



Legend

Transport

- KRL Link
- KRL Station
- KRL Station (Possible future stations)
- Global TradePort Link
- Local Bus Route
- Regional Bus Route
- Walking Path
- Cycle/ E-mobility Route

Boundaries

- Kadeco Boundary
- Airport Boundary
- Administrative Boundaries

Land Uses

- Residential
- Social Infrastructure
- Amenities
- Employment - People Focus
- Employment - Cargo Focus

Wayfinding

- Landmark/destination signage

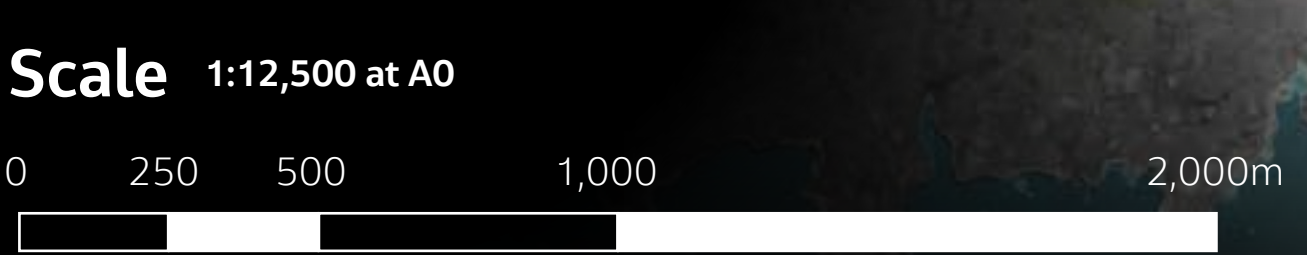
Landscape

- Green Spine
- Green Space
- Green Heart
- Landmark Art

Q1.1 | PROPOSED PROJECT VISION

Recharge Reykjanes is a vision that realises the potential of the communities on the Reykjanes peninsula - Iceland's gateway to the world - by leveraging the competitive advantages of Keflavik Airport.

Our proposal reclaims Keflavik Airport's historic role as a rest and re-fueling stopover for intercontinental flights by reaffirming Reykjanes peninsula's role as a pivot between Europe and America, a destination for tourism and wellbeing, and an economic hub for the surrounding communities.



Recharge Reykjanes promotes Reykjanesbær's future as a globally connected community with excellent links to Iceland's local, regional and national attractions and employment opportunities.

FIGURE 1.1.2 ÁSBRÚ INNOVATION PORT



The Recharge Reykjanes project vision capitalises on the unique connectivity attributes of Ásbrú to create an Economic Opportunity Area focused on aviation-related innovation.

Question Q2 | Mobility Strategy: KEF - Reykjavik Link (KRL)

Q2.1 | KEFLAVIK-REYKJAVIK LINK

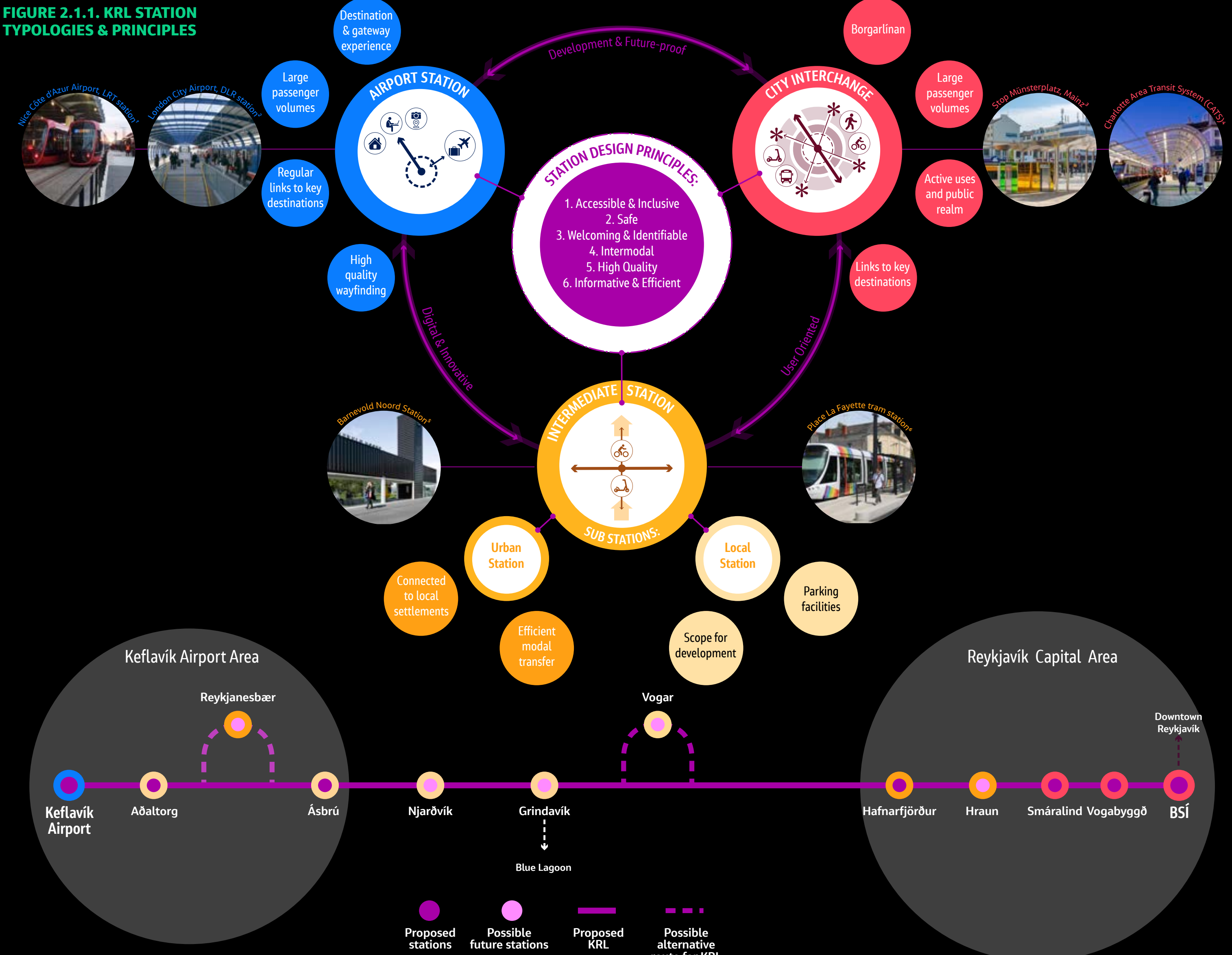


FIGURE 2.1.2. SITE PLAN OF THE KEFLAVIK-REYKJAVIK LINK - 1:80,000@A0

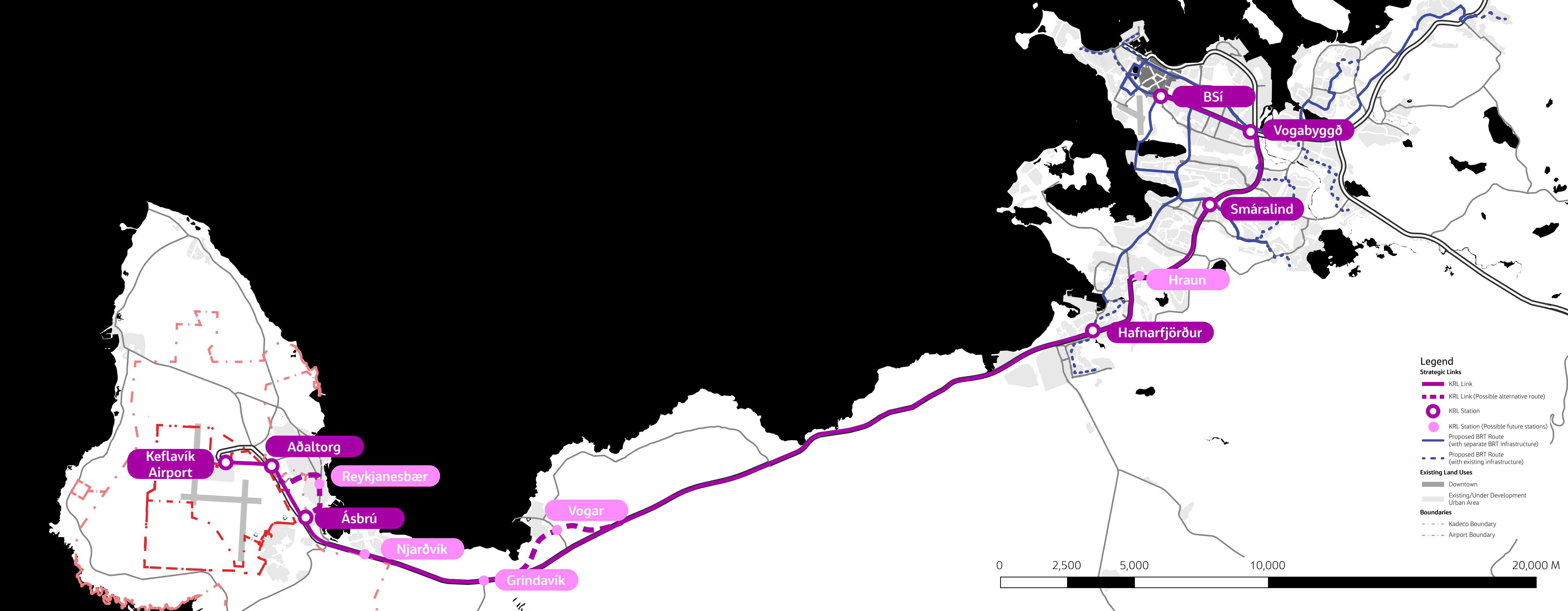


FIGURE 2.1.5. SITE PLAN OF KRL LINK IN REYKJAVIK - 1:25,000@A0

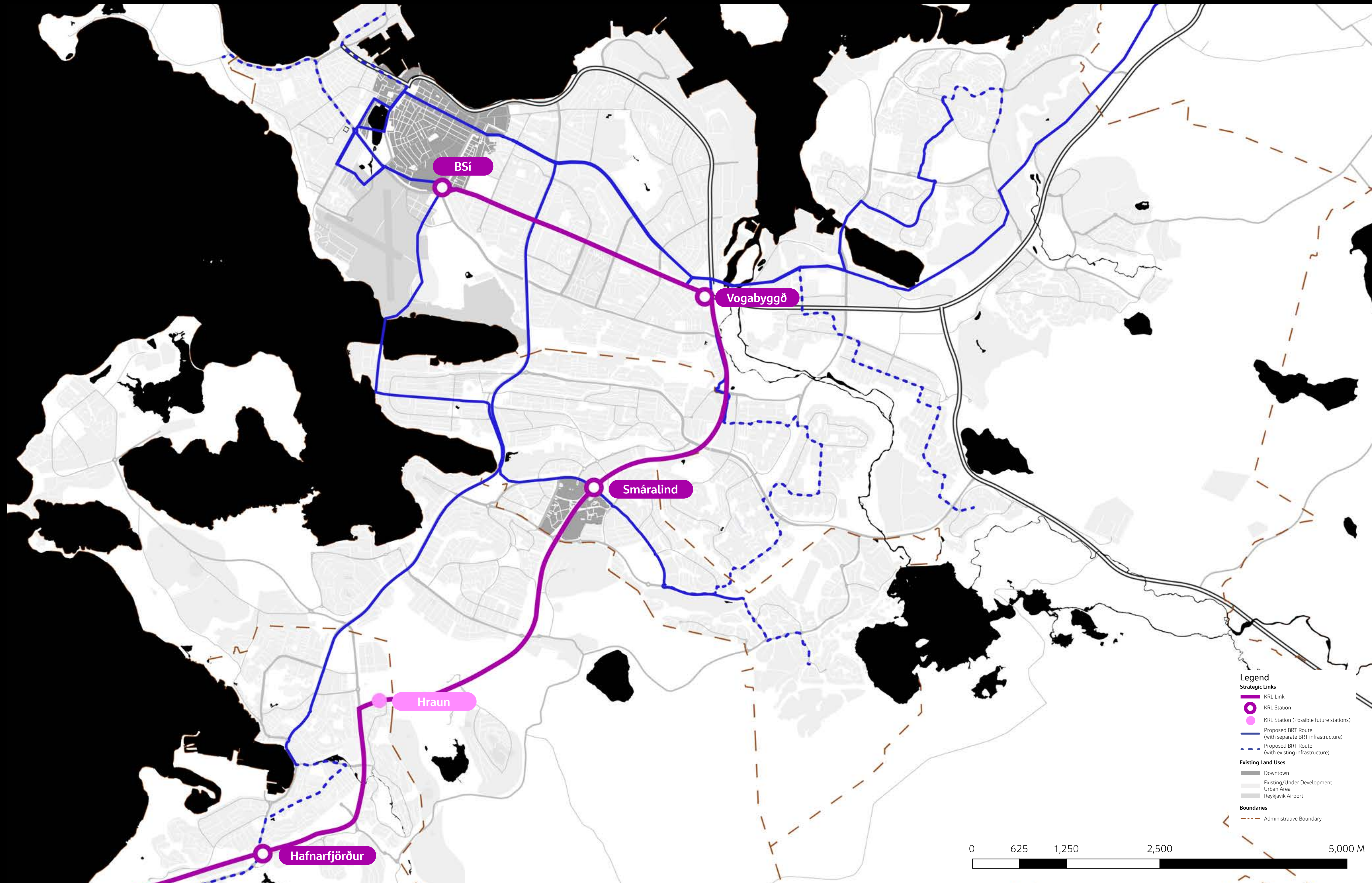
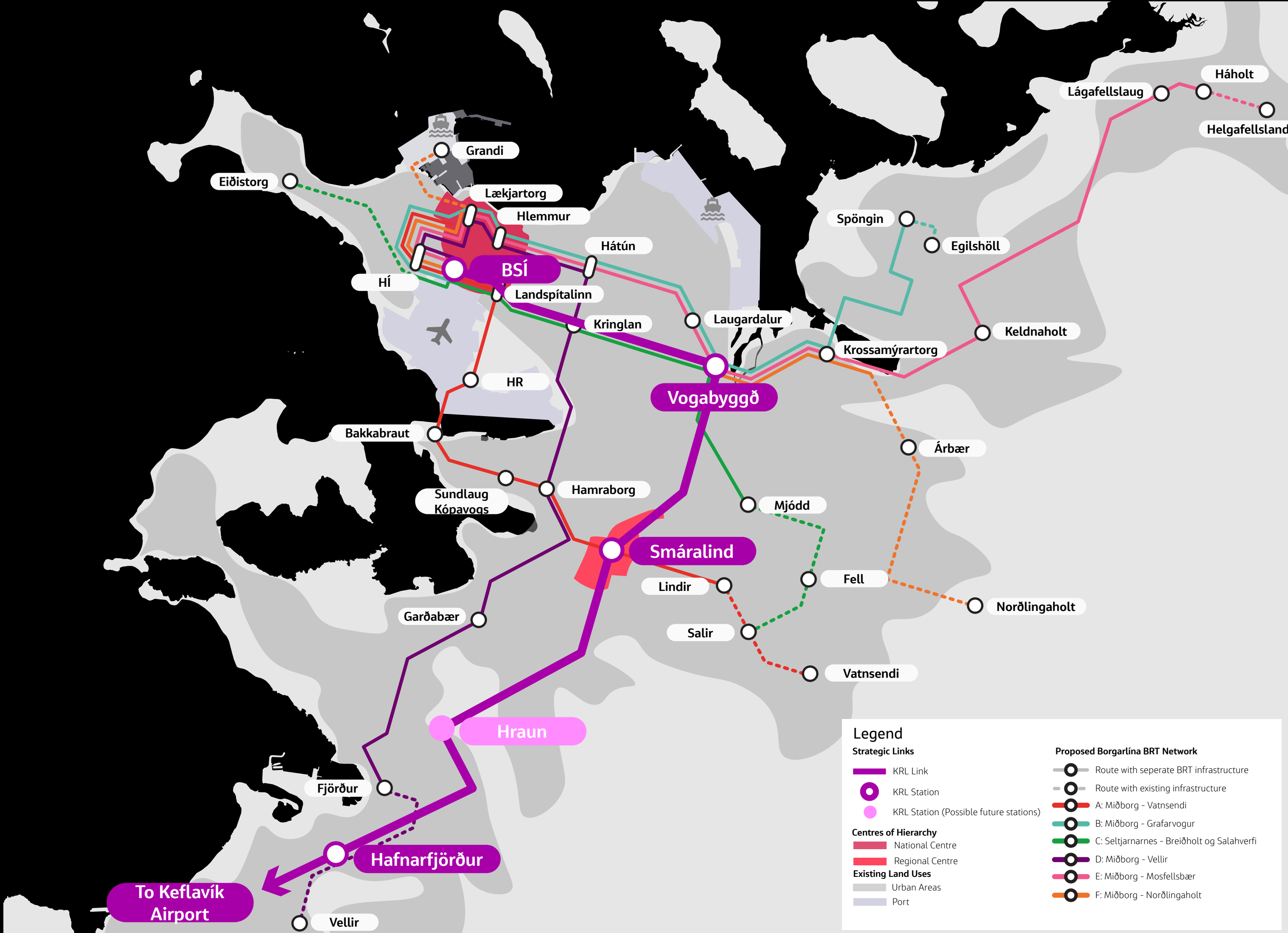


FIGURE 2.1.3. MULTI-CRITERIA ASSESSMENT FOR THE SUGGESTED STATIONS

	BSÍ	Smáralind	Vogabyggð	Mjódd
Possible interim terminal (phasing strategy)	●	●	●	●
Access to downtown Reykjavik	●	●	●	●
Integration with Borgarlinan network	●	●	●	●
Integration with local bus routes	● Lines A,B,C,D,E,F	● Lines A	● Lines B,C,E,F	● Lines C
Integration with regional bus routes	● Lines G,H,I,J,K	● Lines G,N	● Lines G,J	● Lines G,I,K,O
Duplication with Borgarlinan network (length driven parallel to Borgarlinan lines)	●	●	●	●
Existing catchment area	●	●	●	●
Future development potential	●	●	●	●
Possibility of a park and ride facility	●	●	●	●
Construction cost	●	●	●	●
Access to retail shops	●	●	●	●
Access to entertainment	●	●	●	●

● Terminal station fully meets criteria
 ● Terminal station meets some aspects of criteria
 ● Terminal station does not meet criteria

FIGURE 2.1.4. KRL LINK IN REYKJAVIK - INTEGRATION WITH BORGARLINAN NETWORK



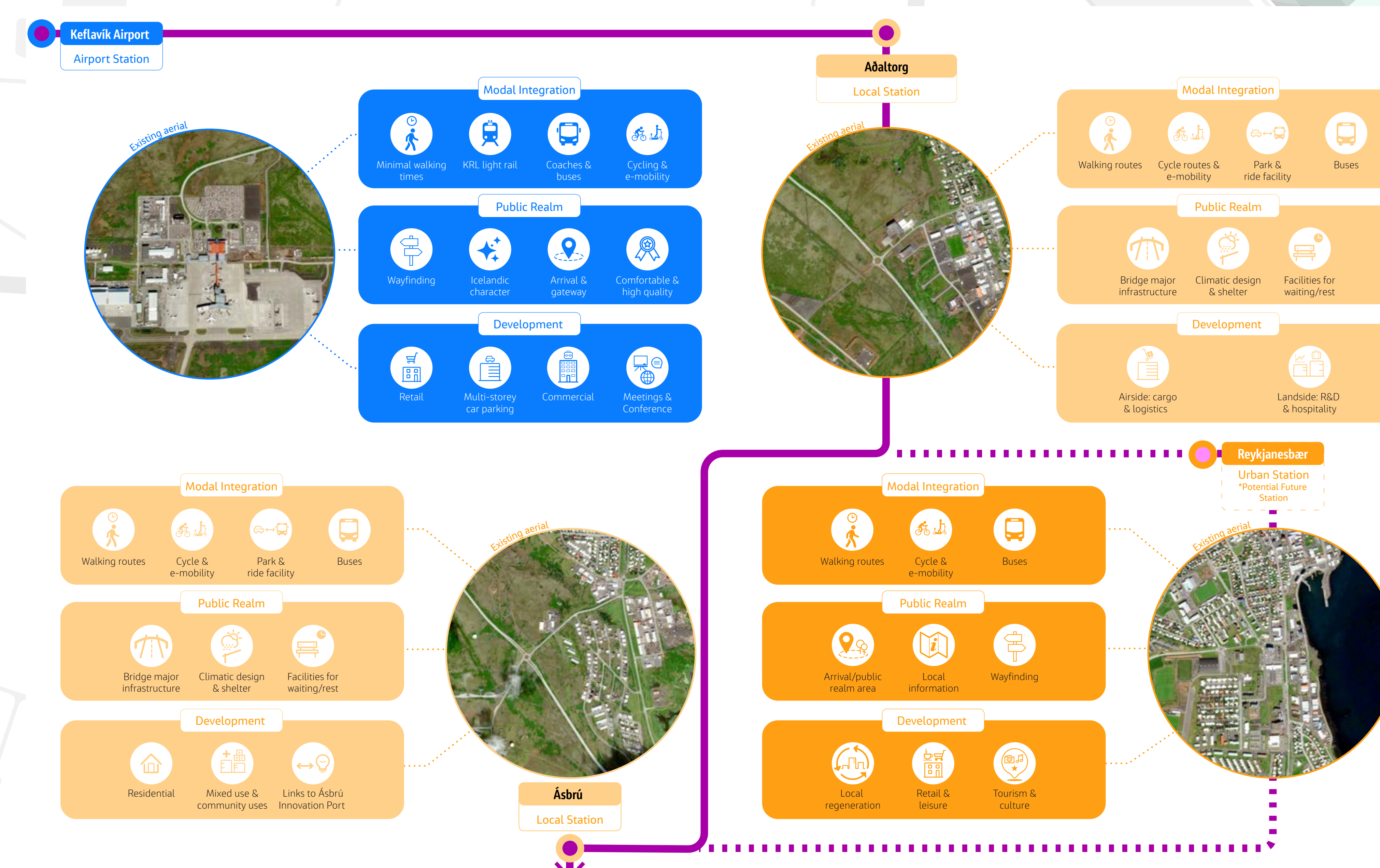
Question Q2 | Mobility Strategy: KEF-Reykjavik Link (KRL)

Q2.1 | KEFLAVÍK-REYKJAVÍK LINK

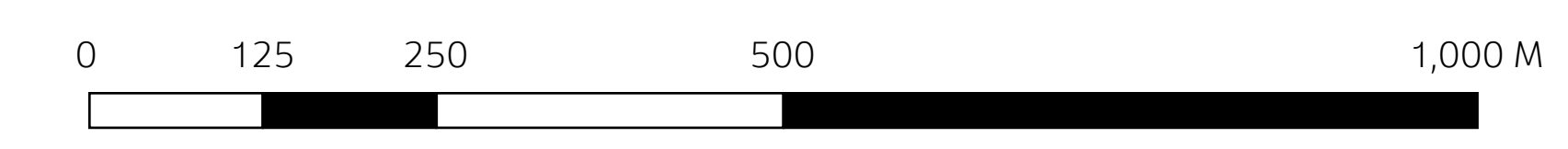
FIGURE 2.1.6. SITE PLAN OF THE KRL IN AIRPORT AREA 1:5,000@A0



FIGURE 2.1.7. STATION TYPOLOGIES AND INTEGRATION TOOLKIT



- Legend**
- Strategic Links:**
 - KRL Link
 - KRL Link (Possible alternative route)
 - KRL Station
 - KRL Station (Possible future stations)
 - Indicative Catchment Area
 - Regional Bus Route
 - Local Bus Route
 - Proposed Walking Route
 - Proposed Cycle Route
 - Proposed Cargo Route
 - Boundaries:**
 - Kadeco Boundary
 - Airport Boundary
 - Administrative Boundary
 - Urban Areas:**
 - New/Proposed Developments
 - Isavia KEF Masterplan 2030-2045
 - Existing/Under Development Urban Area
 - Landscaping



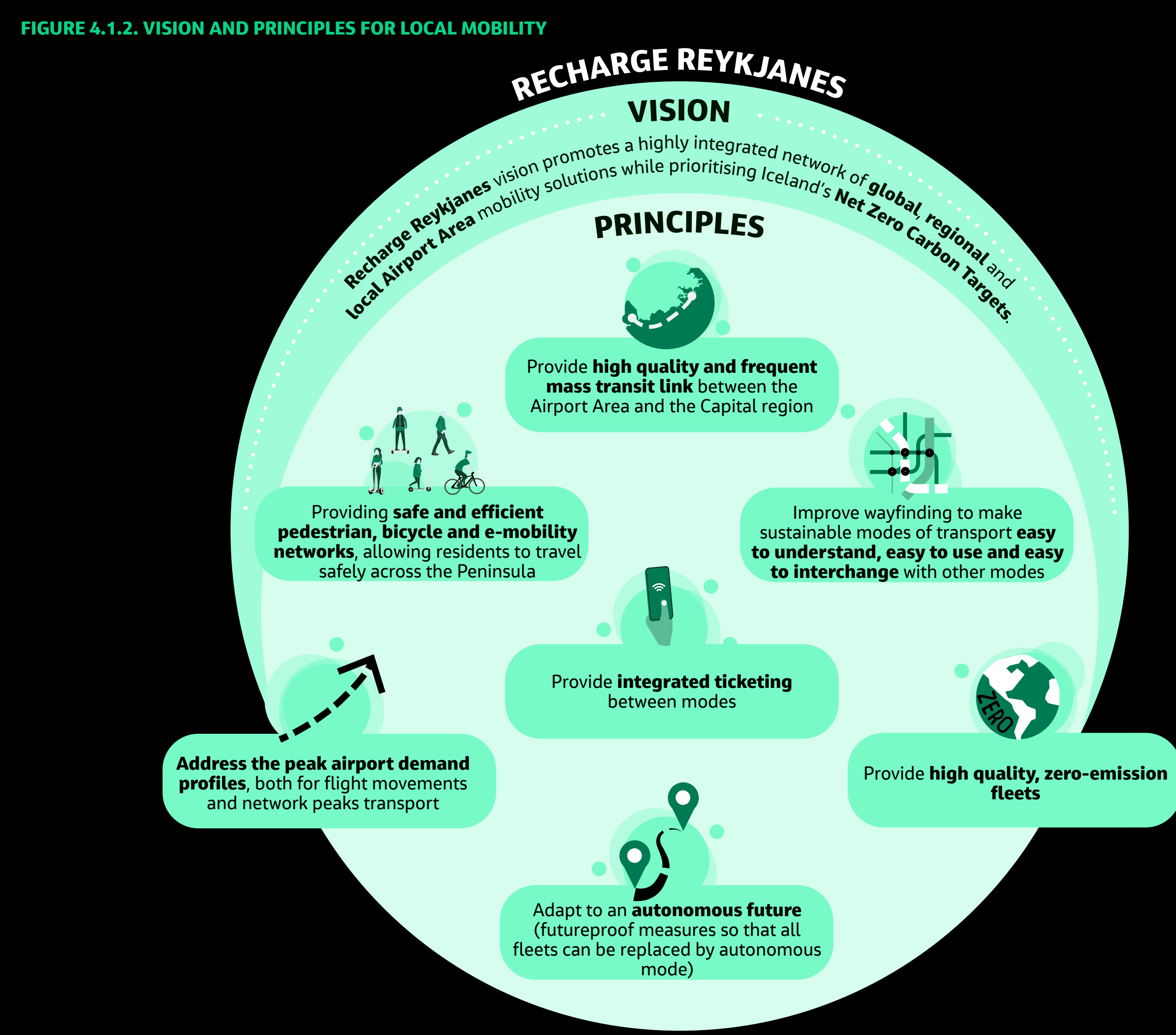
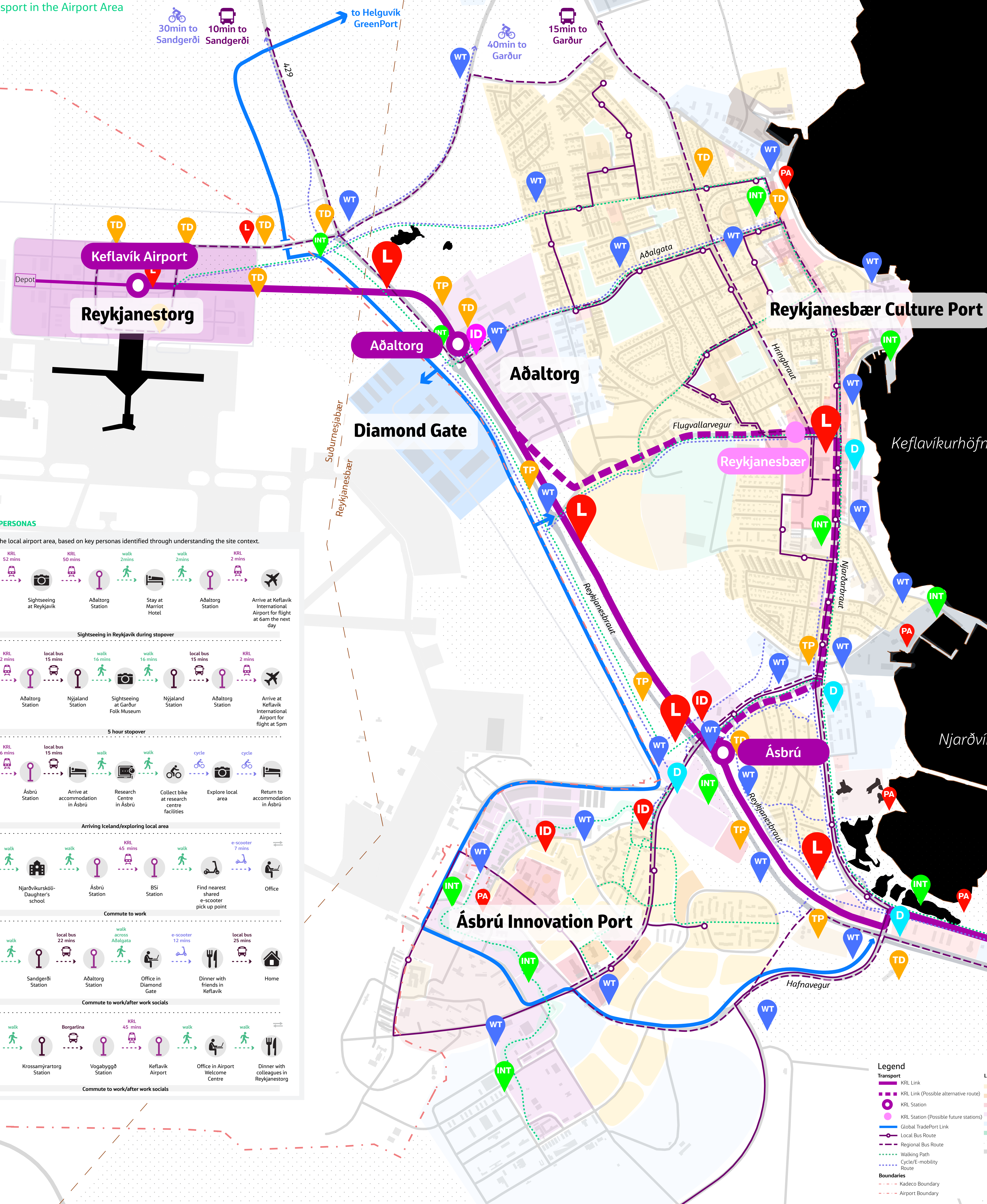


FIGURE 4.1.4. TYPICAL USER JOURNEY BASED ON KEY PERSONAS

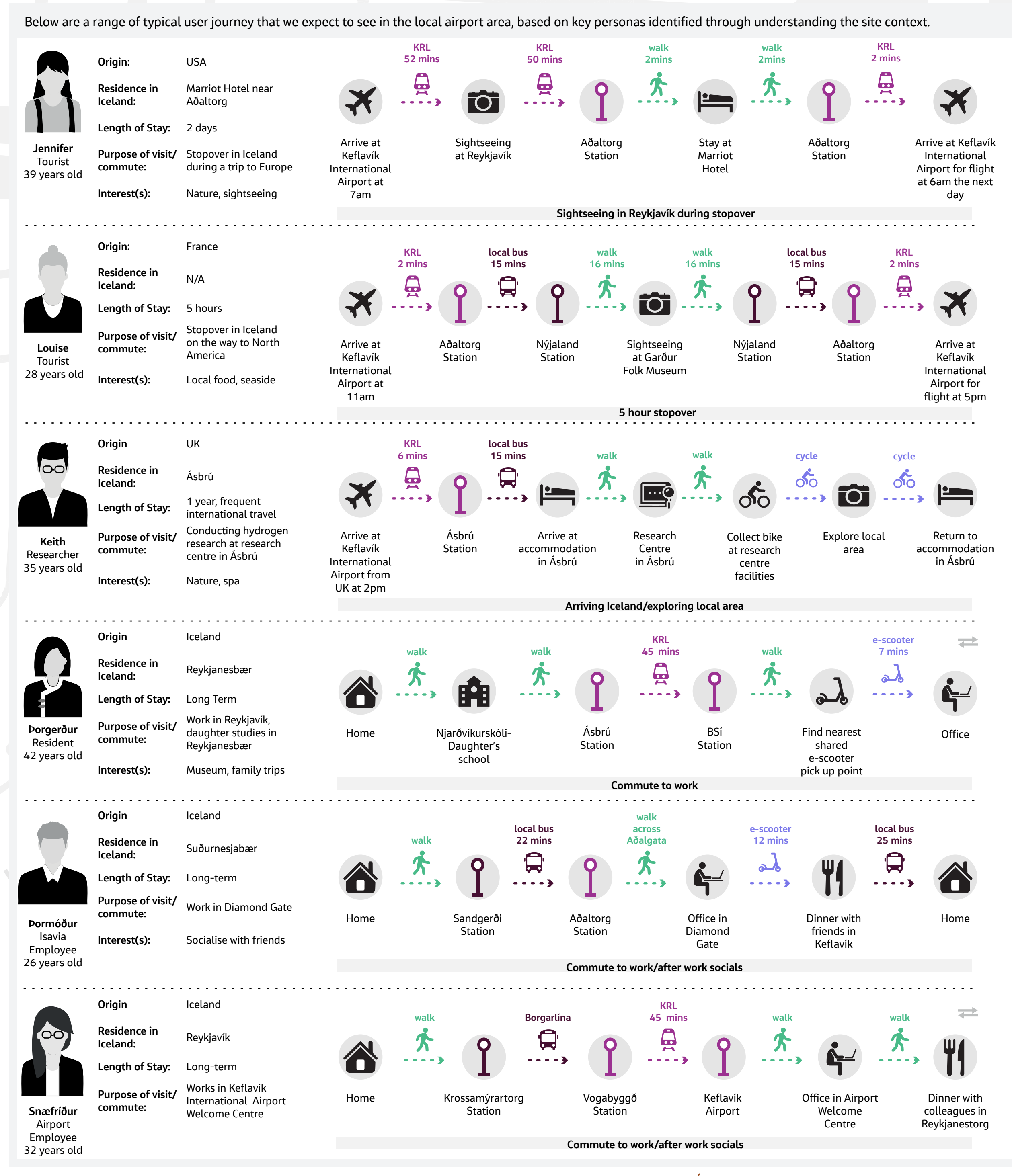
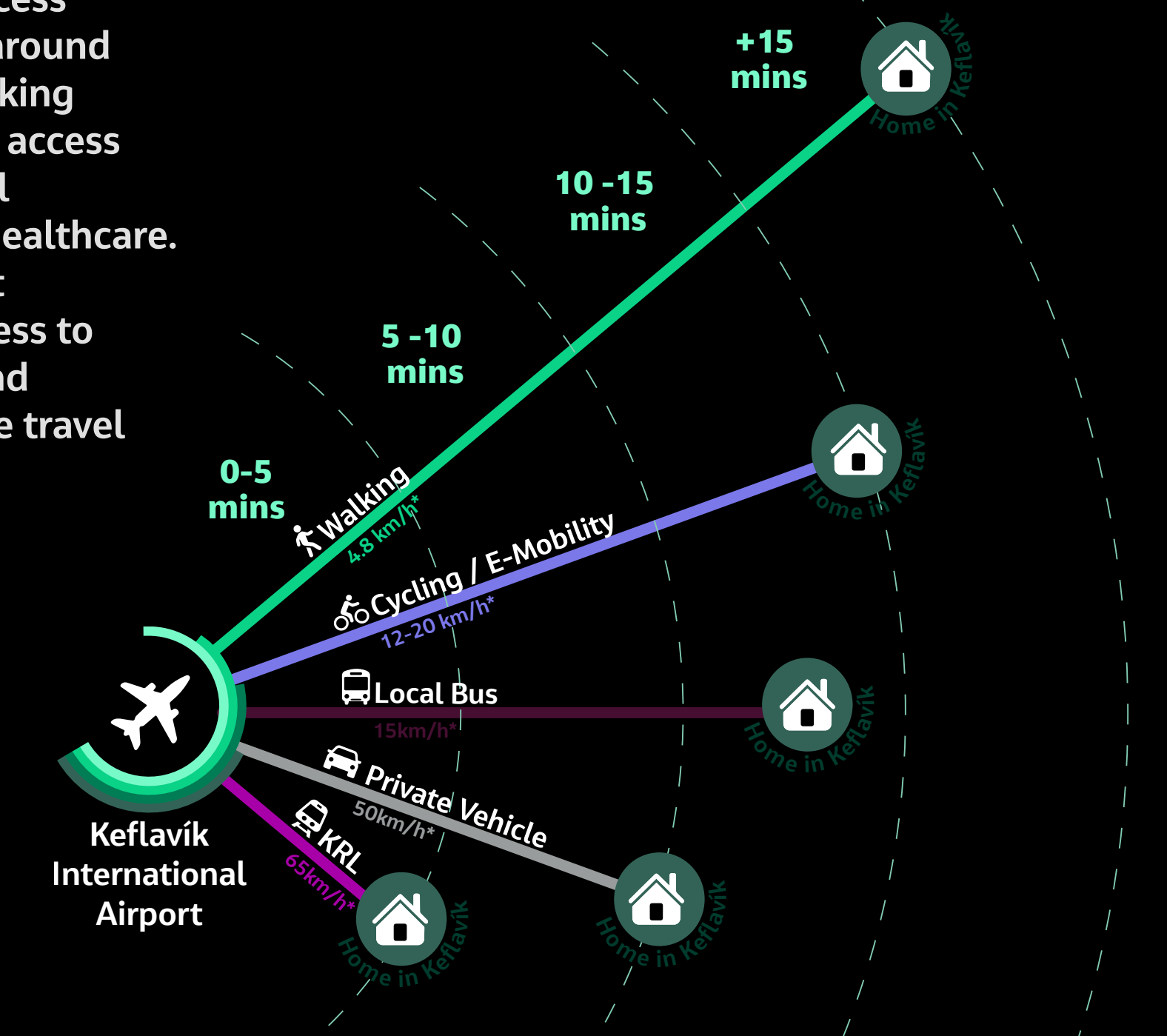
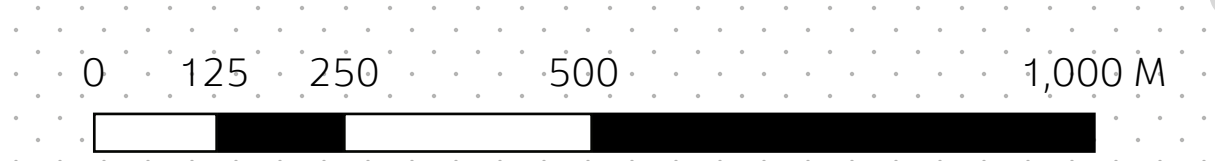


FIGURE 4.1.3. MOBILITY MODES IN THE KEFLAVÍK AIRPORT AREA

Mobility type and speed influence the urban spaces experience and access opportunities for communities around the airport. Slow modes like walking and cycling support sustainable access to community centres and social infrastructure like schools and healthcare. Faster links like the KRL support commuting, easy and direct access to Keflavik International Airport and promote attractive long distance travel by public transport.



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 - Walking Path
 - Cycle/e-mobility Route
 - Boundaries**
 - Kadeco Boundary
 - Airport Boundary
 - Land Uses**
 - Residential
 - Social Infrastructure
 - Public Atx / Pedestrian-Cycle Wayfinding
 - Amenities
 - Employment - People Focus
 - Employment - Cargo Focus
 - Sports & Recreation
 - Open Landscape
 - Isavia KEF Masterplan 2030-2045
 - Wayfinding**
 - Digital Information Signage
 - Public Atx / Pedestrian-Cycle Wayfinding
 - Transport Signage (Promotional / Directional)
 - Landmark / Destination Signage
 - Interpretation Signage



Gateway to Iceland
 Reykjanestorg and Aðalorg

A striking landmark development that creates a memorable first image of Iceland, and establishes the quality of design and delivery for the rest of the project. It creates an identity for the peninsula, exciting, inspiring and above all, capturing and showcasing the best of Iceland.



Alternative arrangements for the Welcome Centre / PTI within Isavia's 2045 Masterplan



PTI located north of the Airport Forecourt, reconfiguring the hotel cluster and car park as proposed in the 2045 Masterplan.

PTI integrated with the hotel cluster and car park as proposed in the 2045 Masterplan.

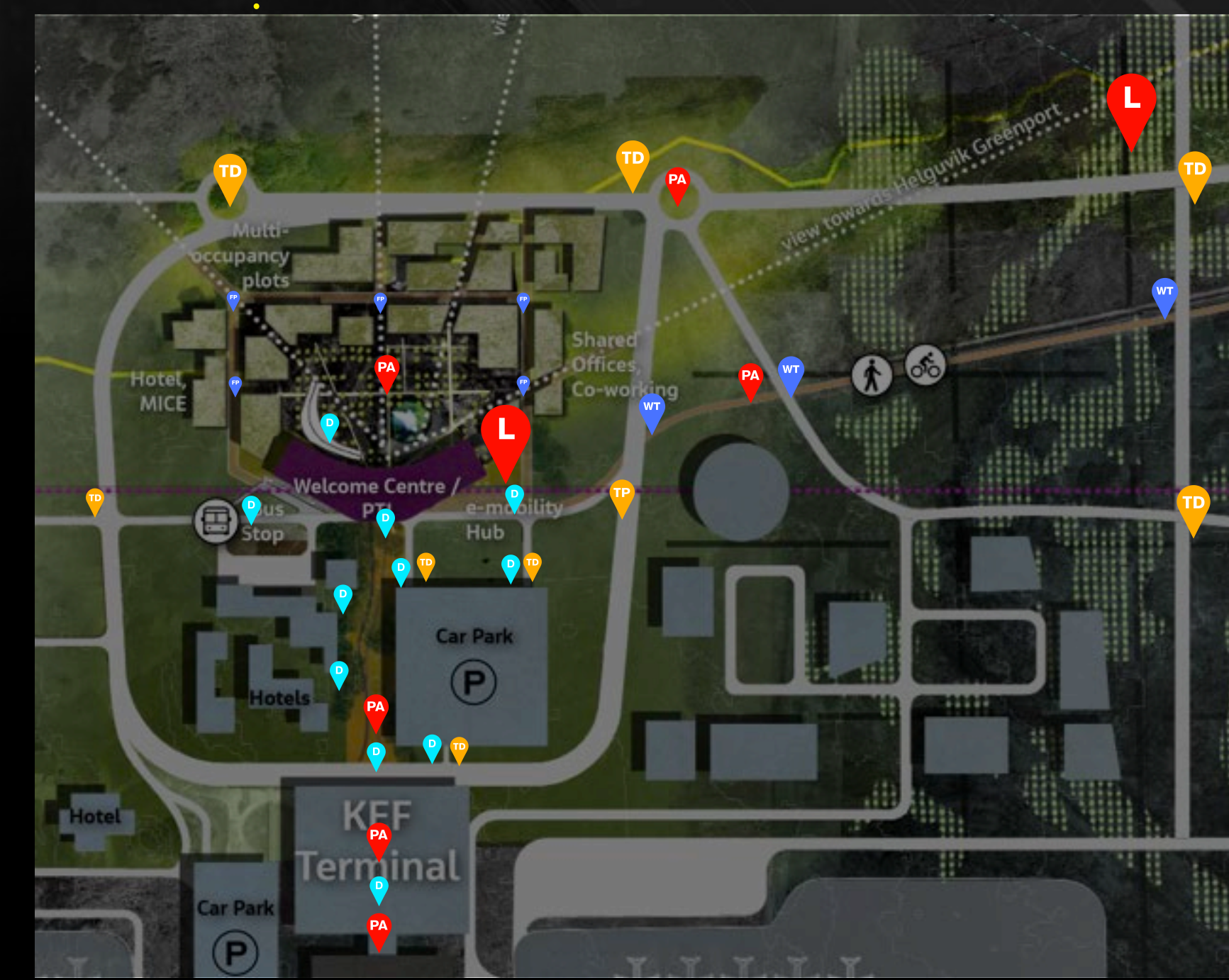
Creating A Placemaking Strategy
 The different design systems work holistically to guide the placemaking. This allows for phased growth, ensuring consistency and is illustrated in the Welcome Centre Parkland Plaza View below.



Public Transport Interchange (PTI)
 PTI and Welcome Centre with direct and easy access of KEF Terminal making public transport the preferred choice and sustainable mode of transport.



Welcoming and visually striking first impression of Iceland
 Welcome Centre Parkland Plaza, landscaped area and a sheltered space with potential to host outdoor events and gatherings.



Wayfinding Arrival Experience
 We add a 'Gate to Gateway' experience where digital signage and public art will guide travellers and give them a taste of Iceland along the route.

LEGEND

Travel Modes	Wayfinding
KRL Station	Digital information/promotional signs
Pedestrian Route	Transportation signage
Cyclist Route	Landmark/gateway identification / Public Art
Bus Route	Destination identification & arrival signs
Vehicular Traffic Route	Pedestrian/cycle directional signs
Cargo - Logistics Route	Historical/cultural interpretation signs
Buildings	
Proposed Buildings at Reykjanestorg	
Proposed Buildings at Aðalorg	
Planned Buildings in Isavia's 2045 MP	
Existing Buildings	

0 100 250 500 M
 Scale 1:3000 at A0

Through The Fence Area - Ásbrú Innovation Port

Our proposals capitalise on the location adjacent to the east apron, with road access for HGVs and access to the new KRL. They take advantage of the space that is currently available, helping to build a strong community of innovators.



Ásbrú a fantastic place to live and work

A development plan for Aviation-led Research & Development and Campus Facilities set within a green spine across Ásbrú. A regeneration framework for Ásbrú that enhances the existing context focusing on improving the environment and the physical setting of the town.



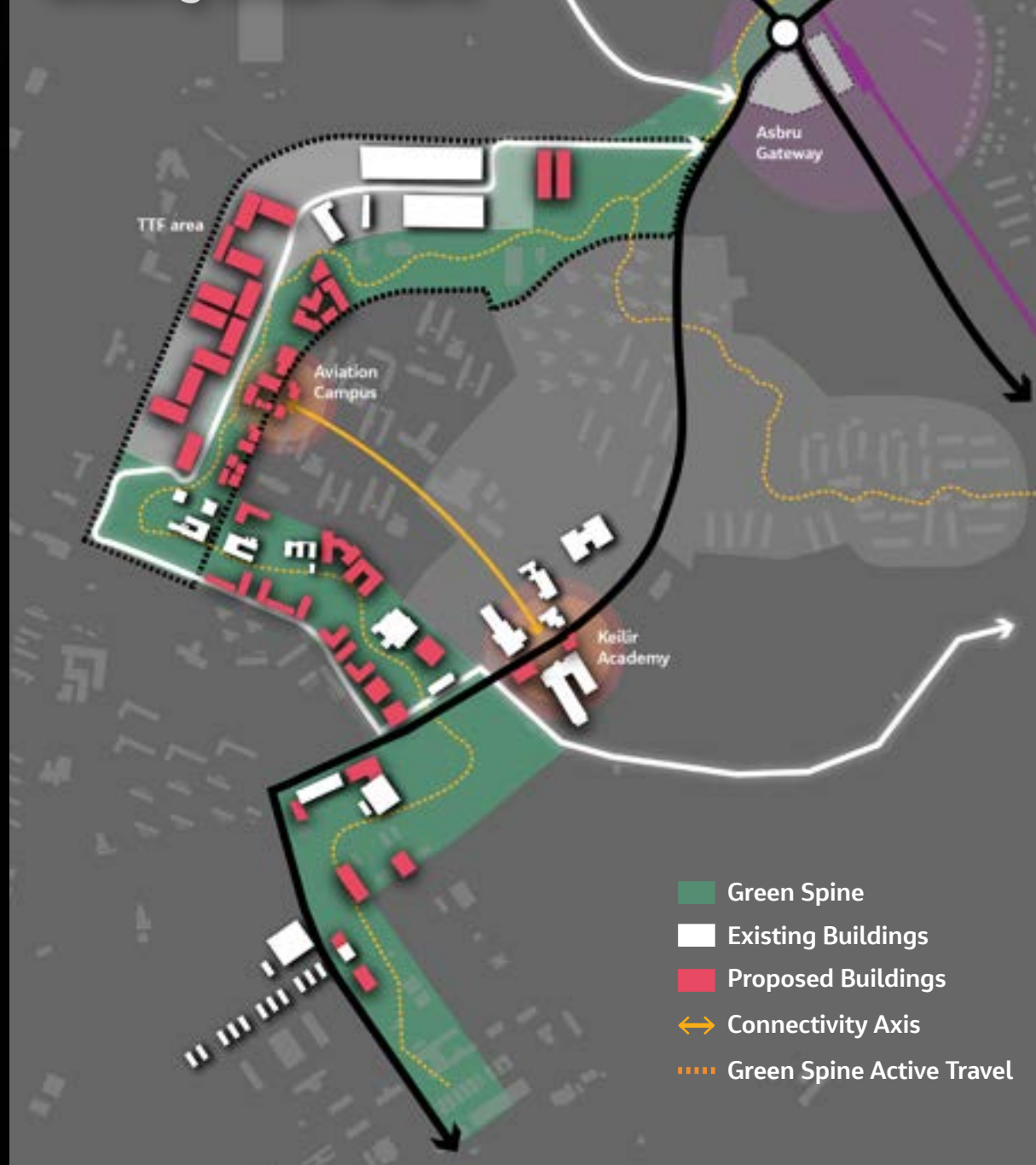
Ásbrú Green Spine

The purpose of the Green Spine is to create a unique sense of place for Ásbrú while incorporating landscape strategies to provide mitigation against climate and aviation related constraints. Potential to create an exemplar at a local scale of deploying a climate positive design toolkit with set targets for reducing emissions and sequestering carbon in the built environment.

Spatial Strategy 1: Knitting into the context with the green spine



Spatial Strategy 2: Regenerating the existing Urban Fabric



LEGEND

Travel Modes	Wayfinding
<ul style="list-style-type: none"> KRL Station Pedestrian Route Cyclist Route Bus Route Vehicular Traffic Route Cargo - Logistics Route 	<ul style="list-style-type: none"> Digital information/promotional signs Transportation signage Landmark/gateway identification / Public Art Destination identification & arrival signs Pedestrian/cycle directional signs Historical/cultural interpretation signs
Buildings	
<ul style="list-style-type: none"> Proposed Buildings Ásbrú 2050 Framework Plan Buildings Existing Buildings 	

Scale 1:2000 at A0