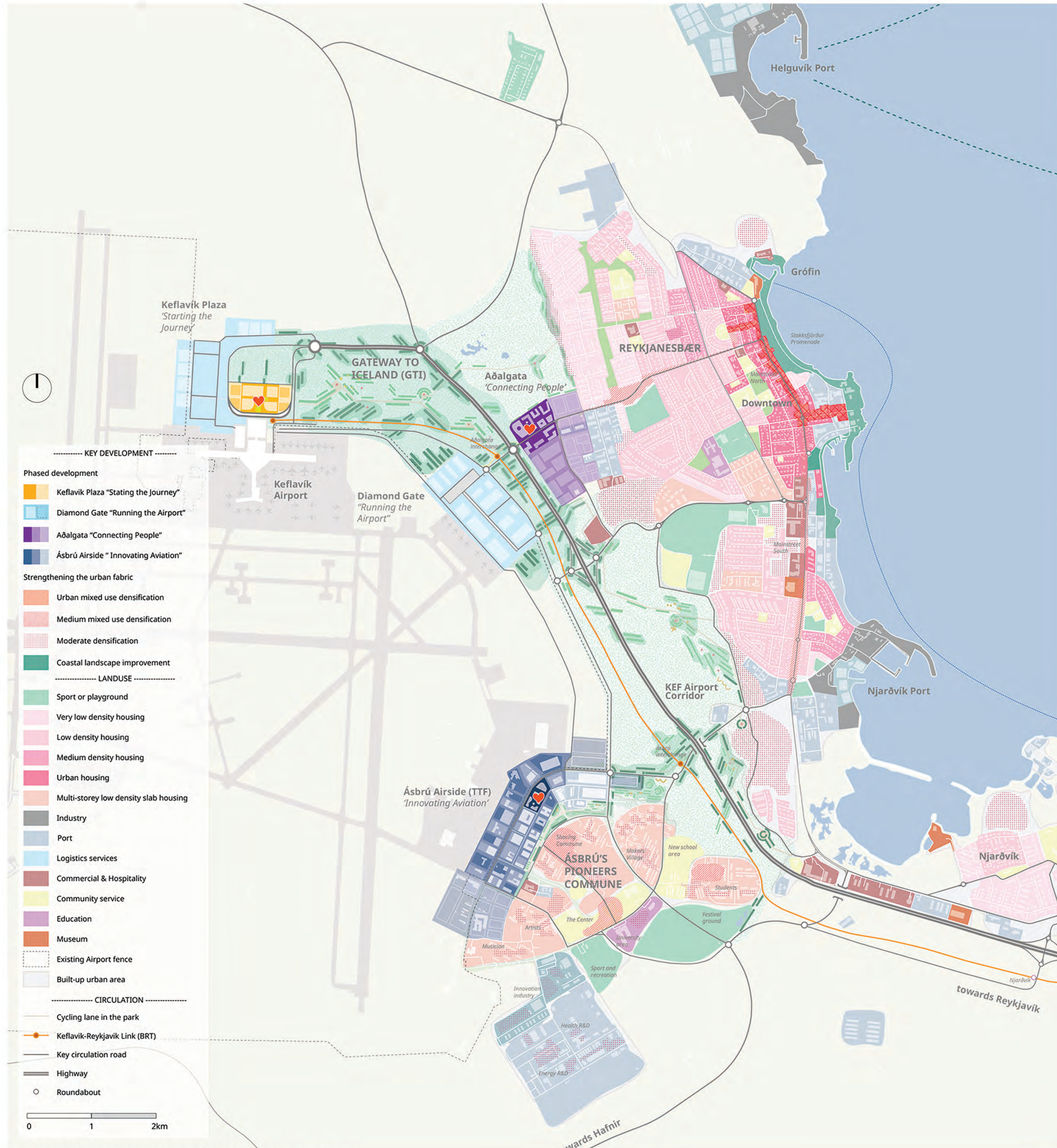


Q1.2 Project Vision Statement



Keflavík Airport Area Strategic Masterplan (1:12.500)

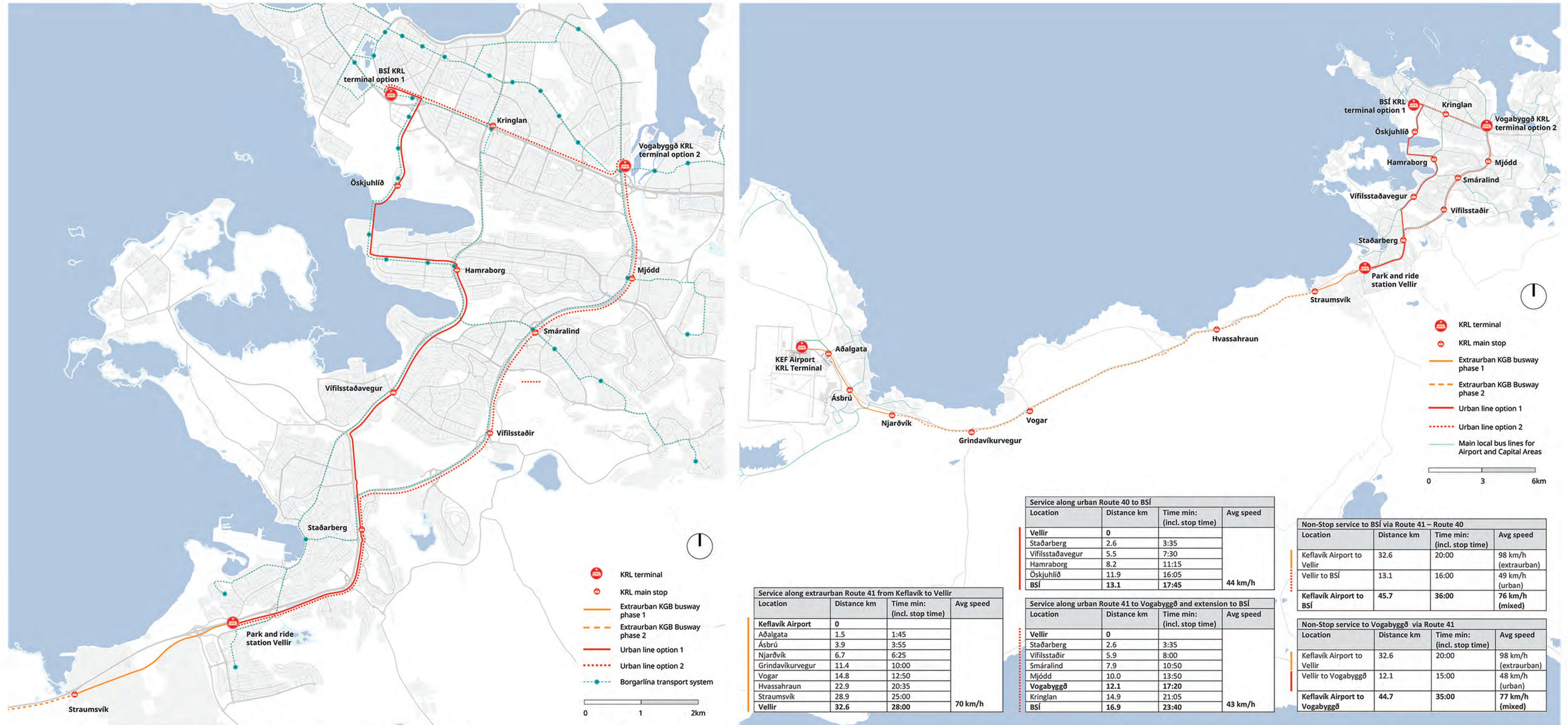


Southeast view of the Keflavík Airport Area
The airport corridor as identity carrier, pairing landscape interventions with climate mitigation



Integrated Development of the Keflavík Airport Area
Requisite coordination to create an attractive urban environment and sustainable prosperity

Q2.1 Mobility Strategy: Keflavík – Reykjavík Link (KRL)



Proposed KRL route within the boundaries of the Reykjavík Capital Area (1:25,000)

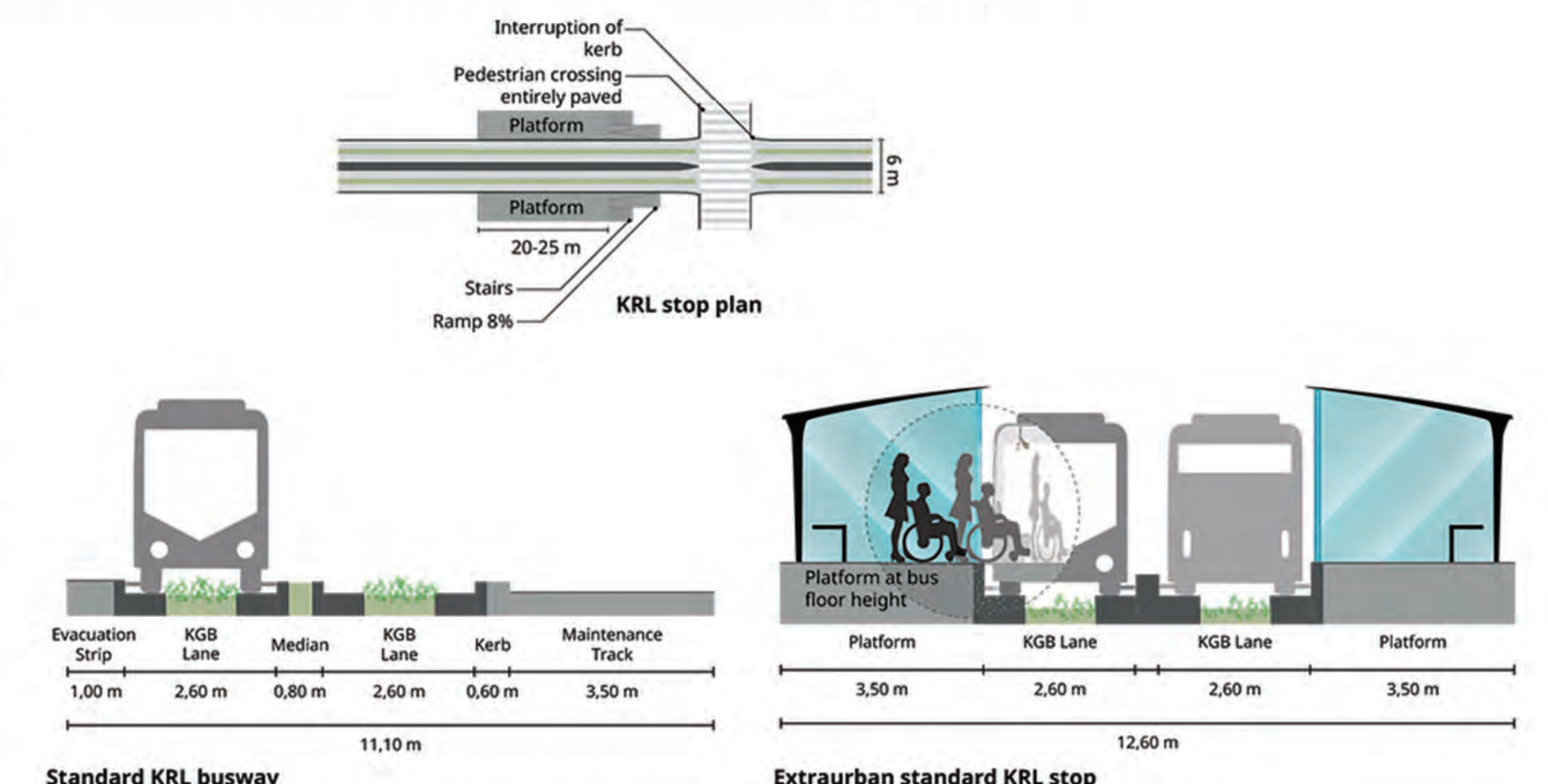
KRL site plan with locations of terminal and intermediate stations and related indicative timetables (1:80,000)

Keflavík KRL Phasing strategy and timetable	year	Immediate actions			short term actions			mid-term actions			Long-term actions		
		1	2	3	4	5	6	7	8	9	10	11	12
1 design of busway and terminals													
2 purchase of buses													
3 start of KRL operations on Route 41													
4 construction of terminal stations													
5 construction of busway													
6 start of KRL operations on busway													
6 testing of H ₂ as energy source for KRL buses													
7 implement 5G network, V2V, V2I, autonomous guidance													
8 achieve "level 3" automation													
9 development of H ₂ energy source													
10 entire KRL fleet powered by zero-carbon fuel													
11 "level 4" automation driverless operations													
12 improvement of the busways													
13 autonomous guidance driverless operations													
14 all KEF vehicles powered by H ₂ experiment on airplanes													

Keflavík KRL phasing strategies and timetable

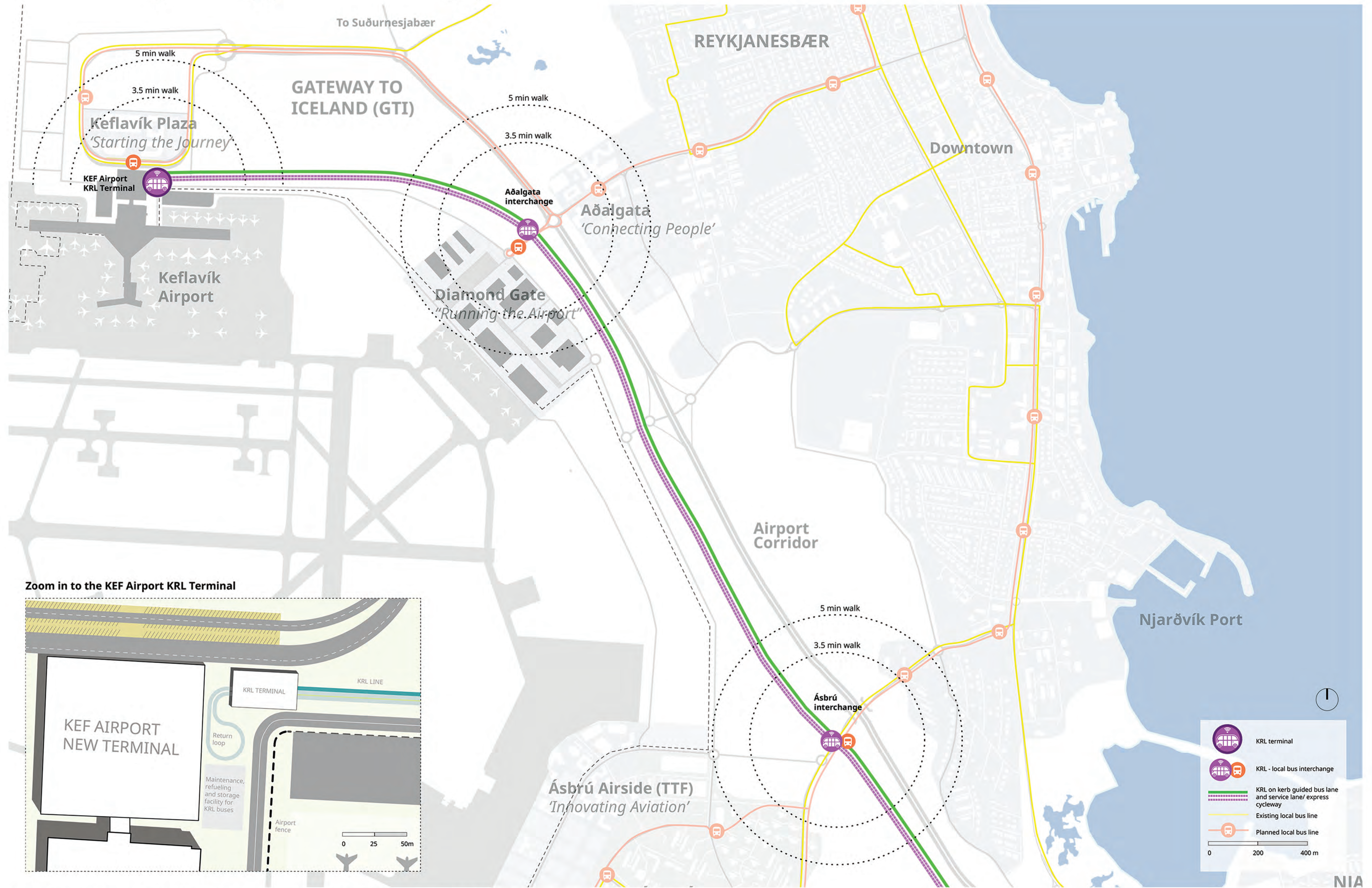


Planning and design approach: BRT reference images



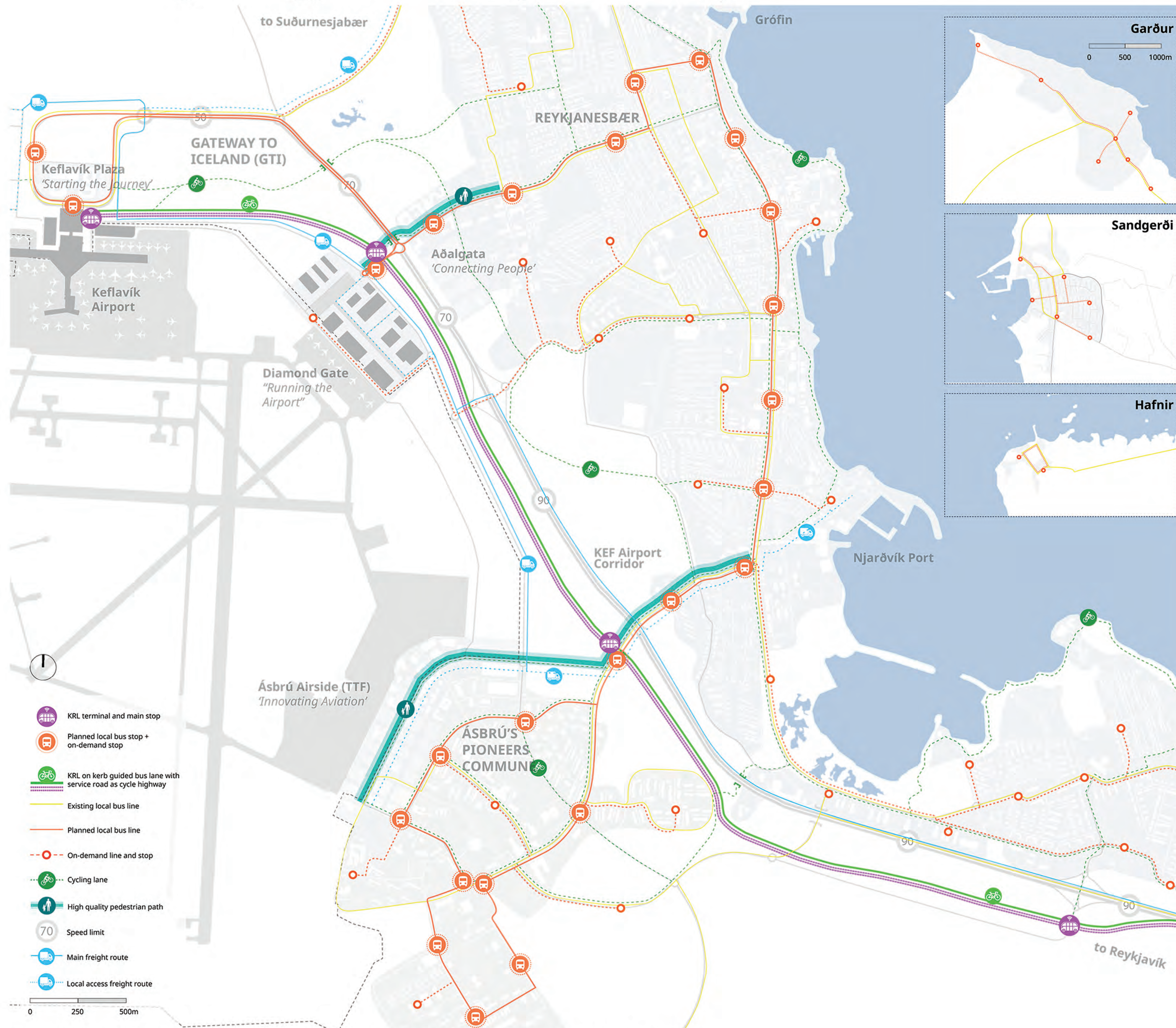
Planning and design approach: Indicative KRL stops and busway

Q2.1 Mobility Strategy: Keflavík – Reykjavík Link (KRL)

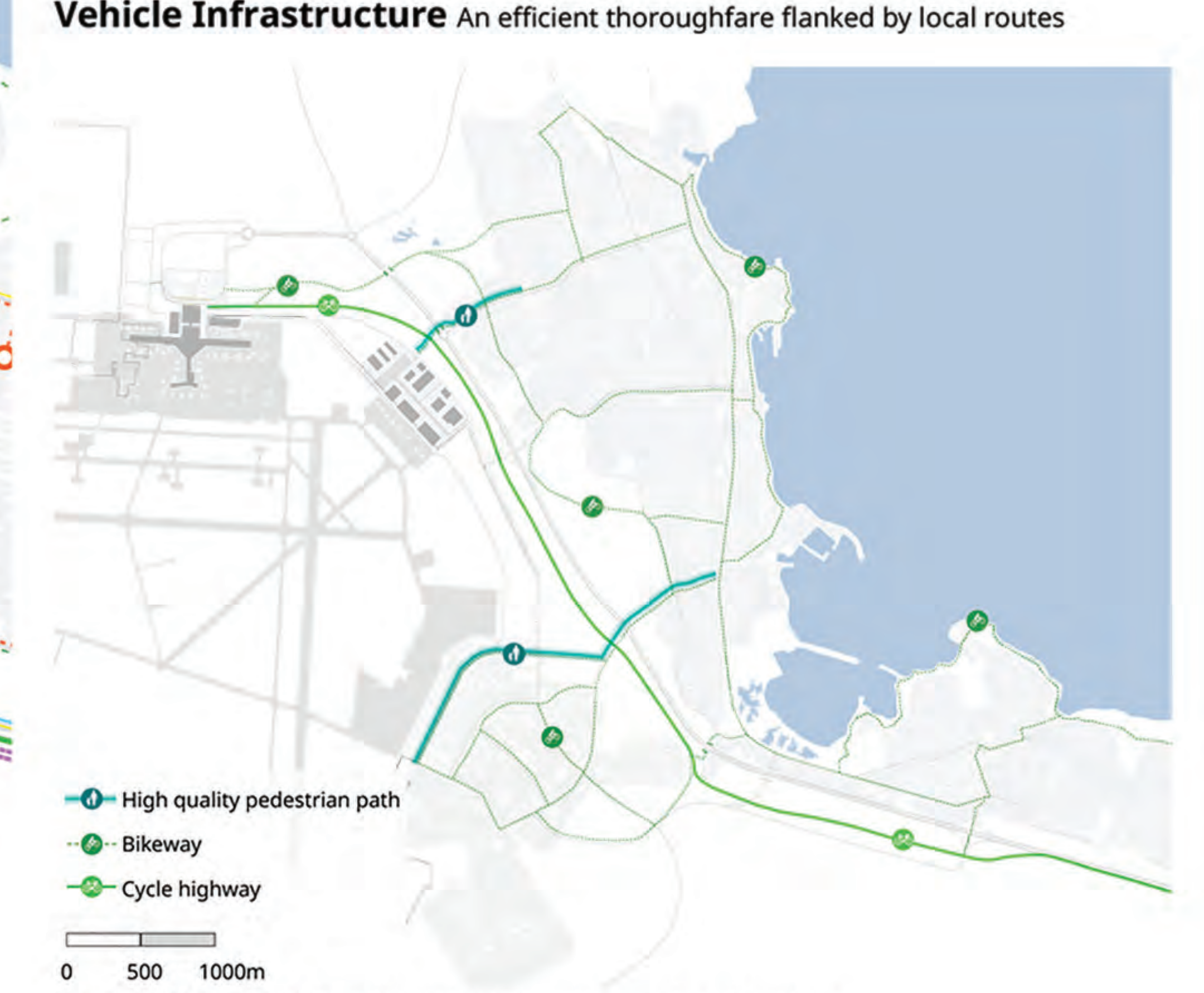
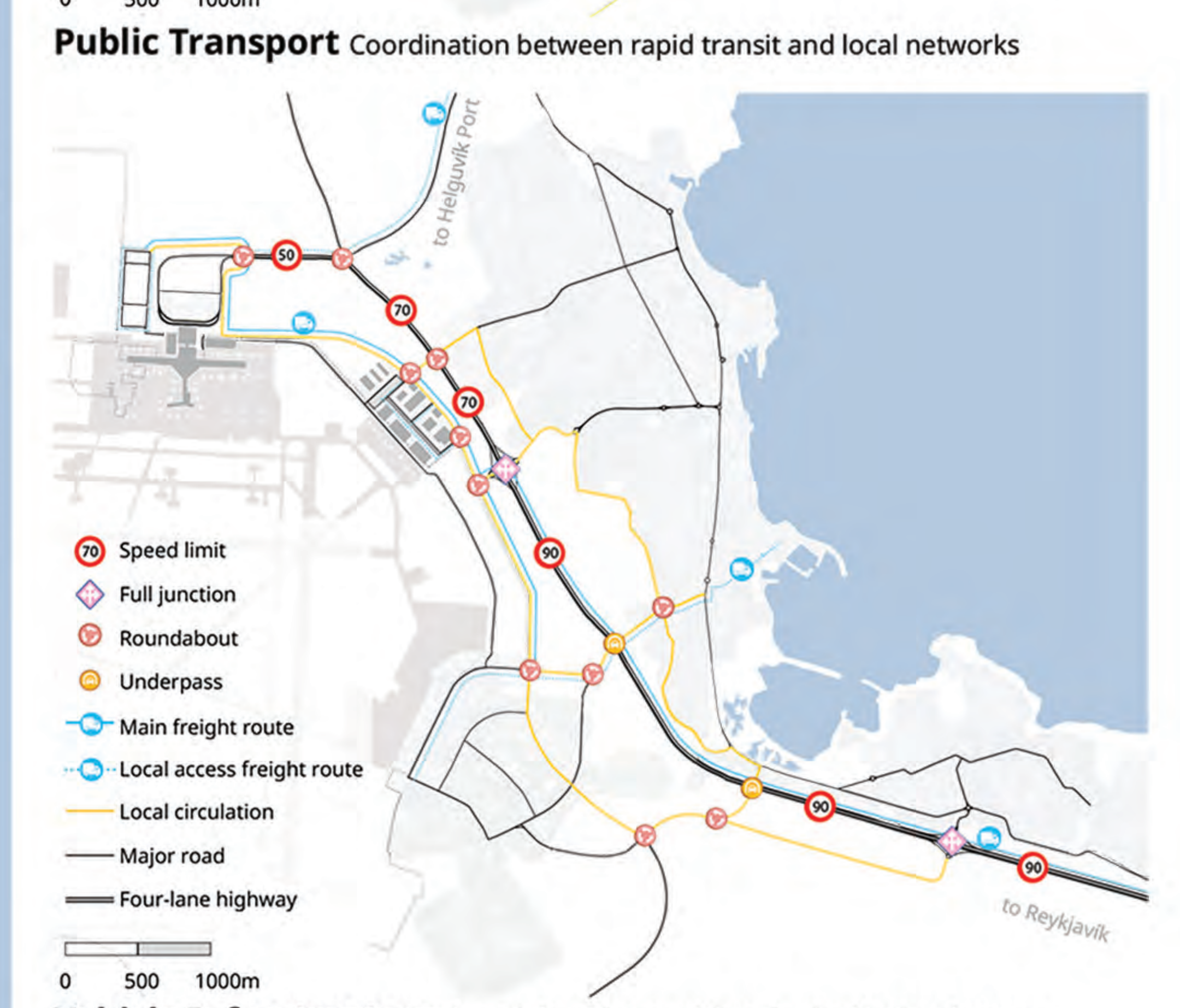


Site plan of the KRL including locations of terminal station at KEF and intermediate stations along the airport corridor (1:5.000)

Q4.1 Mobility Strategy – Local Transport in the Airport Area



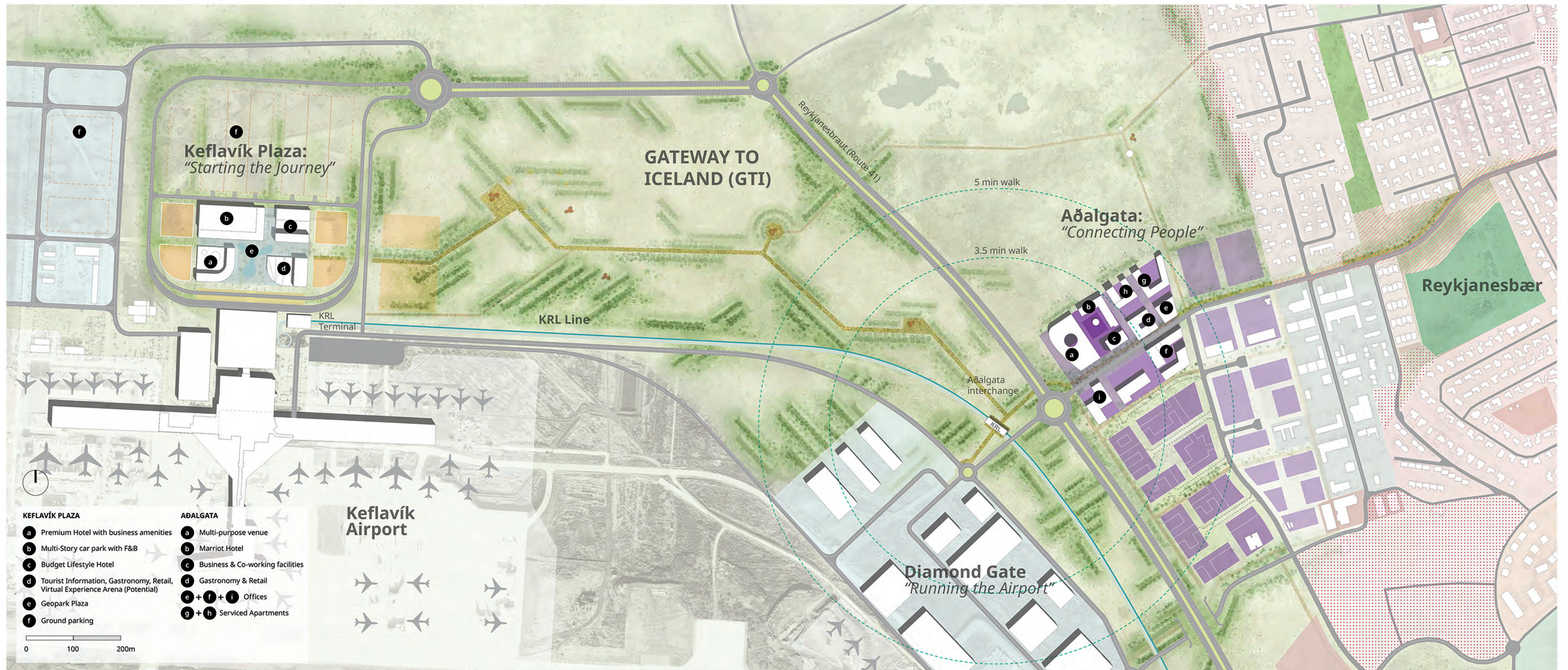
An integrated system of Public Transport, Vehicle Circulation and Active Mobility within the Airport Area (1:7.500)



Active Mobility High quality pedestrian and cycle routes

Airport Corridor Mobility Strategy

Q5.1 Catalyst Site – Gateway to Iceland (GTI)



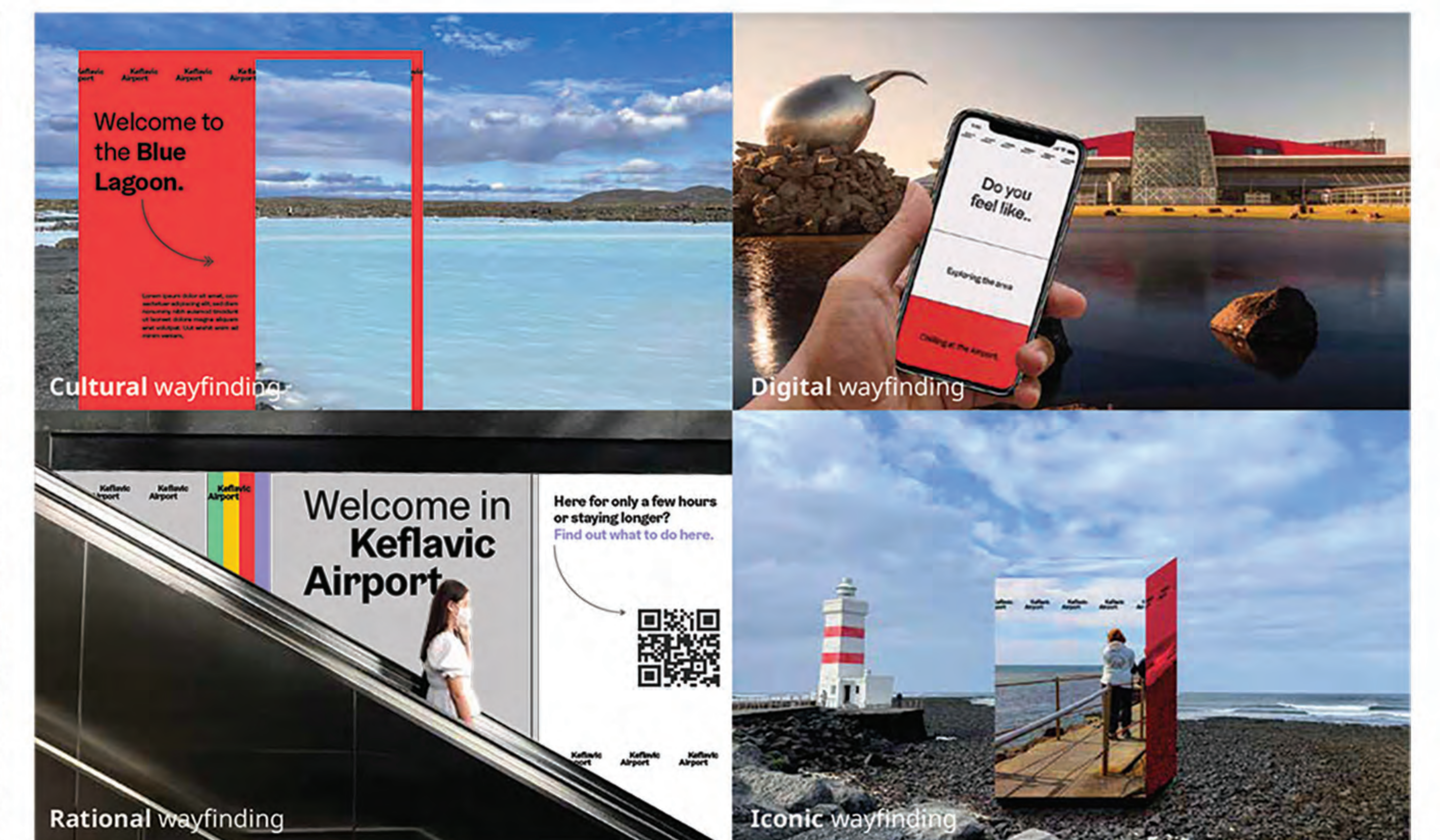
Site Plan of the Gateway to Iceland (1:3,000) An iconic meeting point for international visitors, global and local business and the local community



Eastern view from Aðalgata With the airport and Keflavík Plaza in the background



Aðalgata Public space in the first cluster surrounding the Marriott Hotel



Wayfinding and placemaking strategy at the airport Within the airport area and the peninsula

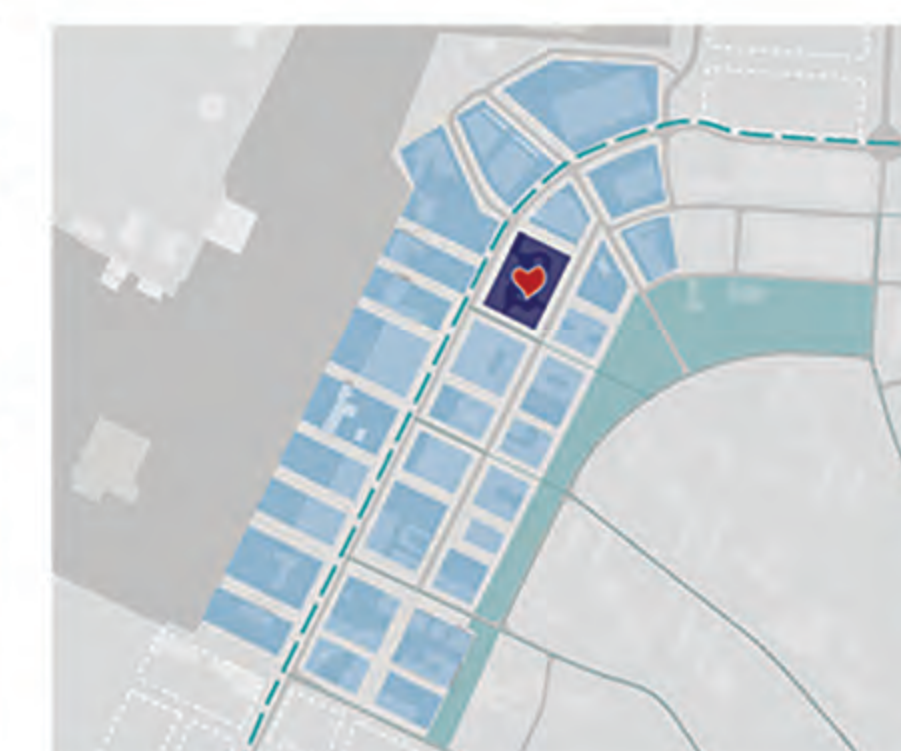
Q6.1 Catalyst Site – Ásbrú Airside (TTF) Area



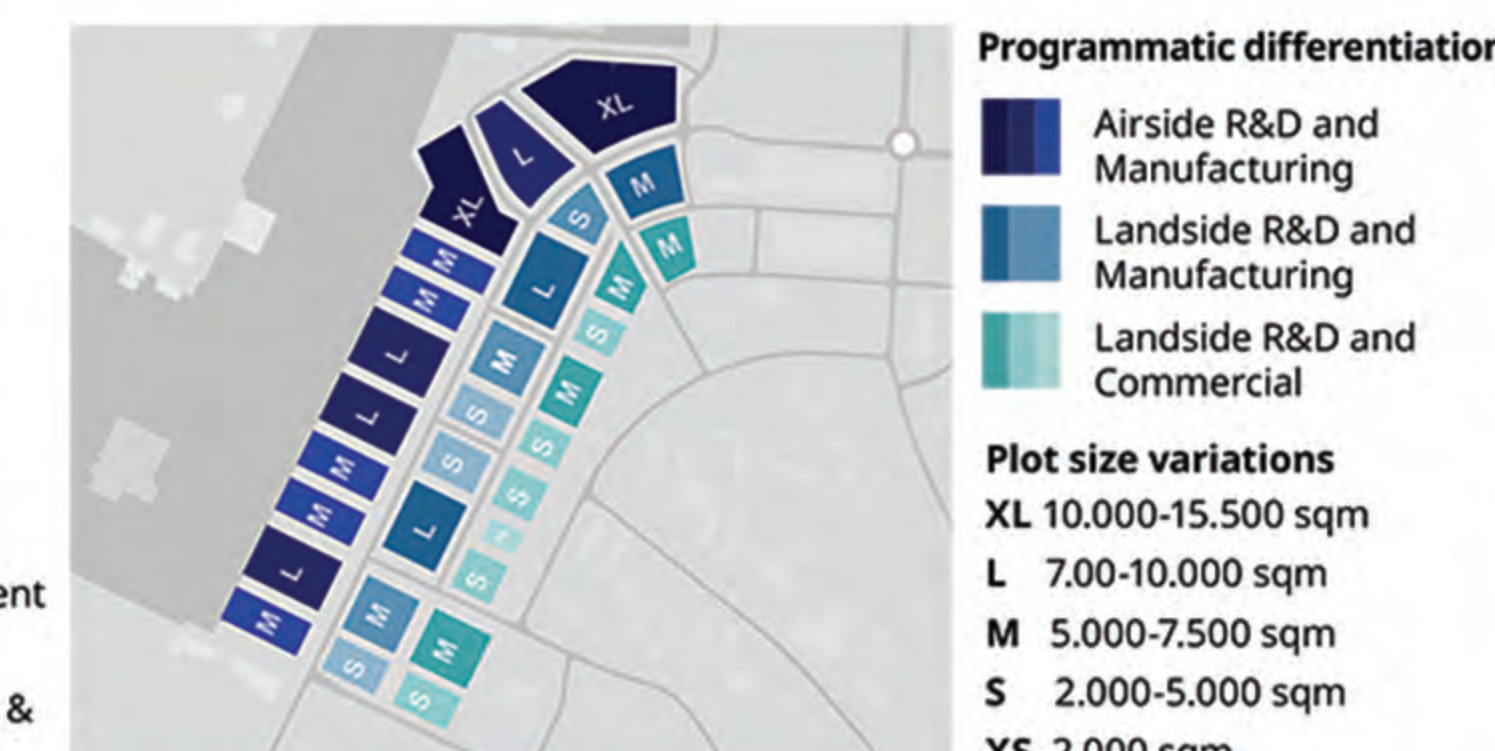
Site plan of the Ásbrú Airside (TTF area) (1:2.000) Hosting aviation related and energy within a flexible planning framework around a central community hub



Northwest view of the Eco-Tech Park at Ásbrú Airside



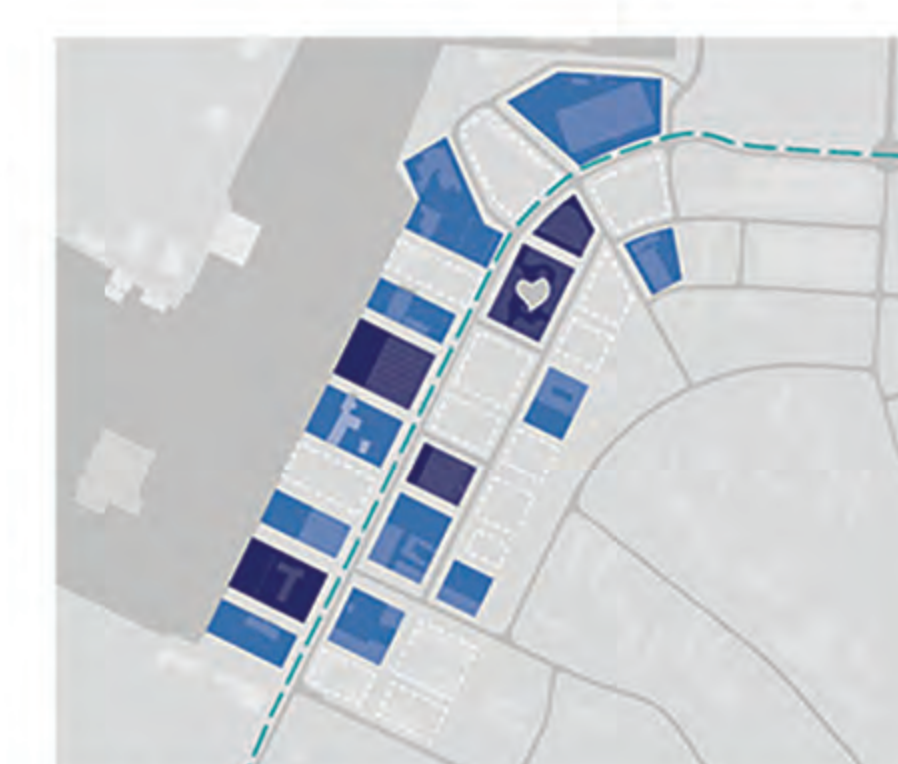
Urban design concept



Plots principles



Flexibel phasing, starting from the centre



Learning from Schiphol: GTI & TTF areas