by creating pathways.
- To strengthen the Green scarf with clear provisions on limited development of structures and to promote cultivation and maintenance of forestry areas.
- To use new areas for urban forestry in those cases where doing so does not diminish current and future use of land.
- To promote a public knowledge of urban forestry.
- To ensure cooperation and conciliation of interested parties in urban forestry.

Urban agriculture

Objectives

- The economic use of land and resources.
- Improved environmental qualities and public health.
- That as many residents as possible have access to wholesome and fresh food products.
- That conditions promoting vegetable gardening be created within the city.
- That as many residents as possible become able to cultivate their own vegetables. A part of that is to provide district gardens or family gardens in all parts of the city.
- In those cases where it is possible, residents will be allowed to keep fowl, to produce eggs for private consumption.

A resolution on fowl keeping is available and is currently being processed by Reykjavík's health surveillance.

- Facilities to host farmers' markets will be created in all parts of the city to increase accessibility to fresh food products.
- Good cooperation with the public as well as public interest groups for healthy food production in the city shall be maintained.

Environmental and resource policy

By valuing the resources of nature and a clean environment, the city residents' and following generations' quality of life will be ensured. The conservation of natural resources will be strengthened and negative environmental impact minimised. The policy will be enforced through nine separate categories with the following main objectives for each category:

- *Resources:* To ensure sustainable use of resources.
- *Transportation:* The ratio of public transportation should rise from 4% to 12%, the ratio of pedestrians and cyclists should rise from 19% to over 30%.
- *Planning:* The expansion of the urban area will be halted and at least 90% of new residential units will be inside the current urban area borders.
- *Environmental quality:* The city's environmental qualities should be an outstanding example globally.
- *Climate:* Net greenhouse gas emissions will be reduced by 35% until 2020 and 73% by the year 2050 compared to emissions in 2007. A climate change adaptation strategy will be formulated and implemented.
- *Sustainability in education:* Sustainability will be visible in school curriculums of all kindergartens and elementary schools as well as in operational plans of after-school centres by end of year 2014.
- *Nature and recreation:* A good

connection for residents to outdoor areas will be ensured and the ratio of those living within 300m from recreational areas should stay at 92%. Residents will be encouraged to make use of the city's recreational areas.

- *Consumption and waste:* Landfill waste disposal will be reduced and reusing and recycling increased. 80% of paper and cardboard, 60% of plastic and all biodegradable waste is estimated to be reused by 2020.
- *The City of Reykjavik's operation activities:* Environmental impact stemming from Reykjavik City's operation activities will be specifically reduced, rendering it exemplary in this area.



The goal is to create facilities for farmers' markets in all city districts.

Farmers' market at Lækjartorg, summer 2013

Sustainable transport

The Municipal Plan 2010-2030 proposes radical changes in earlier policy on the development and evolution of transport systems. The traditional approach that car traffic efficiency be maximised by increasing the road capacity will no longer be a focal point. Instead, an emphasis is placed on finding a variety of solutions to minimise traffic delays during peak periods. The main emphasis is placed on encouraging other means of transportation than the private car and thus minimise motor traffic and the pressure it puts on the street system. The main criterion is to hold back the increase of traffic, brought on by densification of the urban area, by encouraging change in travel habits. This should result in only an insignificant increase in car traffic during the planning period despite the increase in population and jobs.

The objective is to support as efficient and safe transportation as possible without going into large-scale road projects. The Municipal Plan does however estimate that development of Sundabraut and Öskjuhlíð-tunnel can potentially begin during the planning period. It also estimates that Miklabraut can possibly be partially made into a road conduit or tunnel.

**In 15 minutes
it is possible
to travel about
4 km by bike
and 1,5 km
on foot.**





The speed of development and results of changed travel behaviour will determine when these road projects will need to begin. The need for developments in the road system will furthermore be assessed from results of air and sound quality monitoring at the main traffic arteries. The prerequisite for evaluating the need for new road construction is to reduce the negative impact of traffic.

The encouragement of environmentally friendly transportation is a guiding objective in all of Reykjavik City's policy making. The key to success in altering travel habits is to ensure interaction between decisions on densification of the urban area on one hand and improvements concerning public transportation, cycling and pedestrian traffic on the other. The new Municipal Plan proposes a transportation corridor, connecting the densification area at Örfirisey and the mixed urban area in Elliðaárdalur as well as the development of the commercial core at Keldnaland. This corridor, Örfirisey-Keldur, will have a special focal point on public transportation (express route and priority lane for busses, future route for light rail), cycling pathways and pedestrian environment. The greatest urban density will be near key bus stops. Another equivalent corridor could run to the south when development of the urban area begins at Vatnsmyri.

Objectives

- That safe, efficient, comfortable and environmentally friendly transportation be ensured for everyone
- That development and the evolving design of transport systems support an improved environment, good health, viable neighbourhoods and attractive city character
- That urban development aim for shorter distances in travelling, reduced need for travel and reduced need for large-scale transportation construction
- That a variety of solutions be applied when managing transport systems, traffic flow and travel demand to minimise traffic congestion and fully utilise the capacity of current structures
- That selected main roads and arterials be re-designed as urban streets; as public space with various roles
- That all busses, cars run by the City and the majority of private cars be run by environmentally friendly energy sources by 2030
- That use of private cars be reduced so that the ratio of car travel in the modal split, be minimised from 75% in 2011 to 58% in 2030

Public transportation Objectives

- The objective is to increase the ratio of public transportation in the city's transportation with concise and various operations. The ratio of bus travel of all trips made should be up to at least 12% by 2030.
- Busses and other forms of transportation that serve the public transportation system should be given priority on all defined main routes, with exclusive lanes and priority at intersections. It is important that these main bus routes be in areas where it is realistic to increase frequency of bus travel and where it is possible to increase the urban density and diversity of land use.
- The urban density and diversity of land use will be greatest near key bus stops and along their

main routes.

- The location of bus stops should be determined by defined pedestrian pathways and proximity to key service facility clusters and institutions.
- Bus services should be a realistic option in all of the city's districts, commercial areas as well as residential areas.
- In preparation of neighbourhood plans, the close co-operation with Strætó bs. (the public transport company operating busses in the Reykjavík area) will be ensured and the route system revised in line with the evolution and development of neighbourhoods.
- A development of a light rail system in the capital region should be considered in the forthcoming revision of the regional plan.

Key actions and decisions

- Bus connection over Sæbraut-Elliðaárós to a new urban area in Elliðaárvogur.
- New bus terminal in Vatnsmýri at the BSI-plot in conjunction with a revision of the route system.
- The continuous development of priority for all main bus routes by creating separate bus lanes and prioritising busses at intersections.

The aim is that 12% of all trips in Reykjavík will be made by bus in 2030.



Cycling and pedestrian traffic Objectives

- To increase the ratio of cycling and pedestrian traffic in the city's transportation system with concise and various actions. The ratio of cycling traffic of all trips made will be at least 8% and pedestrian traffic will be 22% by 2030.
- The design and layout of cycling pathways be in accordance with *Reykjavík's Cycling Plan (Hjólaborgin Reykjavík)*.
- When re-designing primary and secondary roads and main streets within neighbourhoods, the needs of cycling and pedestrian traffic as well as persons with reduced mobility should be prioritised.
- The priority of cycling and pedestrian traffic as well as persons of reduced mobility should be enhanced at intersections and street crossings.
- A sheltered streetscape should be sought after when planning

new neighbourhoods as well as redeveloping them in order to encourage pedestrian traffic over longer distances.

- The layout and design of cycling and pedestrian pathways will be key issues in preparations of neighbourhood plans. Location and strengthening of retail and service centres in neighbourhoods will take aim of the needs of pedestrian and cycling traffic as well as persons of reduced mobility.
- A master plan on improving conditions for pedestrian traffic and persons of reduced mobility will be prepared.

Key actions and decisions

- A bridge for cycling and pedestrian traffic over Sæbraut-Elliðaárós to new urban area in Elliðaárvogur.
- New cycling and pedestrian traffic route from the city centre to a proposed urban neighbourhood in Vatnsmýri.
- Parking spaces/storage for

bicycles at all new buildings in accordance with the parking policy for motor vehicles and bicycles.

- The continuous development of safer and more comfortable crossings over primary and other traffic roads in accordance with the provisions of the Municipal Plan. Traffic safety plan and a master plan proposal for the improved conditions for pedestrian traffic and persons of reduced mobility.
- The continuous development of cycling pathways in accordance with the *Cycling Plan*. The year 2015 should see 50 km of cycling pathways in the city and 2020 should see 100 km.
- Pursue policy on retail and service facilities within neighbourhoods (See *Corner shops*).

The aim is that 8% of all trips in Reykjavík will be made by bicycle and 22% by walking in 2030.



The winning proposal in a design competition for pedestrian and bicycle bridges crossing Elliðaárósar, 2012
© Teiknistofan Tröð

Main road system

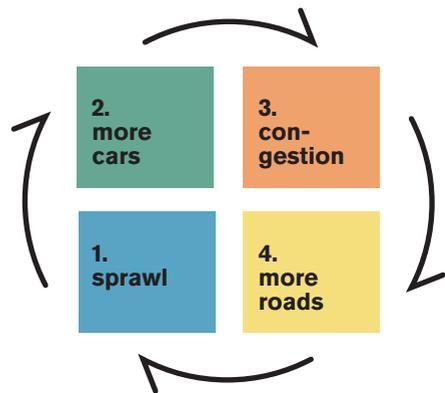
Objectives

- The ratio of private car travel, of all trips made, should be reduced during the planning period from 75% to 58% by 2030.
- The objective is to support as efficient and safe transportation as possible without going into large-scale road projects. This will be done by, for example: real-time data mediation on traffic conditions and parking, traffic light control, turn penalties, a concise policy on parking, co-operation with large workplaces: mobility management, workplace- and school activities, propaganda campaigns, etc.
- The following road projects will be cancelled: Holtsgöng, road conduit/displacement of Mýrargata, Ósabraut and multi-level intersections at Arnarnesvegur-Breiðholtsbraut, Breiðholtsbraut-Selásbraut, Sæbraut-Sundabraut, Sæbraut-Holtsvegur, Sæbraut-Skeiðarvogur, Bústaðavegur-Reykjanesbraut and Miklabraut-Kringlumýrarbraut.
- Road capacity will possibly be increased during the planning period with projects Sundabraut, Öskjuhlíð-tunnel, Blikastaðavegur, Arnarnesvegur, Hallsvegur, road conduit under Miklabraut and the increase of lanes on Vesturlandsvegur, Suðurlandsvegur and Breiðholtsbraut. The speed of development and results of changed travel habits will determine when individual projects need to begin. The need for developments in the road system will furthermore be assessed from results of air and sound quality monitoring at the main traffic arteries and objectives in traffic safety plans.
- The reduction of land use for the main road system and the improvement of streetscape will be purposefully aimed for. The developing possibilities of right of way of primary roads will be explored and laid out in the neighbourhood plans.

The aim is to decrease the number of trips made by car from 75% to 58% 2030.

Key actions and decisions

- The following roads or street sections will be redesigned as urban streets (boulevards): Mýrargata-Geirsgata, Hringbraut, Hlíðarfótur-Öskjuhlíð-tunnel and Sæbraut west to Snorrabraut (in line with Skúlagata).
- New connections for environmentally friendly transportation in Elliðararvogur and Fossvogur and new streets in Vatnsmýri.



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Parking policy

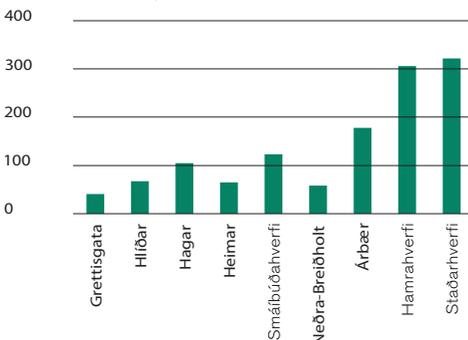
Objectives

- Terms and requirements for parking should be based on the situation of the area in question within the city; location, design and role of area.
- A concise policy on parking tariffs within the city will be prepared.
- Underground or indoor parking facilities (or options that least disrupt the streetscape) within the city centre and at key developing areas will be emphasised.
- Parking spaces will generally not be required of those who build houses in the city centre core. Instead special fees will apply, intended for the development of public parking spaces.
- A concise policy on parking shall be prepared in neighbourhood plans and detailed plans which entails encouragement for developers to locate parking spaces in a way that least disrupts the streetscape.
- Parking spaces/storage for bicycles at all new buildings.
- Regulations on parking tariffs and list of parking tariffs shall be revised after the new Municipal Plan is approved.



Land use of transportation systems by areas in Reykjavik

Total area of street system (m²) per residential unit





Burgerjoint

STELLA

City for People

A city for people is the guiding objective in preparation of the revision of the Municipal Plan. Instead of the main emphasis being placed on increase in gross floor areas and in road capacity, the smaller elements of the cityscape are a focal point, parts that truly create the human environment. By placing the human being in the forefront and prioritising in their favour during policy making for the future, steps are being taken towards a better urban society.

The quality of the cityscape is a key in Reykjavik's attraction and competitiveness. The objective is to ensure designs of the highest quality and environmental solutions in new neighbourhoods, and to enhance the quality of current neighbourhoods and strengthen their infrastructure.

The objective is to make each city district

more sustainable, more human friendly and more diverse, where every level of society is able to live. Everyday retail and service facilities should be as close to the neighbourhoods' residents as possible and people should not need a motor vehicle within their neighbourhoods for these services.

The Municipal Plan's policy on historic preservation, building heights, the street as public space, architecture and the built environment, protection of the corner shop, and housing will serve as a guiding principle in preparation of neighbourhood plans and detailed plans and when assessing the development and design of public space.

We want dense, diverse and habitable urban neighbourhoods, on a human scale where buildings, streets and open green areas form a solid and continuous whole.

The quality of the built environment

Objectives

- Quality control will be applied on appearance and design of all manmade environments in the city.
- Quality of architecture and planning should be emphasised when preparing regulations.
- An artistic approach to development and design of the environment should be increased.
- A policy on billboards and information plaques in the city should be prepared.
- The City of Reykjavík should devise a scheme on operations and three year plans to be revised every year, taking the policy of the quality of manmade environments into account.
- Subjective issues should be assessed in the assessment report (skilamat) at the end of each planning or building project.
- A concise classification scheme decides a budget for each project in accordance with requirements, nature, purpose and importance of the project.
- A classification scheme should be implemented at the building inspector office in order to classify the quality of residential housing, by consideration of the design and technical layout and economic life of buildings.
- Accessibility for all should be a prerequisite in environmental design and development.

The street as public space

Objectives and provisions

- The various roles of the street as an important and diverse public space and its interaction with adjacent urban areas will be taken into consideration when re-designing streets.
- Certain primary and secondary roads will be specifically defined and urbanised by re-designing them as boulevards.
- Redevelopment of right of way along primary and secondary roads will be strategically prepared in order to define potential sites for development and to generally enhance the environmental quality of the streetscape and adjacent urban areas.
- Urban streets within neighbourhoods are prioritised for re-design and street beautification.
- Certain urban streets will be defined as main streets with less constriction on land use in order to strengthen their role as diverse public spaces.
- These streets should be considered when preparing neighbourhood and/or detailed plans and where applicable as independent planning projects.
- The development of street and square environment will continue to be strategically developed through projects like *Torg í biðstöðu* (Squares on standby) and *Sumargötur* (Summer streets).



Historic preservation

Objectives

- Historical and cultural values will be honoured in all stages of planning, designing and developing the city.
- The design and planning of the built environment should entail an understanding of the context of past and present, where the preservation of the past's construction and planning legacy goes hand in hand with the enhancement of architecture and urban design of the present.
- Evolvement, improvements and re-designing of Reykjavik's older and established neighbourhoods should aim for the least possible disruption of the historical depth of the neighbourhood and its townscape – that the historical urban context is not disrupted. The general appearance of older and established neighbourhoods should not be disturbed.
- Preserving the architectural inheritance should be a general guideline when revising plans for older city neighbourhoods as well as conservation of the environmental quality of the area.
- Older buildings should be preserved at their location. If older buildings are to be dislocated, strong arguments shall be put forth in detailed plans to account for how the new urban area is in line with the objectives of the historic preservation policy.
- New construction in older districts should be tailored, as much as possible, to the characteristics of the surroundings and only allowed for if it is found to be an improvement for the general appearance of the neighbourhood.
- An effort will be made to recall history, such as historical places, place names, lost constructions, streets, street view and landmarks, both in planning and designing of new buildings, neighbourhoods and public spaces.
- Decisions on preservation of urban units, street blocks, individual houses and other constructions will always be based on a professional and coherent assessment with regard to the public interest.
- The old city within within Hringbraut (old ringroad) is a special historic preservation district.



Building heights

Objectives and provisions

- All high-rises or new landmarks in the city need to be assessed in the context of their environment, as well as placing requirements on quality in their appearance and purpose.
- The characteristic of Reykjavik as a low-rise urban area should be respected. Certain characteristics from the city's development history should be preserved and maintained and sharpened in those cases where they are considered of great value.
- Building height should generally be determined by the global position of the city, its natural frame, historical urban pattern, street layout, space and appearance of adjacent urban neighbourhoods.
- Construction of buildings higher than 5 stories is not permitted in the district within Hringbraut. Higher houses are permitted at defined developing areas, especially along transportation corridors and along the seaside to the north.
- In those cases where high-rises and other prominent landmarks are permitted, they should strengthen the city's general appearance and the streetscape previously in place.
- High-rises will not be permitted unless certain requirements and terms are fulfilled.

Low-rise characteristics should be respected.

Preservation of historical urban pattern within the old ringroad (Hringbraut)

- Height of new buildings max 5 floors
- Special historic preservation



Housing for everyone

Objectives

- An effort will be made to ensure a variety of housing types and residential housing options for all social groups.
- A variety of housing types will be provided within each district to ensure the districts' social diversity.
- A special emphasis will be placed on increasing the supply of smaller residential units in the short term. 25% of new housing should cater to the needs of those who choose not to or are not able to invest a large amount of money in their own housing.
- Development of this type of housing will primarily take place in central areas where good public transportation services are more readily available.
- In assessing development of residential housing, the social aspects of the neighbourhood in question as well as the housing policy objectives for the city as a whole, will be taken into consideration.
- A policy on supply of housing types and options should be mindful of social developments and changes in the housing market, considering family size, changes in age group, construction market situation and economic development.
- The housing policy shall be based on objectives on sustainability and efficient development of the city.



Corner shops

Objectives and provisions

- Objectives and provisions concerning strengthening shops and service facilities within neighbourhoods: Grocery stores and other retail outlets selling everyday goods shall primarily be located within the defined district centres, neighbourhood centres and local centres. Smaller retail outlets selling everyday goods can also be allowed for by main streets within residential areas.
- Current sites for retail outlets selling everyday goods and services will be stabilized to better ensure their place within the neighbourhood. District centres and neighbourhood centres will be delimited on the land use map and smaller local centres specified in text and a thematic map.
- Changing retail housing at ground level in specified centres into residential housing will not be permitted.
- In places that currently have stable retail outlets selling everyday goods, conditions to rebuild and enlarge retail housing will be created.
- Permission for grocery stores in commercial and industrial areas outside residential areas will be limited:
 - Grocery stores are not permitted in harbour areas, industrial areas or light industrial areas.
 - Grocery stores are generally not permitted within areas intended for social services (institution areas).
 - Retail outlets selling everyday goods are generally permitted in areas defined as central areas. In central areas with limited diversity and where residential areas are not planned in the adjacent environment, certain limitations apply to opening new grocery stores.
- The foundation for neighbourhood and local retail centres will be strengthened by increasing the number of residents and jobs. Diverse commercial activity in defined neighbourhood centres will be permitted as possible and residential units will be permitted in the upper floors of neighbourhood centres and local centres buildings.
- The ratio of residents within 400m walking distance (300m straight line) from retail outlets selling everyday goods should increase considerably during the planning period, from 54% in 2008.

The objective is that people will not need a car to access services within their neighbourhood.



City centre

Reykjavik's city centre is both unique and complex. It is a common area of people with different expectations and different norms. In order to accommodate and welcome everybody, visitors as well as residents, the city centre needs to be multifunctional with diverse aspects, both festive and relaxed, historic and modern, busy and quiet.

Street facades or ground floor building facades function as a conjunction between activity in the streets and indoors. Therefore, facades have a big impact on the appearance and character of the street. The city centre has provisions regarding facades concerning both activities and appearance and function. The objectives proposed by provisions on facades are:

- To encourage a coherent streetscape by coordinating appearance and environment.
- To strengthen street culture.
- To ensure coherence in shopping street facades.
- To encourage diverse activities.
- To protect and strengthen retail shops.
- To strengthen clustering of small retail shops.



Kjalarnes

Vesturbær

Miðborg

Hlíðar

Laugardalur

Háaleiti og Bústaðir

Arbeir

Breiðhólt

Grafarvogur

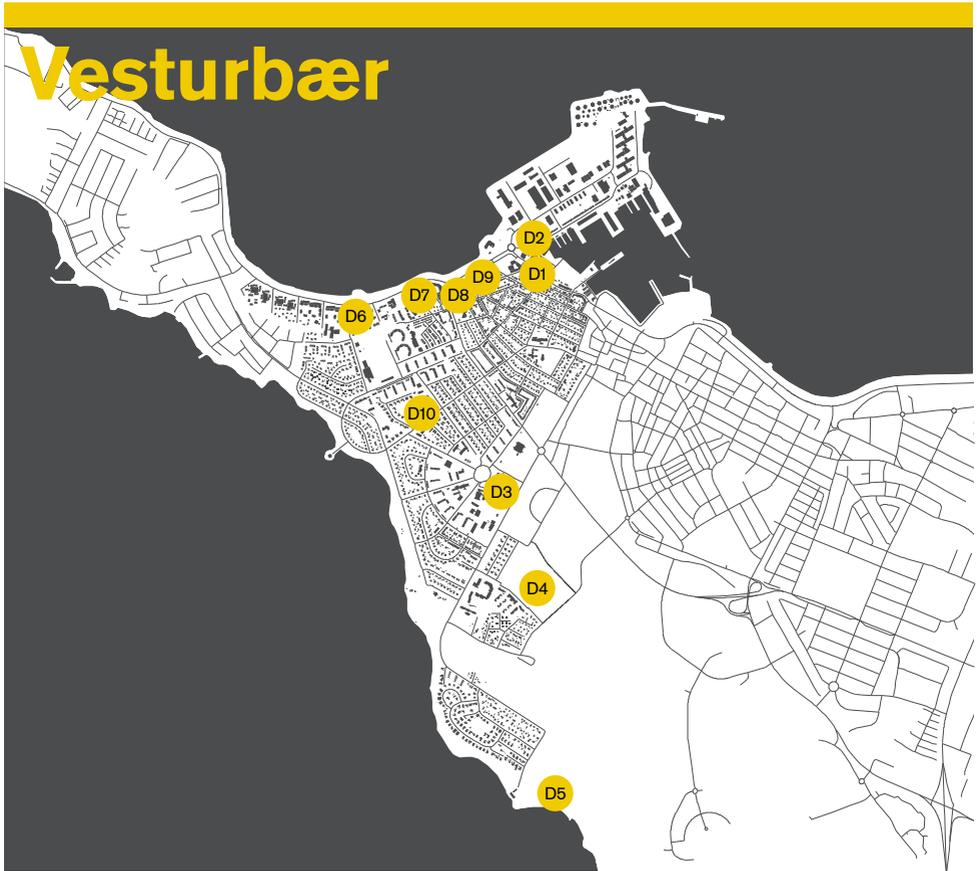
Úlfarsárdalur og Grafarhólt



Planning of City Districts

The Municipal Plan specifically emphasises planning of neighbourhoods. The objective is to bring the Municipal Plan closer to the city's residents and bridge the gap that has existed between the Municipal Plan and plans for certain neighbourhood and detailed plan areas. This emphasis was tangible at public meetings held in all city districts during the winter of 2009-2010. The meetings introduced the main objectives and emphasis of the Municipal Plan. The participation of city residents and their planning proposals were specifically called for. The result was nearly 2000 proposals and comments from city residents on possible improvements of city districts. The perspectives heard at the public meetings have influenced preparations of the Municipal Plan, emphasis in policy making and presentation of

the plan in multiple ways. A decision was subsequently made to present the Municipal Plan especially for each city district (10 in total in Reykjavík), a novelty for the Municipal Plan. Policy on development and evolution of different city districts is therefore much more particular and precise than before. A new session of meetings in every city district began in March 2012. This time, draft proposals for each city district were presented. The drafts were discussed in groups in these meetings. Below are more detailed descriptions of the Municipal Plan's policy in each city district concerning land use and development of districts. An overview of main developing areas for each city district is presented (developing areas no. 1-106, see *Skipulag borgarhluta* at www.reykjavik.is).



D1* Mýrargata-Slippasvæði-Héðinsreitur-Nýlendureitur. Around 600 residential units mixed with commercial housing.

D2 Ægisgarður-Grandagarður. Small vessels and harbour related activities mixed with tourist services, restaurants, retail, museums, art workshops and small-scale industry.

D3 Hagatorg-Suðurgata. Offices, institutions and museums, primarily associated with the University of Iceland and research activities.

D4 Vísindagarðar. A mixture of institutions, office housing, high-tech companies and student accommodation.

D5 Nýi Skerjafjörður. Mixed urban area. 600-800 residential units that can be developed despite the current location of the airport.

D6 Keilugrandi. Possible residential area as well as an open green area/sports area. 60-80 residential units.

D7 Lýsislóð. Residential area. Around 150 residential units.

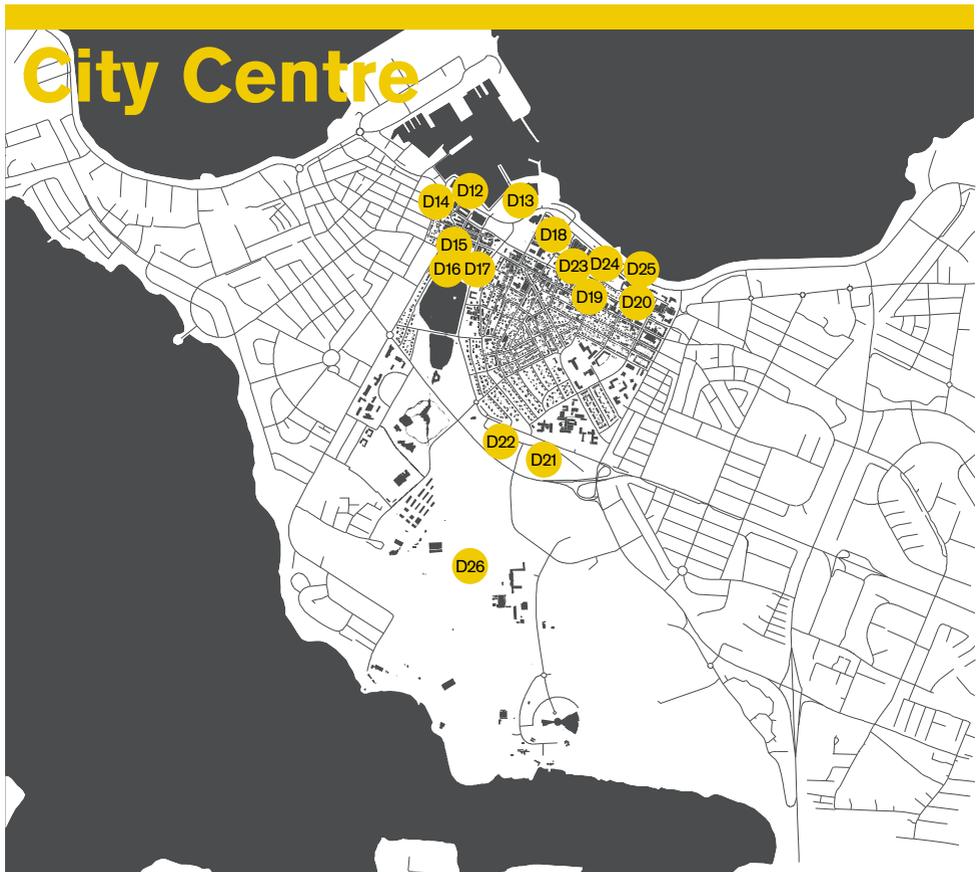
D8 Bykólóð. Residential area. Around 70 residential units.

D9 Landhelgisgæslureitur. Residential area. 50-70 residential units.

D10 Hverfiskjarni-Hofsvallagata. District centre (M13) with a variety of retail, service and social activities for district residents, as well as residential housing. Development of indoor swimming pool and fitness facilities at Sundlaug Vesturbæjar (Vesturbær swimming pool).

D11 Main streets: Hofsvallagata-Ægisgata-Túngata, Hringbraut-Ánanaust, Neshagi-Brynjólfsgata. A more diverse use of land is permitted along main streets although plots around the street are primarily defined as residential area.

*D1 is an abbreviation of Developing area 1. The Icelandic abbreviations read Þ1-Þ106.



D12 City centre harbour area. Mixed residential, retail, restaurant and office area.

D13 TRH lot. Mixed urban area of hotels, offices, institutions, ground floor retail/service and possibly residential units.

D14 Tryggvagata. Mixed urban area of residential units, offices, and ground floor retail/service.

D15 Landsímareitur-Ingólfstorg. Mixed urban area of hotels, residential units, offices, and ground floor retail/service.

D16 Alþingisreitur. Development according to the lot's detailed plan.

D17 Íslandsbankareitur. Hotel, retail and service activities and offices.

D18 Stjórnarráðsreitur. Offices, institutions, retail and services, possibly residential units.

D19 Laugavegur-Hverfisgata. Mixed residential, retail, restaurant, hotel and hostel as well as office area.

D20 Barónsreitur. Mixed urban area of residential units, offices, hotel, hostel, retail and service.

D21 NLSH. Developing area for a new National University Hospital.

D22 BSÍ lot. New centre for busses, various retail and service activities, and possibly offices and residential units.

D23 Lindargötureitir. Possible densification of residential area.

D24* Skuggahverfi. Residential area in accordance with the current detailed plan.

D25 Skúlagata-Sæbraut. Total revision of street planning and revision of public spaces.

D26 Vatnsmýri. Development of mixed urban area, along with the removal of airport activities.

D27 Main streets within residential areas.

Frakkastígur, Barónsstígur, Eiríksgata, Njarðargata, Bergstaðastræti, Freyjugata, Sóleyjargata and Snorrabraut. A more diverse use of land is permitted along main streets although plots around the street are primarily defined as residential area.

Hlíðar



D28 Hlíðarendi. Mixed urban area of residential units and offices, retail and service. Around 500 residential units and 60.000 m² of commercial housing.

D29 Reykjavík University. University activities, research institutions, high tech and knowledge based sectors, student accommodation.

D30 Hlemmur. City centre retail areas in the city centre.

D31 Holt-Laugavegur. Retail industry requiring more space, offices, institutions, consultation and service companies, design and craft industry, hotels and restaurants. Residential housing permitted at upper floor levels.

D32 Tækniskólinn, Háteigskirkja. A mixture of institutions, service and student residential housing.

D33 The University of Iceland. School of Education. University activities, research institutions, knowledge based sectors, student accommodation, residential housing for senior citizens and elementary school institutions.

D34 Skógarhlíð. A mixture of offices, service and institutions. Light industry is permitted. Around 10-15.000 m².

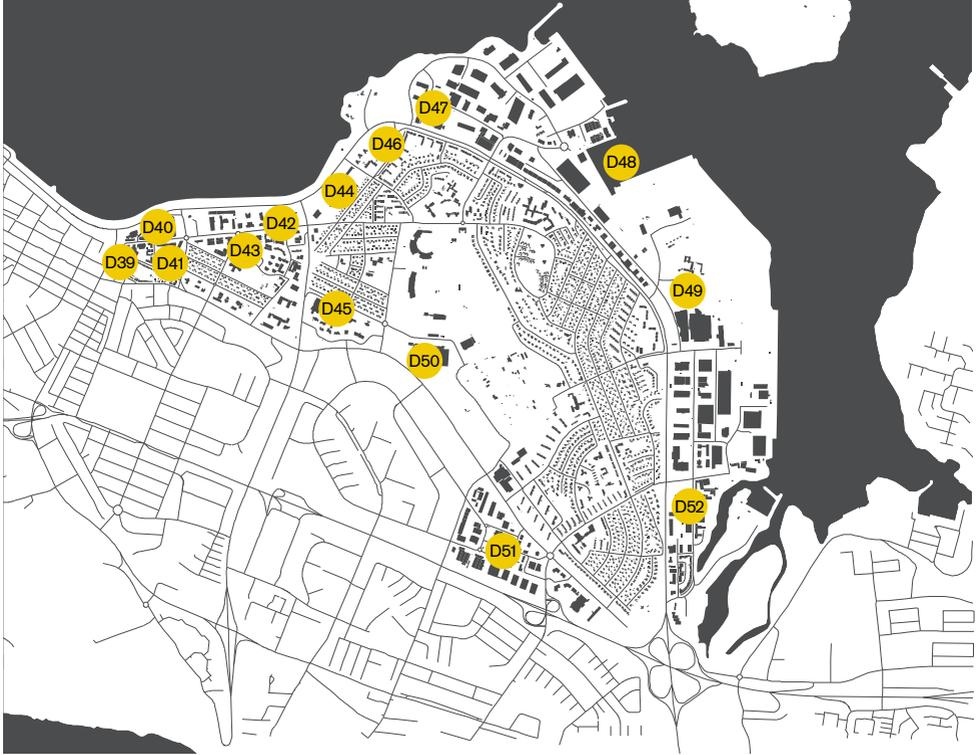
D35 Veðurstofuhæð. Offices and institutions. Around 5-10.000 m².

D36 Einholt-Pverholt. Residential housing with possible retail and service activities at ground floor level. Around 250 residential units.

D37 Ásholt. Residential housing with possible retail and service activities at ground floor level. 100 student residential units.

D38 Main streets: Hverfisgata-Laugavegur, Snorrabraut, Rauðarárstigur to Flókagata, Stórholt-Skipholt, Nóatún, Langahlíð. A more diverse use of land is permitted along main streets although plots around the street are primarily defined as residential area.

Laugardalur



D39 Police station lot. Retail and services activities, offices and residential housing.

D40 Sætún. Retail and services activities, offices and residential housing. Around 20.000 m² of commercial housing and 50-100 residential units.

D41 Höfðatorg. Retail and services activities, offices, hotels and residential housing. Around 40.000 m², with around 250 residential units.

D42 Borgartún. Offices and diverse retail and services activities. Around 50.000 m² of commercial housing.

D43 Bílanaust lot. Residential area. Around 200 residential units.

D44 Kirkjusundur. Retail and services activities, offices and residential housing. Around 85.000 m², with an increase of 100-150 residential units.

D45 Blómaval lot. Residential housing, retail and service activities at ground floor level. Around 100 residential units.

D46 Sláturfélag lot. Residential housing, retail and service activities at ground floor level. Around 100-150 residential units.

D47 Köllunarklettur. Retail and services activities, offices and residential housing. Around 80.000 m², with around 200 residential units.

D48 Skarfabakki. Harbour area, landfill for harbour related activities and storage facilities.

D49 Kleppur. Retail and service activities and open green area.

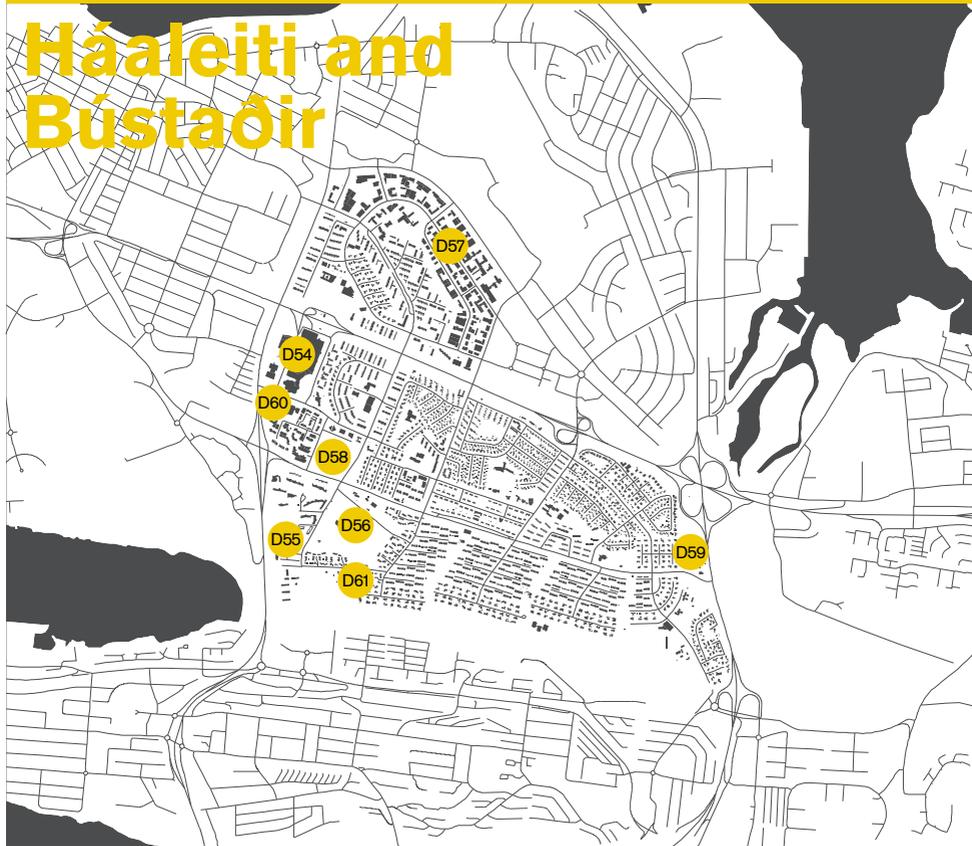
D50 Laugardalur. A mixture of retail, service activities, offices and residential housing. Around 30-40.000 m².

D51 Skeifan-Mörkin. Retail and services activities, offices and residential housing. Around 85.000 m², with around 500 residential units.

D52 Súðarvogur. Residential housing and offices as well as retail and services activities. Around 40.000 m², with around 400 residential units.

D53 Main streets: Laugavegur; Sundlaugarvegur, Langholtsvegur to Skeiðarvogur, Nóatún, Laugalækur, Gullteigur. A more diverse use of land is permitted along main streets although plots around the street are primarily defined as residential area.

Háaleiti and Bústaðir



D54 Kringlan. Commercial and service activities, restaurants, various types of entertainment, hotels, offices and residential housing. Around 100.000 m², with around 150 residential units.

D55 Sléttuvegur. A mixture of apartment buildings and detached housing. Around 250 residential units.

D56 "Borgarspítali". Operations in health sectors, nursing home, retail and service activities, institutions and sport facilities. Residential area on the outskirts of the area.

D57 Múlar-Suðurlandsbraut. Offices, retail facilities requiring more space, institutions, consultation and service industry, financial institutions, restaurants and hotels. Light industry, printing industry and workshops. Potential residential housing at upper floor levels. Around 80.000 m², with around 300 residential units.

D58 Útvarphús. Primarily institutions and public service. Around 5-10.000 m².

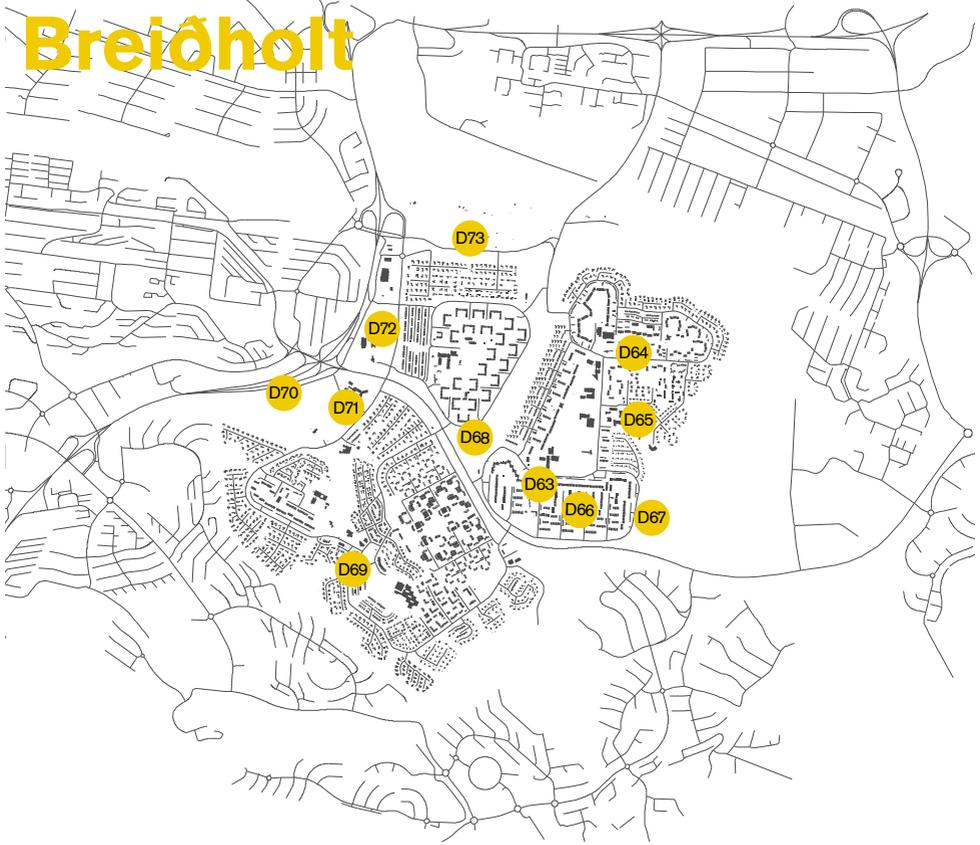
D59 Sprengisandur. Retail, service activities, institutions, light industry.

D60 Listabraut. Offices and institutions. Retail and service activities at ground floor level.

D61 Fossvogsvegur. Row housing, semi detached housing, linked housing. Estimated increase of residential units: 15.

D62 Main streets: Háaleitisbraut, Listabraut, Grensásvegur, Bústaðavegur, Sogavegur. A more diverse use of land is permitted along main streets although plots around the street are primarily defined as residential area.

Breiðholt



D63 Fellagarðar. Retail and service facilities at ground floor level, residential units at upper floor level. Around 50 residential units.

D64 Suðurhólar. Possible residential area as well as an open green area/sports area.

D65 Gerðuberg. Neighbourhood centre with diverse services, retail, institution and social activities as well as residential housing and an open green area.

D66 Fell. The neighbourhood's main pedestrian pathway between Kötlufell and Þórufell. A coherent revision that emphasises street beautification, sheltering and improving play and outdoor facility areas.

D67 Suðurfell. Low-rise detached housing area, around 40-50 residential units.

D68 Arnarbakki. Specialised residential units or services favourable to the district.

D69 Raufarsel. Detached housing with around 10 residential units.

D70 Suður Mjódd. Up to 30.000m² of commercial housing, primarily retail and service activities but not residential housing.

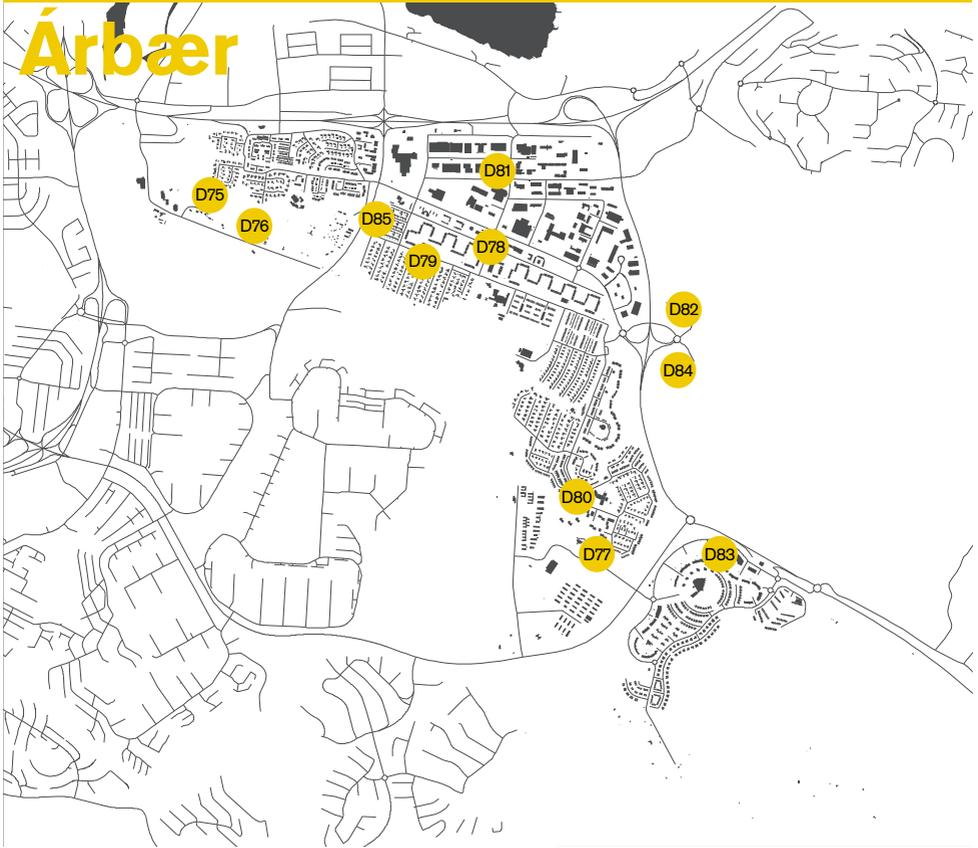
D71 Suður Mjódd. Residential area. 100 residential units for senior citizens.

D72 Mjódd. Around 100-200 residential units as well as commercial and service housing (30.000 m²).

D73 Area north of Stekkjarbakki. Recreational activities, nursing home or sporting activities. Cultivation and nursery.

D74 Main streets: Vesturhólar, Suðurhólar, Austurberg, Norðurfell, Suðurfell. Main route through Efra-Breiðholt to be turned into a main street. A more diverse use of land is permitted along main streets although plots around the street are primarily defined as residential area.

Árbær



D75 Ártúnsholt-Rafstöðvarvegur. Residential area.

D76 Ártúnsholt-Rafstöðvarvegur. Up to 50 detached housing units.

D77 Brekknaás. Up to 20 detached housing units.

D78 Ásinn. District centre. Retail and service activities are planned at ground floor level to Hraunbær 102 as well as residential units at upper floor levels.

D79 Rofabær 7-9. Retail and service activities at ground floor level, residential units at upper floor levels.

D80 Rofabær 98. Retail and service activities at ground floor level, residential units at upper floor levels.

D81 Hálsahverfi. Light industry, workshop, agencies and wholesale facilities, offices, services and retail requiring more space.

D82 Hádegismóar. Retail with large space requirements, wholesale facilities, services and offices.

D83 Norðlingaholt. Light industry, retail, workshops, agencies and wholesale facilities, offices and service activities.

D84 Sport area by Rauðavatn. Sporting facility area where heavy construction is not allowed.

D85 Hraunbær 103-105. Residential housing for senior citizens.

D86 Main streets: Hraunbær, Rofabær. (Hraunbær 54-140; Rofabær from Hraunbær to Fylkisvegur) A more diverse use of land is permitted along main streets although plots around the street are primarily defined as residential area.

Grafarvogur



D87 Elliðaárvogur-Ártúnshöfði. Residential area closest to Elliðaárvogur and Grafarvogur. Mixed area of residential units and offices, retail outlets, service activities and light industry. 2.800 residential units and 100.000 m² of commercial housing.

D88 Gufunes. Light industrial and industrial area. Industrial activity is retreating, a mixed urban area of residential units and clean commercial activities are anticipated in the future.

D89 Höfðar-Vogur. Retail with large space requirements, wholesale facilities and offices. Light industry and workshops. Around 70.000 m² of commercial housing.

D90 Keldur. Retail outlets and offices. Around 50.000 m² of commercial housing. Up to 400 residential units at the upper part of the area.

D91 Keldnaholt. Retail outlets and offices. Around 100.000 m² of commercial housing.

D92/D93 Gylfafiöt. Light industry, workshop, agencies and wholesale facilities, offices, services and retail

with large space requirements. Around 30.000 m² of commercial housing.

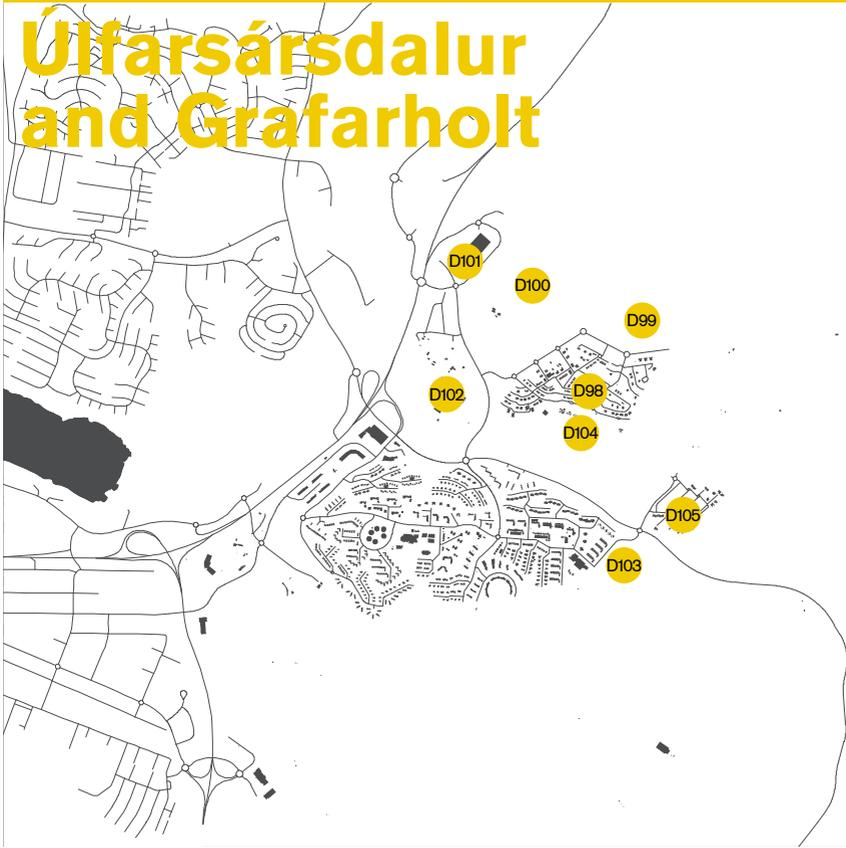
D94 Fossaleynir-Egilshöll. Activity concerning sports, conferences, shows and concerts. Mixed activities, primarily agencies and wholesale facilities, offices, services activities and retail with large space requirements. Around 10.000 m² of housing.

D95 Spöngin. Retail, service activities, entertainment and culture. Residential housing in the outskirts of the area.

D96 Korputorg. Retail with large space requirements, service activities, warehousing and data centres.

D97 Main streets: Breiðhöfði, Stórhöfði, Gullinbrú, Strandvegur, Hallsvegur, Borgavegur, Víkurvegur. A more diverse use of land is permitted along main streets although plots around the street are primarily defined as residential area.

Úlfarsárdalur and Grafarholt



D98 Úlfarsárdalur. A coherent school district with 1.100 residential units and possible district enlargement to 1.400 residential units.

D99 Leirtjörn. Mixed urban area of residential units, social institutions and commercial activities.

D100 Úlfarsárdalur. Mixed urban area, diverse commercial activities mixed with residential housing.

D101 Central area at Vesturlandsveg. Retail with large space requirements, wholesale facilities, service and light industry. New grocery stores, residential units, hotels and hostels are not permitted.

D102 Lambhagi. 8 plots. 1/3 of every plot is defined as a green area or cultivation area. Building residential housing on each plot is permitted.

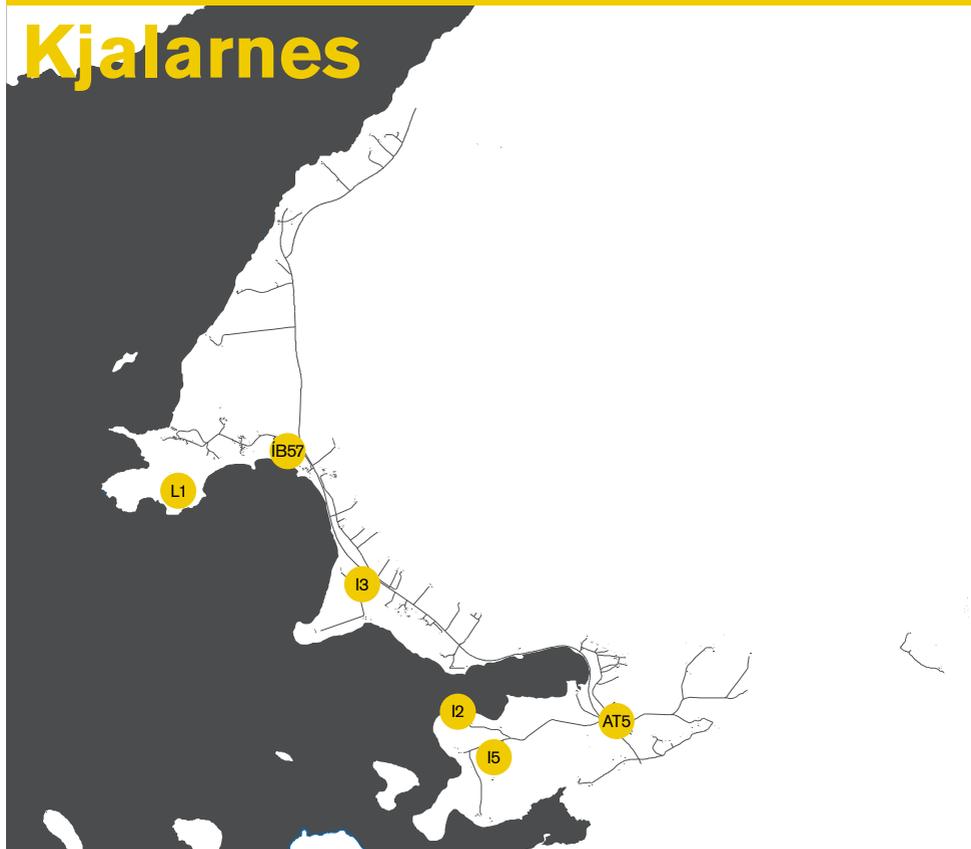
D103 Reynisvatn. Residential area mixed with open green areas and recreational areas.

D104 Sporting area, school, swimming pool, culture centre and residential area at the bottom of Úlfarsárdalur valley.

D105 Reynisvatnsás. Residential area, detached housing. Around 100 residential units have not been built in the area.

D106 Main streets: Úlfarsfellsvegur-Skyggisbraut, Kristnibraut-Gvendargeisli. A more diverse use of land is permitted along main streets although plots around the street are primarily defined as residential area.

Kjalarnes



Urban area

Grundarhverfi (ÍB57) and its surrounding area.

Around 5 -10 residential units a year. Development of urban areas elsewhere on Kjalarnes is not planned.

Agricultural area – rural area

Nesvík (L1). Diverse activities concerning tourist services and entertainment can be anticipated in the area as well as a possibility to develop a cluster of residential housing not affiliated with farming.

Industry and light industrial areas:

AT5 Esjumelar–east and west of Vesturlandsvegur.

Industry and other activities that are not considered to have polluting effects to a great extent, such as workshops, data centres and warehousing.

I2 Álfsnes-Kollafjörður. Harbour-related industrial activities with large space requirements that require an outdoor work area.

I5 Sorpa. Álfsnes. The area is estimated to be able to receive waste until 2024. A bio gas plant is planned near the current landfill site.

I3 Saltvík. Abattoir and operations concerning large scale agricultural farming.

Social services

Institutions are in the following locations: Arnarholt, Árvellir, Tindar, Mógilsá and Víðines.

Retail and service activities

Grundarhverfi, Esjurætur (at the hiking trail).

Quarrying

The following major quarrying areas are defined in the Municipal Plan although that does not confirm that the places in question have been issued a developing permit: Norðurkot (E1), Bakki (E2), Varmhólar (E3), Varmadalur (E4), Álfsnes (E5), Tiðaskarðshóll (E6), Stardalur (E8) og Ytri-Tindstaðir (E9).

Neighbourhood Plan

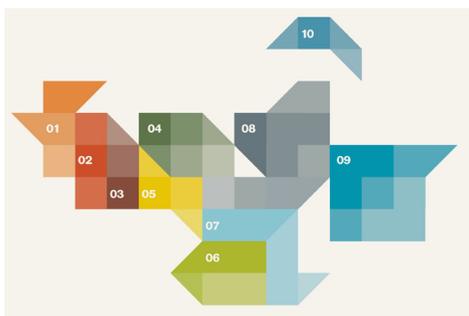
Implementation of Municipal Plan policy

Preparation of neighbourhood plans for eight of the ten city districts (all except the City centre and Kjalarnes) based on the Municipal Plan has begun.

The neighbourhood plan is a type of detailed plan for older neighbourhoods that are almost fully developed. The neighbourhood plan does not uphold the same requirements on presentation as detailed plans for new urban areas. Neighbourhood plans are a novelty in planning in Iceland. General regulations or provisions on the appearance, evolution and preservation of the urban areas will be presented in the neighbourhood plan. It will entail a position on unused building permits if any and allow for general regulations, guidelines and directions on the scope and appearance of construction, changes and maintenance of housing properties, instead of building lots and provisions on plot ratio or gross floor area, given that development permits are clearly defined.

The purpose and objective of a neighbourhood plan is primarily twofold: On one hand the objective is to combine the currently valid detailed plans and provisions for the neighbourhood in question into one neighbourhood plan with general development provisions and planning permits that simplify the implementation and follow up of plans for planning authorities. This will also simplify procedures for city residents when applying for changes on their own housing according to general provisions given in the new neighbourhood plan, instead of having to pursue costly changes to the conventional detailed plan.

On the other hand, the city's neighbourhood plan is meant to ambitiously lay the groundwork for the development of the city's districts into an environmentally friendly future. To implement environmentally friendly neighbourhoods in the city's districts is part of the process towards sustainability and in line with the City of Reykjavik's policy on sustainability.



General regulations or provisions on the appearance, evolution and preservation of the urban areas will be presented in the neighbourhood plan.

Environmental Impact Assessment

The revision of the Municipal Plan falls under law no. 105/2006 about the environmental impact assessment for planning. The purpose of the environmental impact assessment of Reykjavik Municipal Plan is:

- To ensure that environmental issues are taken into consideration when revising the Municipal Plan, to encourage environmental protection and to reduce or prevent negative environmental impact from urban development.
- To assess the environmental impact of different options on the city's urban development and thus encourage informed and transparent decision making in preparation of the Municipal Plan.
- To inform residents and interested parties of possible environmental impact from the implementation of the Municipal Plan.

By densification of the urban area, a rational and efficient use of land is enhanced while simultaneously

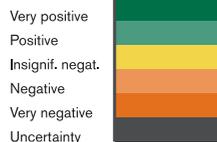
encouraging the conservation of landscape, nature and cultural wealth. Densification also means better use of transportation systems. Use of more environmentally friendly travel modes is also encouraged, reducing energy use and the need for new road infrastructure. The increased ratio of travel by other modes than private cars also reduces air pollution and greenhouse gas emissions.

In these aspects, Reykjavik Municipal Plan 2010-2030 is in accordance with article 1 of the Planning Act no. 123/2010 where the objectives include:

- To encourage a rational and efficient use of land and land goods
- To ensure the conservation of landscape, nature and cultural wealth
- To prevent damage to the environment and overexploitation, maintaining sustainable exploitation as a guiding objective.

Environmental factor	OptionA1	OptionA2	OptionB1	OptionB2	OptionB3	OptionsC1/C2	RMP2010-2030
Nature							
Geology and formations							
Hydrology							
Biota (vegetation and animals)							
Sea and shoreline							
Air quality							
Air quality							
Greenhouse gas emissions							
Community							
Transportation							
Health							
Access to recreational areas							
Cultural artifacts							
Strengthening of the city centre							
Natural hazards							
Resources							
Land space							
Recreational areas							
Energy consumption							
Water consumption and supply							
Mineral use							
Landscape and appearance							
Supply system etc.							

The table displays a comparison of the environmental impact of the Municipal Plan proposal 2030 and options for development until 2050.



Approval of the Municipal Plan 2010-2030

The proposal for a new Municipal Plan underwent a public hearing process in accordance with article 31 of the Planning Act while appropriate changes were made to the regional plan of the capital region 2001-2024. The proposal was on display from August 9th 2013 to September 20th 2013. A total of 206 letters with comments arrived during the period, as well as 9 reports from bodies which the proposal was referred to for consideration. The comments led to some changes and adjustments to the proposal. The primary changes made to the proposal after the public notice period concerned the time frame for land use in Vatnsmýri, the priority of individual densification areas, a clearer premise for the possible development of the area north of Suðurlandsbraut and a change in the delimitation of the Green scarf at Kjalarnes. Some adjustments were also made to make individual policy provisions clearer and more concise. The changes made do not impact the Municipal Plan's preconditions or primary objectives and therefore do not have a fundamental impact on the proposal.

The Reykjavík Municipal Plan 2010-2030 was approved by the city council on November 26th 2013 and sent to the National Planning Agency for approval. A few comments on the Municipal Plan were made by the National Planning Agency in a letter dated January 28th 2014. The Planning Agency's comments were primarily regarding wording in provisos for land use in Vatnsmýri and a policy on multi-level intersections and the policy's adherence to the regional planning policy for the capital area. Due to these comments and suggestions, the city executive committee approved changes on wording in the provisos mentioned above, as well as adjustments to a few other items in the Municipal Plan on February 6th. The National Planning Agency approved the Municipal Plan in a letter dated February 11th 2014.



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City of Reykjavik
Department of Planning and Environment



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