

Frakkastígur

Reykjavík, Iceland



Frakkastígur is a well-connected site in a prime coastal location within the city center of Reykjavík. This area is in many ways “the face” of the city.

Frakkastígur offers indeed a very strategic localization in the capital of Iceland heart crossing the main shopping street Laugavegur. It is already connected by all transportation modes, and the high level of service Borgarlína – City Line is planned to run along nearby Hverfisgata, close to the site. Last but not least, the surroundings offer a unique landscape, composed by Mount Esja, the gorgeous sea shore, Hallgrímskirkja church which is Reykjavík’s most known Landmark, and the highest housings in the City.

The site is a 3160 sq. m. unbuilt plot currently used as a parking. It offers a perfect opportunity for new way to approach housing in Reykjavík, connecting the old with the new and by

creating an interesting, resilient and fresh typology.

Bidders should address the challenge of creating a frame for sustainable and decarbonized living for the inhabitants, taking into account the municipal objective to create a coherent urban area with a city-oriented street system where environmentally friendly travel modes are a priority



Expected program:

The area is mostly residential, so residential housing is the suggested program. Mixed-use, commercial, service or any function that might be found in a downtown area can also be considered.

The program should make use of the unique position of the site in the city center and have less parking, versatile apartments and create a frame for sustainable living for the inhabitants.

Owner:

City of Reykjavík.

Plot area:

Approx. 3160 sq. m.

Type of property transfer intended:

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

Presentation of the site and expectations for its redevelopment

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Frakkastígur crosses the main shopping street Laugavegur and looking down from that main street there is a clear view on the ocean, looking the other way up the road is Hallgrímskirkja church which is Reykjavík’s most known Landmark. By the shoreline you will find another hotspot the sculpture Sólfarið- Sun Voyager a landmark in its own in Reykjavík. From the site, you have a clear ocean view towards mount Esja.

The size of the plot is approximately 3160 sq. m. and sits at the bottom of a north facing slope.

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

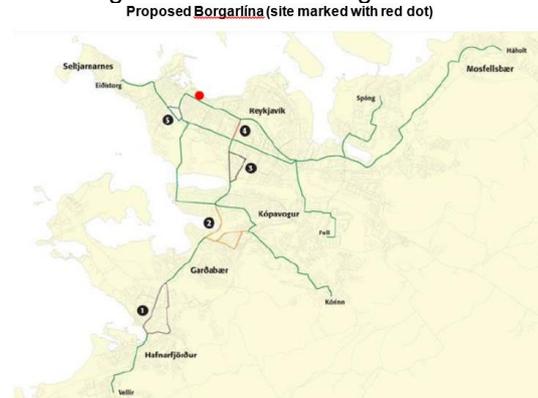
Special consideration must be made to the heritage building which lies behind the site. But it is a delicate wooden structure from 1900 formerly a hospital now housing the Reykjavík music school.

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

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



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



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

Specific planning rules and regulations regarding the development of the site

The Municipal Plan proposes a policy for the development of the city towards the distant future. The Municipal Plan sets out where residential areas of the future and industrial areas are intended to be, where new roads

and pathways should lie and which areas will be set aside as recreational areas.

Reykjavík is a young city and has grown considerably in the past decades. The main

emphasis of the Municipal Plan in the past years has been to create suitable conditions for its continuous growth; to ensure that the city is ready to meet the demands of anticipated growth in population and industry. The project for the next decades is to fully develop the city on the peninsula. Over 90% of all new residential units until 2030 will rise within the current urban area if the Municipal Plan's proposals are implemented.

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

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

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

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

All development must protect and strengthen the context of the old city and what makes it unique in global perspective. Older street

layout is to remain intact as well as building plot layout, open spaces etc. New development shall take into consideration the scale, height and ratio of the buildings in adjacent plots.

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

We have developed a method in order to ensure that valuable plots of land does not always go to the highest bidder. In this case, the site needs to be offered for purchase in an open manner to make sure that all interested parties can make a bid. With an advertisement in the paper we will require bidders to undergo a strict criteria of sustainability, green building materials not to mention the highest quality of urban design and architecture. These factors will be central concerning the Frakkastígur plot.

The original plan for the area from 1986 (site circled in red)



Images from the recent site plan

Specific climate or environmental issues regarding the development of the site

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

There are no apparent environmental threats facing the area apart from wind and sea. The north facing slope is in many ways challenging in terms of solar access to the plot. This is a consideration that has to be made designing in arctic climate where the

sun angle is very low in winter time and it is important to maximize the solar access.

