



Borgarlínan Visualizations report

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1. Introduction

Introduction and purpose

IDA are creating visualizations as part of the Preliminary Design process for Lota 1 of the future Borgarlínan in Reykjavík and Kópavogur.

The purpose of this document is to provide input for the EIA and it contains 5 visualizations from 4 of 7 sections on Borgarlínan Lota 1. The intention is to illustrate the future contextual impact of the proposed design.

General disclaimers

- The visualizations are created based on the current 3D model from the Preliminary Design Phase (as of 17/4 2023) and photos of the existing conditions. The 3D model will be further developed. The 3D model does not take into account lowered kerbs by drive ways.
- All pictures in the report have been taken/created by the IDA team unless otherwise stated
- All maps/diagrams are pointing north unless otherwise stated
- At this stage it is assumed that there will be new surfaces, light poles and planting in several places. The actual design or choice of these materials and elements are indicative and will be further developed during the Preliminary Design phase and future phases.
- Approximate size of the future buildings on section 110 and 160 are indicated as white volumes. The following files are used:
 - 110: Local plan: Elliðaárvogur_samsett mólél.skp (received 2023.02.17 - work in progress)
 - 160: Reykjavík University local plan: 20-026-HR-deiliskipulagsgrunnur 20230117.dwg received 2023.01.23 (work in progress)).



Fig. 1 - Overview of visualization points (diagram out of scale)

2. A: Section 110

Visualization A

Section 110, Ártúnshöfði is undergoing an extensive transformation and therefore the visualization has been made using only the 3D model.

In this section the BRT will run along Stórhöfði, which will mostly be a new street. The wide central verges on both sides of the BRT lanes contain light poles, blue-green bioretention systems (rain beds) and large stemmed trees in pairs. This will form the green backbone through the new development area.

The point of view in the visualization is on the northern sunny pedestrian path that is widened to create an attractive and multifunctional urban space in connection to the future active facades. Bio-retention systems in the form of rain beds are placed along the pedestrian path, to where rainwater will be led by open gutters.

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- All maps/diagrams are pointing north unless otherwise stated
- At this stage it is assumed that there will be new surfaces, lightpoles and planting. The actual design or choice of these elements is indicative, and will be further developed during the Preliminary Design phase and future phases.
- Approximate size of the future buildings on section 110 are indicated as white volumes (source: Elliðaárvogur_samsett módel.skp - received 2023.02.17).

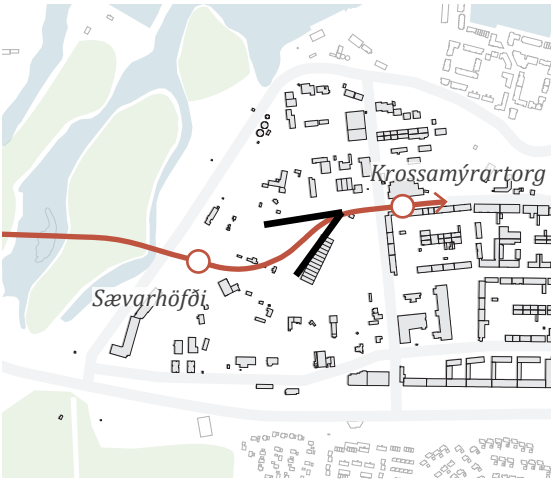


Fig. 2 - Point of view for visualization A



Fig. 3 - Future conditions on section 110- visualization A



Fig. 4 - Future conditions on section 110- visualization A, full page format

2. B: Section 130

Visualization B

This part of the section is characterised by a wide streetscape- with trees lining the Borgarlínan lanes. The area generally has large scale buildings with primarily housing on the northern side. On the southern side there is significant urban development planned with mixed-use functions. The buildings will come to the edge of the pedestrian path. The width of the path on the northern side allows for smaller planting beds with low vegetation and shrubs.

Disclaimers

- The 3D illustration is created based on the current 3D model from the Preliminary Design Phase (as of 28/9 2023) and photos of the existing conditions. The 3D model is a draft will be further developed.
- All pictures in the report have been taken/ created by the IDA team unless otherwise stated
- All maps/diagrams are pointing north unless otherwise stated
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Fig. 5 - Point of view for visualization B



Fig. 6 - Existing conditions on section 130



Fig. 7 - Future conditions on section 130 - visualization B



Fig. 8 - Future conditions on section 130- visualization B, full page format

3. C: Section 140

Visualization C

Hverfisgata is narrow and surrounded by several public buildings, dense residential housing, shops, and restaurants. It is recommended to create wide pedestrian paths to service the large numbers of pedestrians in the area. Trees are primarily planted where there are side streets. This is where there is space and it also highlights the significant views from Hverfisgata towards the sea.

Disclaimers

- The visualizations are created based on the 2D model from the Inception Report for 140 and photos of the existing conditions. The 2D design input is at an earlier design stage than the other visualisations, therefore some terrain adaptation has been at a very overall level. This makes the perspective very imprecise.
- All pictures in the report have been taken/created by the IDA team unless otherwise stated
- All maps/diagrams are pointing north unless otherwise stated
- At this stage it is assumed that there will be new surfaces, lightpoles and planting. Existing kerbstones will most likely be reused. The actual design or choice of these elements is indicative, and will be further developed during the Preliminary Design phase and future phases.



Fig. 9 - Point of view for visualization C



Fig. 10 - Existing conditions on section 140



Fig. 11 - Future conditions on section 140 - visualization C



*Fig. 12 - Future conditions on section 140 - visualization C, full page format.
Visualization has been made based on a 2D Inception Phase design and is
therefore very overall and conceptual.*



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4. D: Section 160

Visualization D

Menntavegur will be shifted towards east to create a straight axis coming from the north to the university and to preserve some of the existing vegetation.

The new street is characterized by two wide green verges with rainwater swales on either side of the BRT lanes. A monoculture of high stemmed trees are planted in a formal tree row to frame the entrance to the University of Reykjavík.

Lightpoles are low, to accommodate for the airport height restrictions.

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- Approximate size of the future buildings on section 160 are indicated as white volumes (source: Reykjavík University local plan: 20-026-HR-deiliskipulagsgrunnur 20230117. dwg received 2023.01.23 (work in progress)).

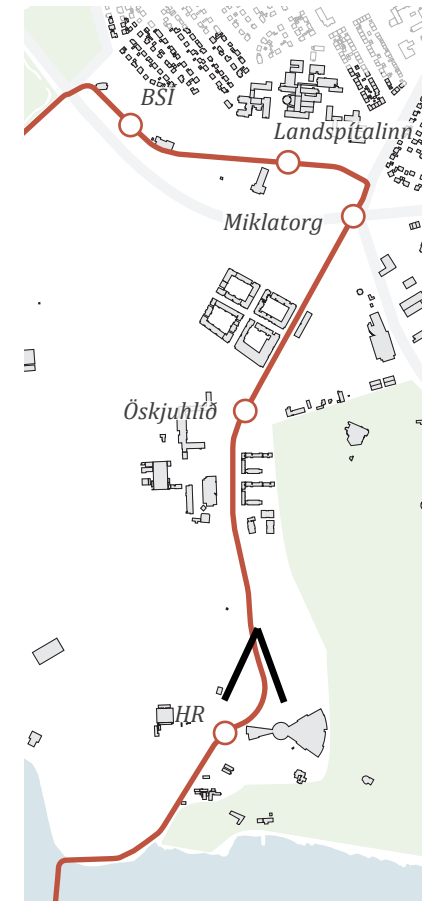


Fig. 13 - Point of view for visualization D



Fig. 14 - Existing conditions on section 160



Fig. 15 - Future conditions on section 160 - visualization D



Fig. 16 - Future conditions on section 160 - visualization D, full page format

5. E: Section 180

Visualization E

Borgarholtsbraut is a narrow residential street framed by green gardens. Existing parallel parking spots are removed to make room for wide shared paths on both sides of the street to create a safe route for both pedestrians and bicycles.

The height of lightpoles matches the scale of the area.

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Fig. 17 - Point of view for visualization E



Fig. 18 - Existing conditions on section 180



Fig. 19 - Future conditions on section 180 - visualization E



Fig. 20 - Future conditions on section 180 - visualization E, full page format

6. F: Section 180

Visualization F

On the eastern part of Borgarholtsbraut the street is made wider to make room for the BRT and separate bicycle paths. This requires extending the street into Borgir. However, the design does not extend into the high level protected area.

A green verge with low bushes is positioned on the southern side of the street between the bicycle path and the car lane to create an attractive and sheltered space for the soft modes of transportation. The northern side of the street is left open to secure view of Borgir and the church of Kópavogur.

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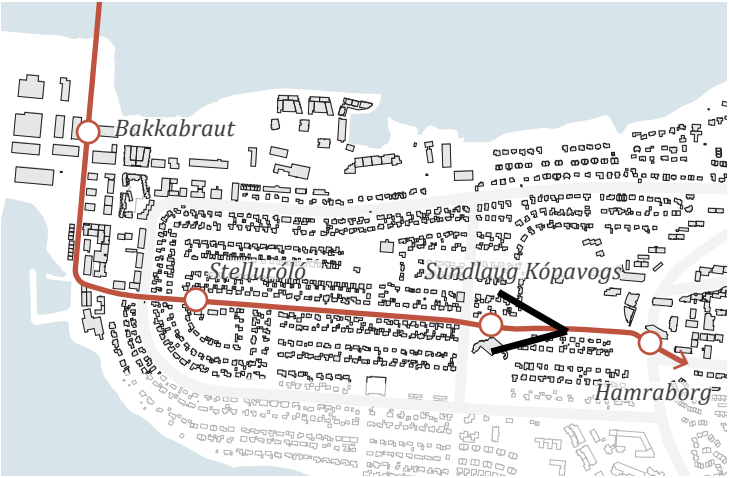


Fig. 21 - Point of view for visualization F



Fig. 22 - Existing conditions on section 180



Fig. 23 - Future conditions on section 180 - visualization F



Fig. 24 - Future conditions on section 180 - visualization F, full page format

