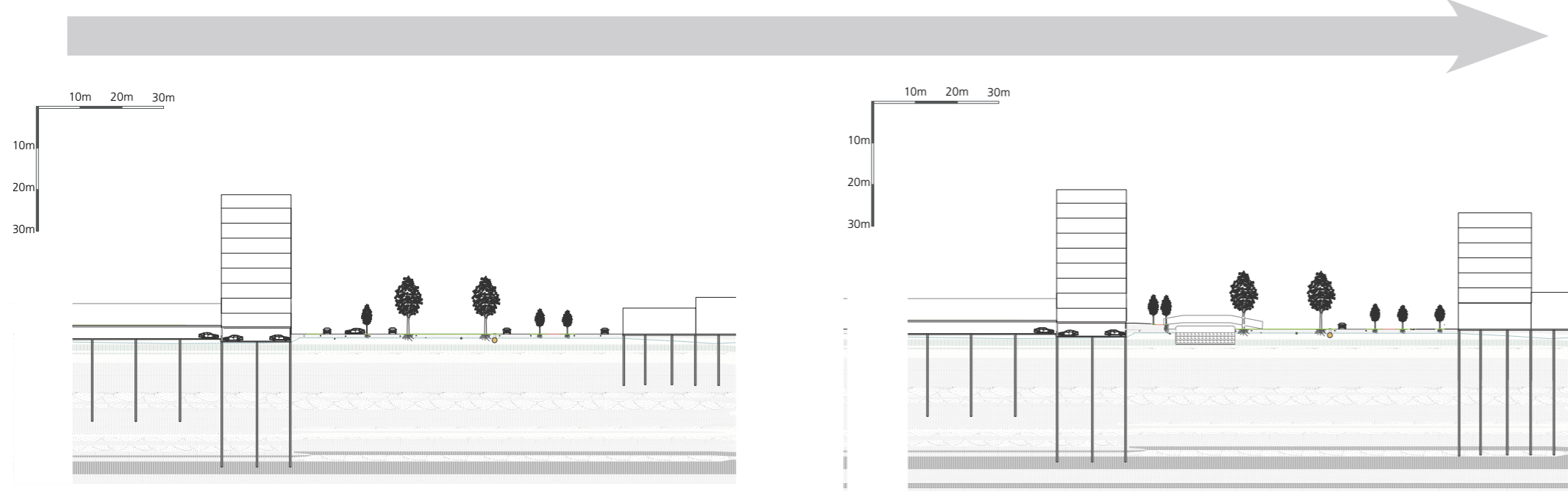
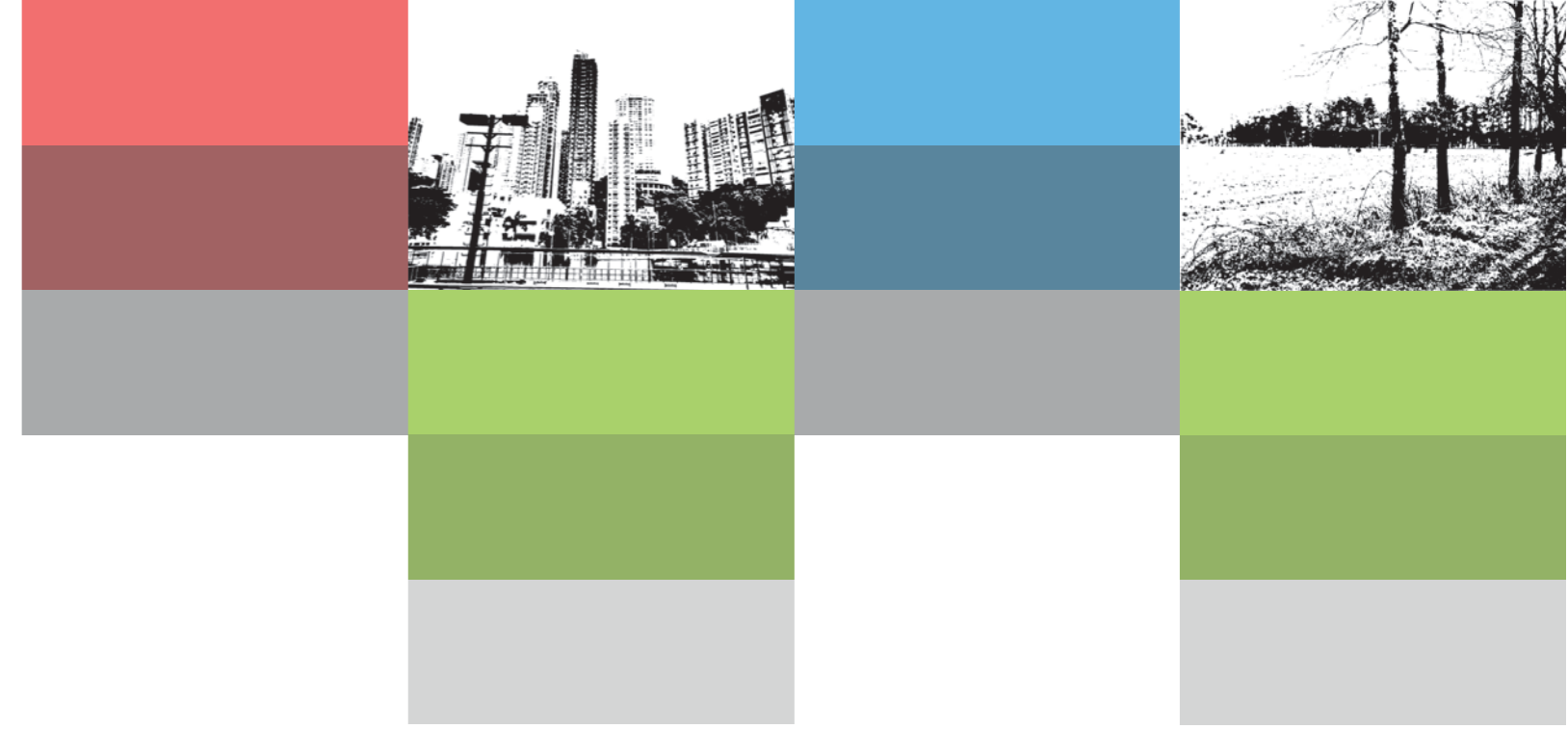


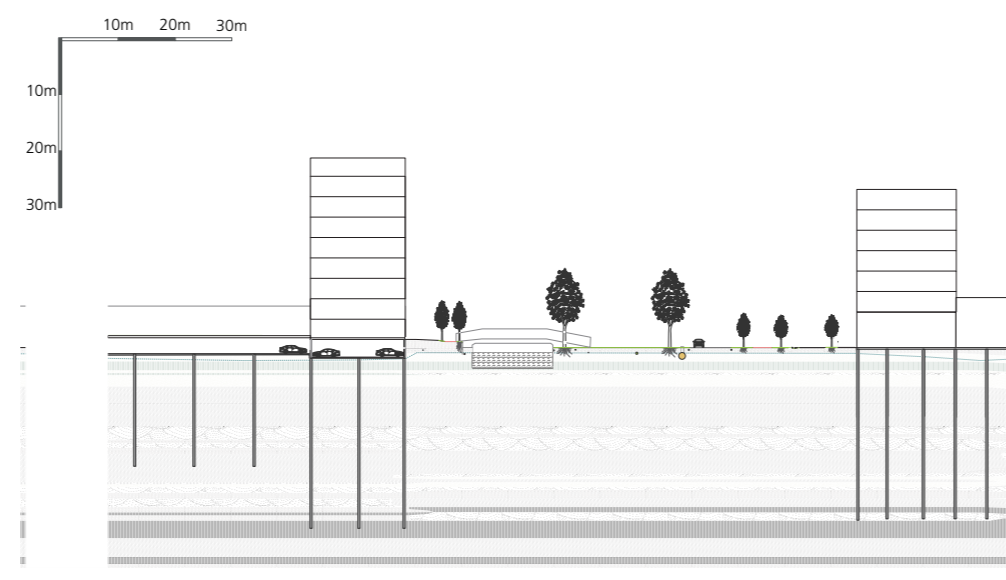
Eco-Inclusive Opportunity

Operationalizing Environmental assets towards a resilient densification.

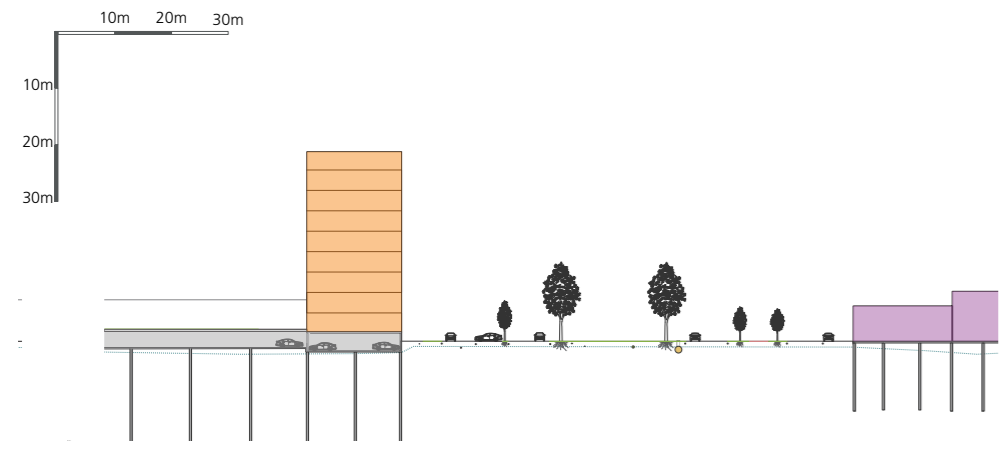
Thomas Dillon Peynado, 4008618



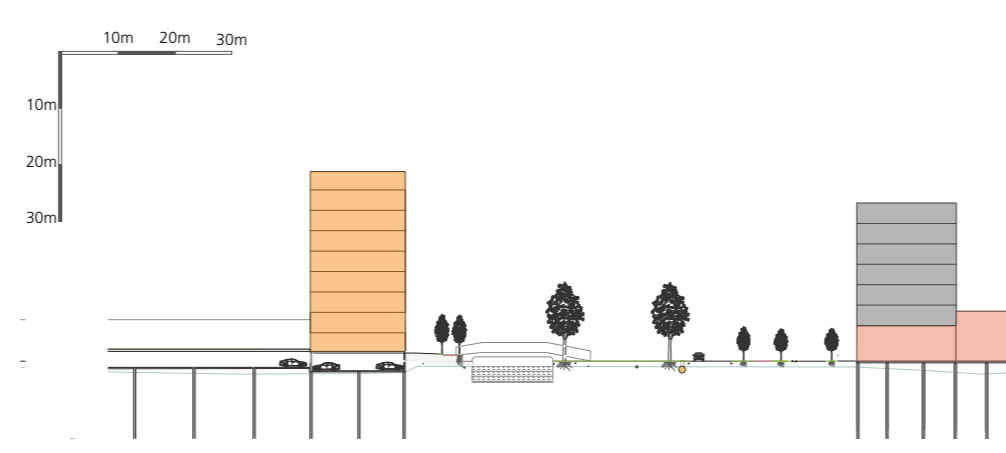
Transformatorweg profile current situation technical and functional section



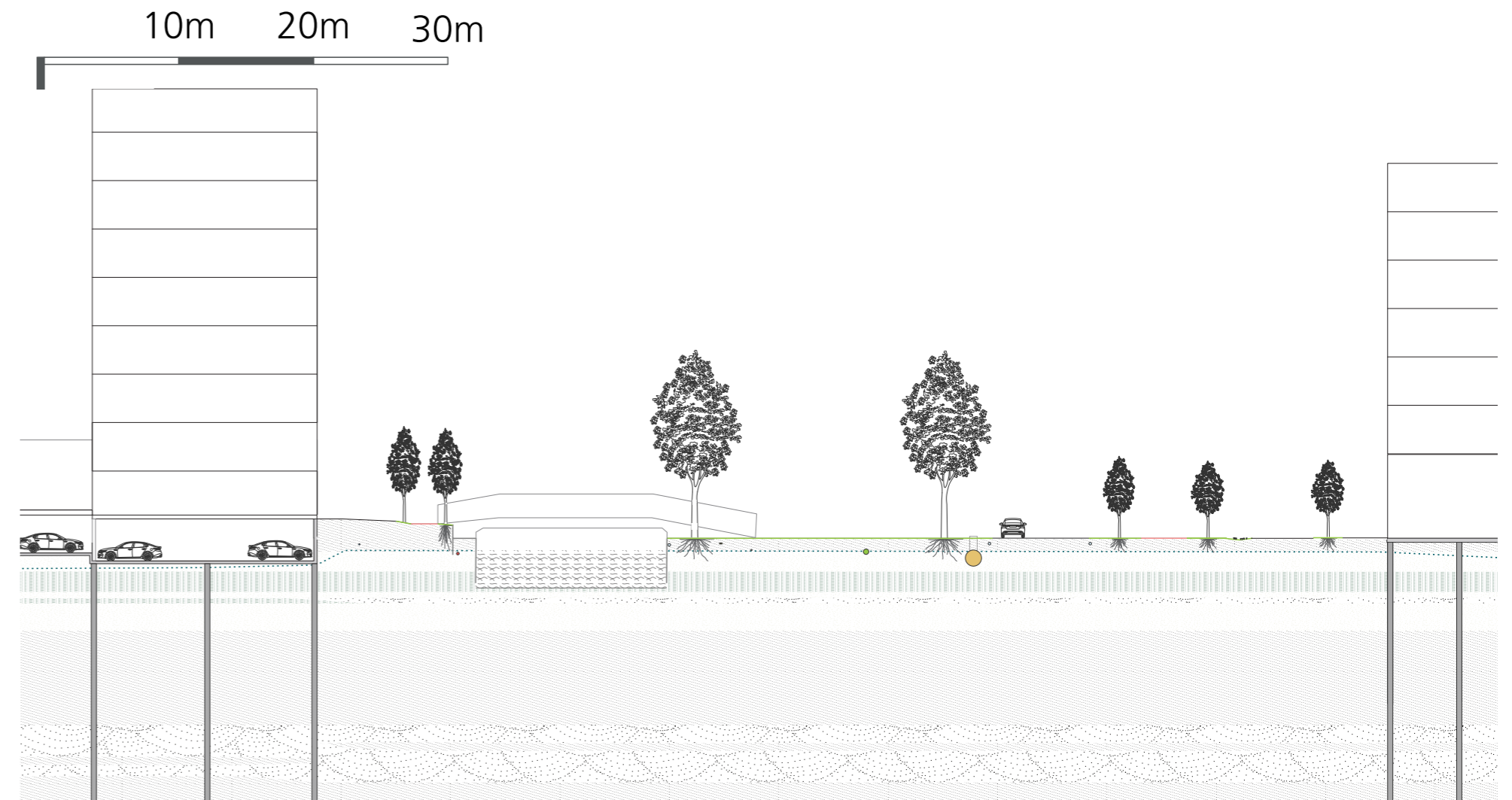
Transformatorweg profile future situation technical and functional section



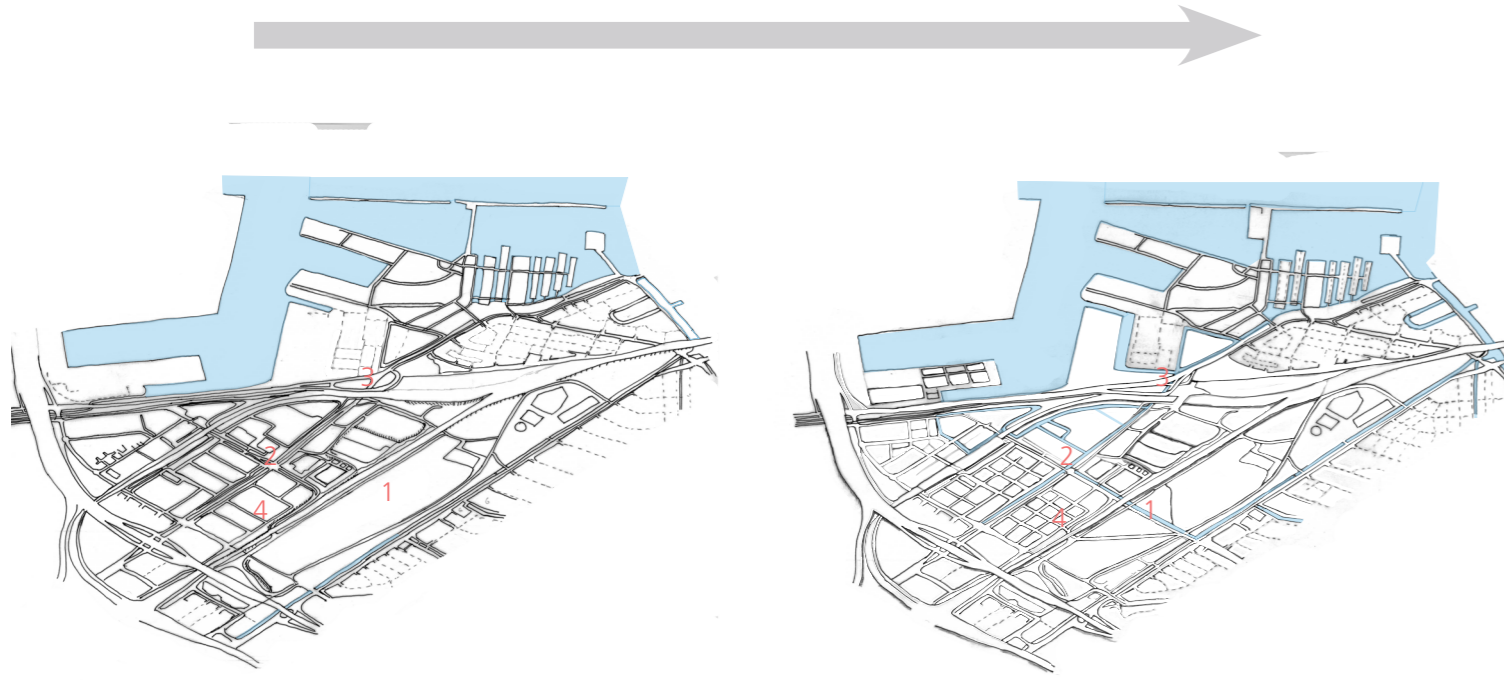
Transformatorweg slice current situation technical and functional section



Transformatorweg slice future situation technical and functional section

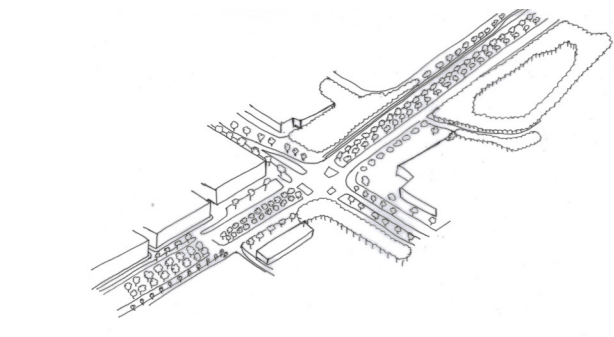


Designed section Transformatorweg

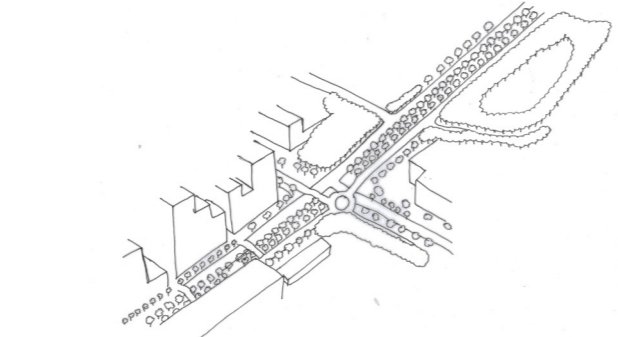


Westerpark allotment gardens

Westerpark garden city



Transformatorweg-Contactweg intersection



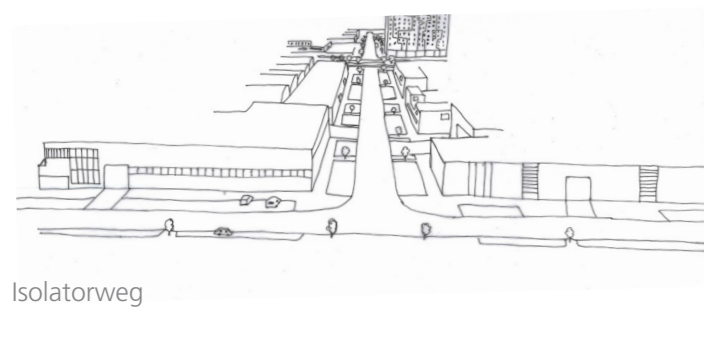
Transformatorweg-Contactweg intersection



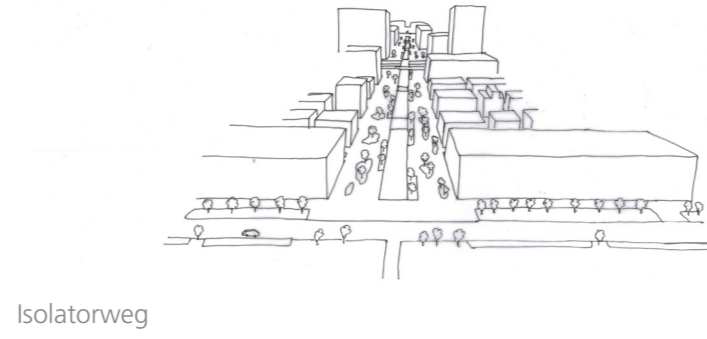
Transformatorweg-Hemweg intersection



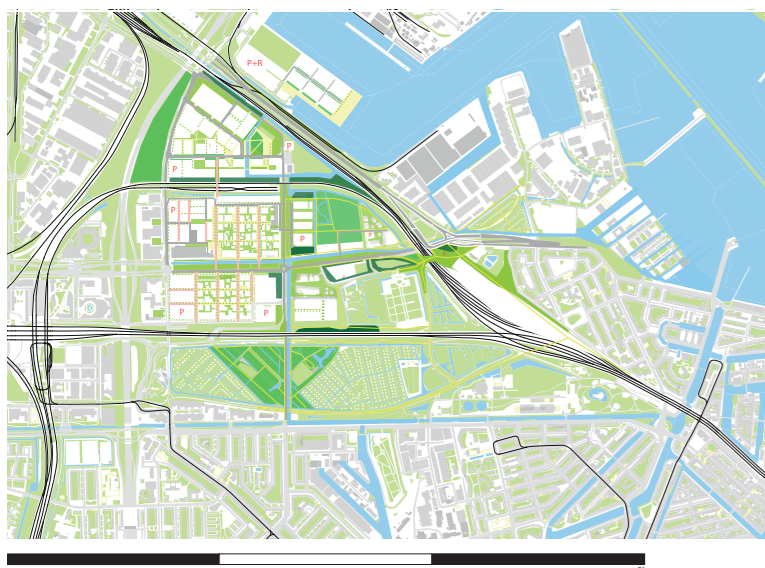
Transformatorweg-Hemweg intersection, Westerpark station



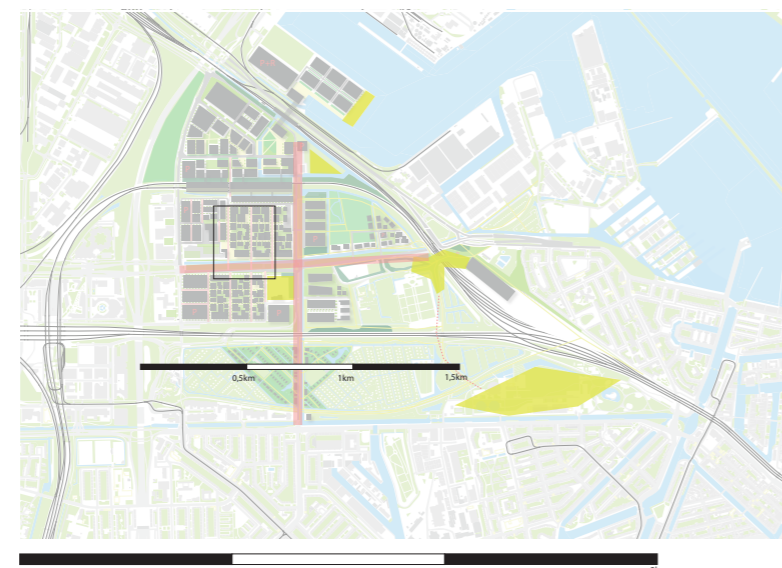
Isolatorweg



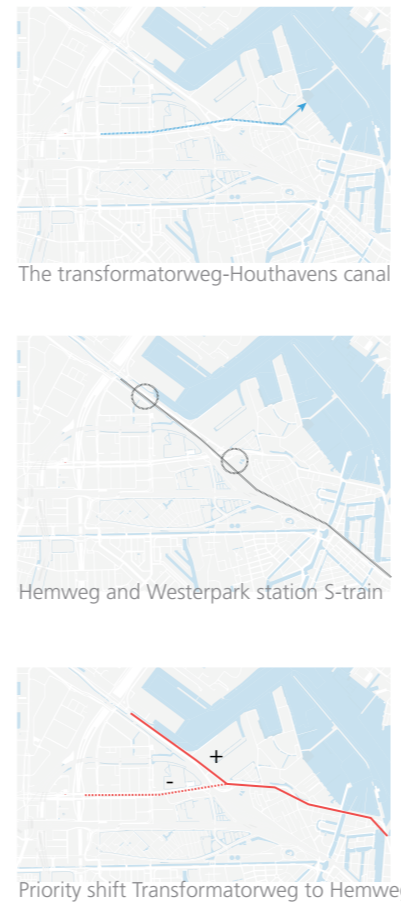
Isolatorweg



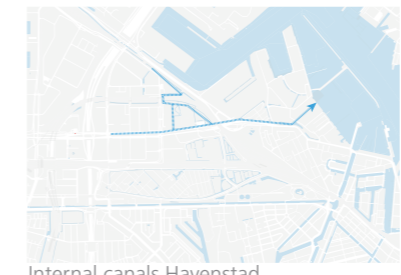
The park and public space system within the area



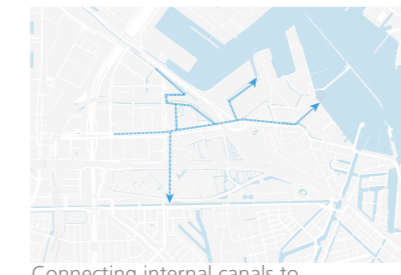
The attractions in yellow in the area. The three existing attractions (Thuishaven, Stadspodium and Westergasterrein) are either connected to the park or to the "stadstraten". The design expands on this system by adding 2 attractions connected to infrastructures, Parkbrug and Neptunusplein.



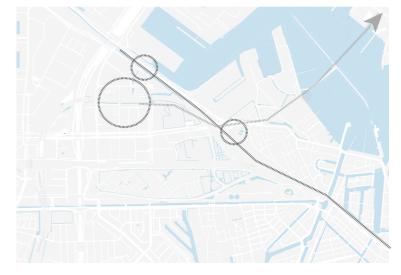
The Transformatorweg-Houthavens canal



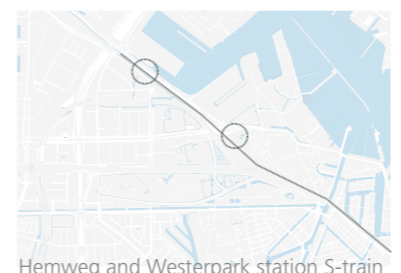
Internal canals Havenstad



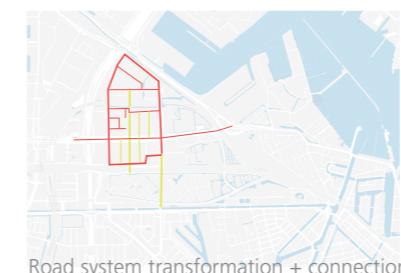
Connecting internal canals to Haarlemmer Trekvaart



Hub development and metro expansion



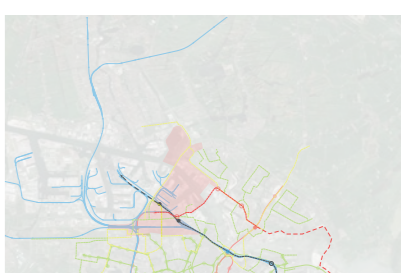
Hemweg and Westerpark station S-train



Road system transformation + connection Contactweg



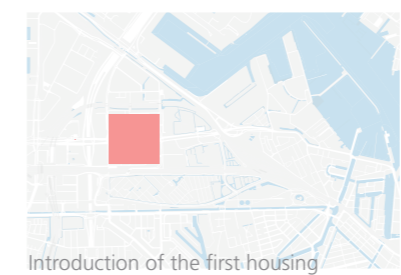
Expansion of the hub development



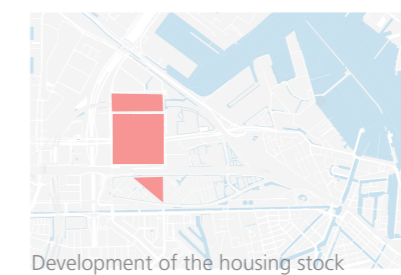
Potential future metro system



Priority shift Transformatorweg to Hemweg



Introduction of the first housing



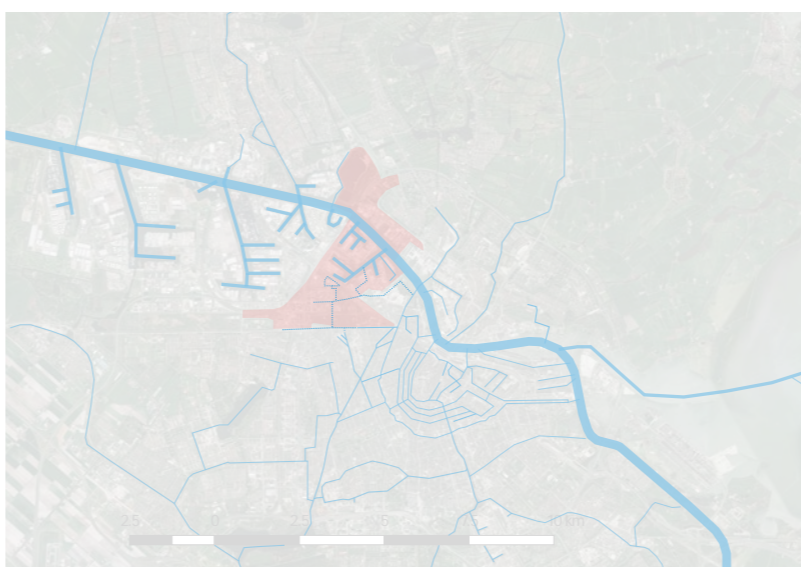
Development of the housing stock

Phase 1: infrastructure and hubs
This phase takes place prior to the end of the covenant (2029) and is crucial for the future development of the Havenstad district. The infrastructure shift must precede the function shift.

Phase 2: network adaptation and introduction of housing
After the covenant ends, the road system will be transformed to create a more liveable environment and the water system will be expanded. This is also when the first housing gets introduced.

Phase 3: network consolidation and hub related development
Following this the canal system can be connected to the Haarlemmer Trekvaart and further hub development and building development can take place.

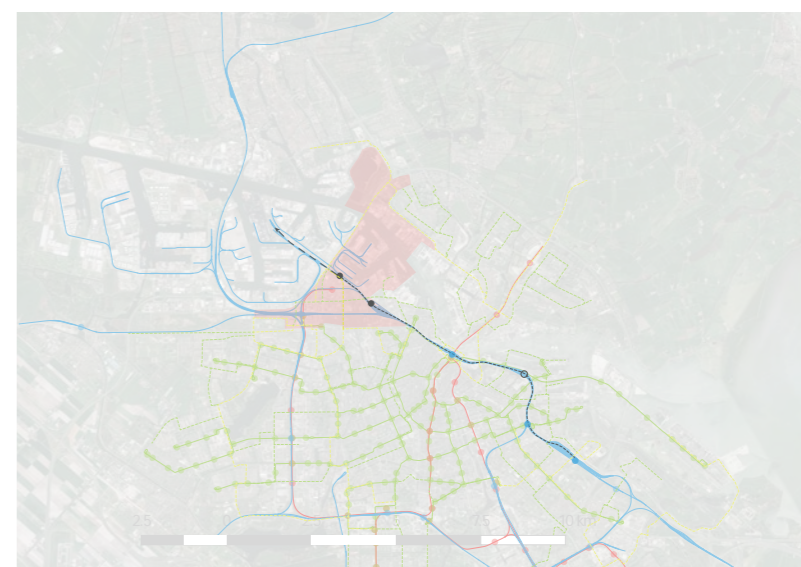
Phase 4: Future expansion of the system throughout the city.
Maintaining the S-train on the long term allows for an alternative expansion of the metro system through Noord. Here the Westerpark station would then be the node connecting both. Eventually the connection in Noord could even be expanded to Zeeburgereiland, opening a whole host of new development opportunities along the trajectory.



Water mobility proposal
Adaptation of Bing maps and Gemeente Amsterdam GIS data.

While the area needs more internal waterways to deal with the extent of rainfall and a high groundwater table, this also allows for the opportunity to reintroduce shipping as a viable, and potentially main, form of transport.

Through the creation of navigable canals throughout Havenstad an additional transport option becomes available for the district.



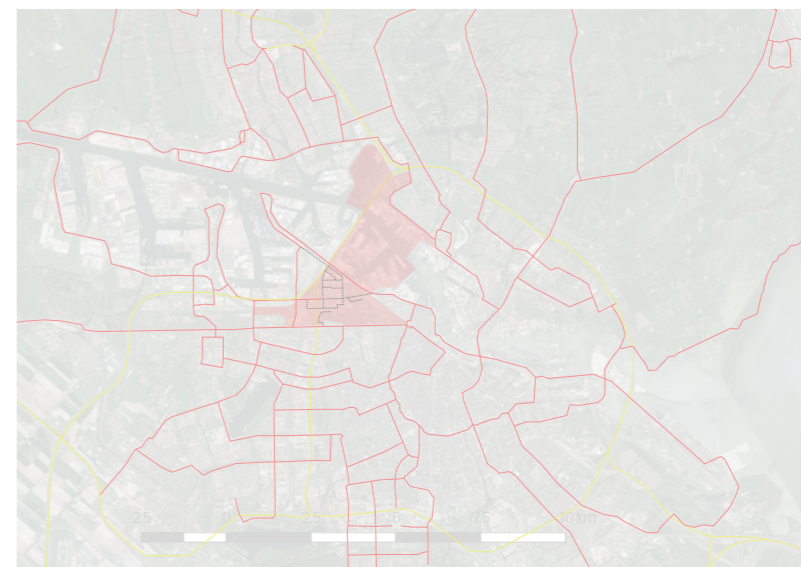
Public transit proposal
Adaptation of Bing maps and Gemeente Amsterdam GIS data.

As is visible in the picture, the main change to the public transit in the scale of the S-train, similar in type to the S-bahn model applied in Germany, that uses the existing rail infrastructure, while adding two stations in the west direction and offering the opportunity to add one additional station. The S-train will be using some of the capacity that becomes available due to the transfer of trains to Amsterdam Zuid.



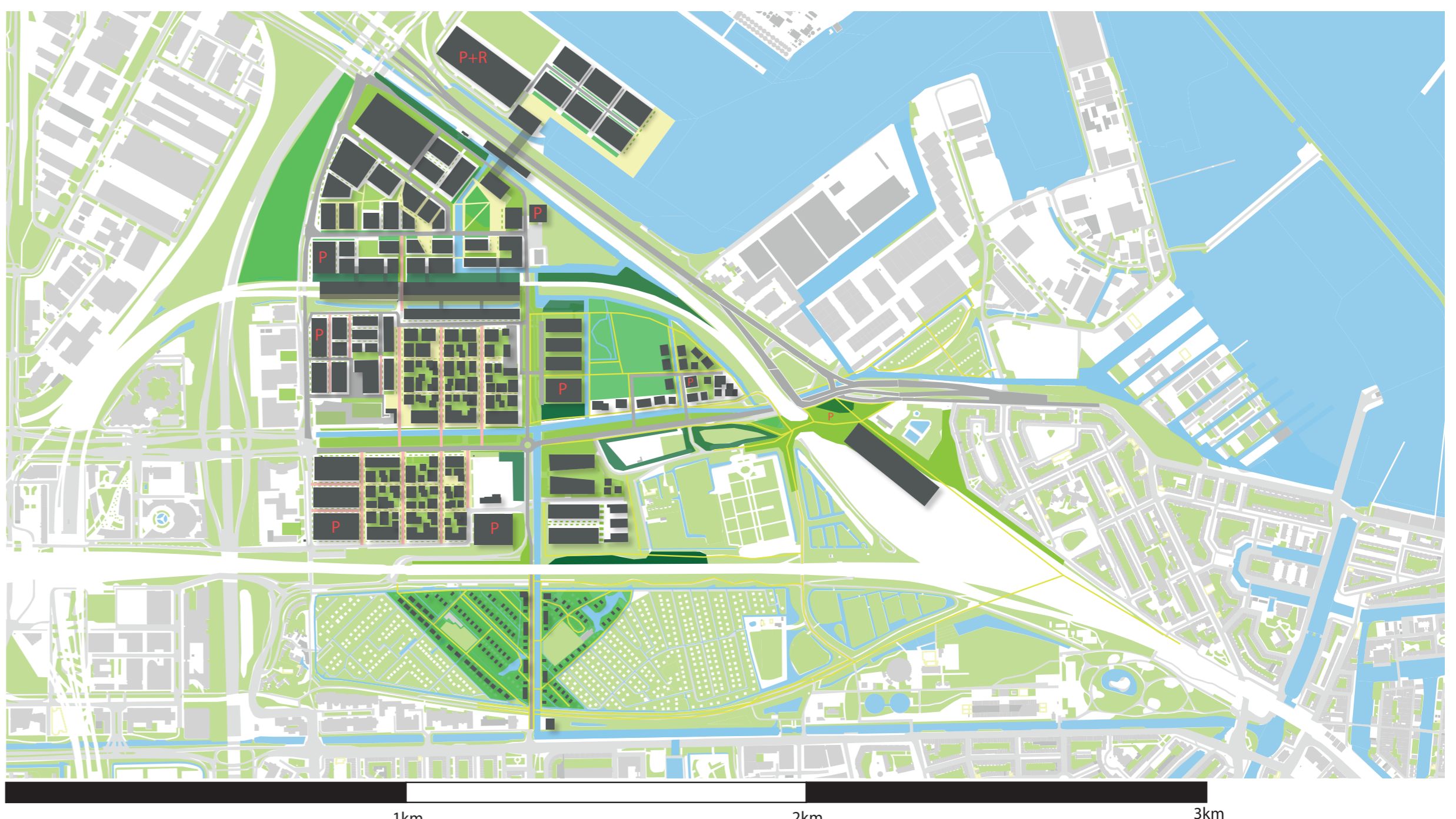
Green blue area proposal
Adaptation of Bing maps and Gemeente Amsterdam GIS data.

By strengthening the structure of the Westerpark into Groot Westerpark, an area with a variety of landscapes, the area can benefit not only Havenstad, but also improves the liveability of Spaardammerbuurt and Houthavens.



Road network proposal
Adaptation of Bing maps and Gemeente Amsterdam GIS data.

Part of the mobility shift for Havenstad consists of the shift in priority from Transformatorweg to Hemweg. Through adaptation of the existing road system, the suitability of the roads bisecting the havenstad development is strongly decreased, in favour of traffic headed towards the area itself.



The final design for Havenstad

In the final design for Havenstad the resulting population density remains below the density of 35000 inhabitants per square kilometer as the liveability and climate resilience could be endangered with such a high density. However the resulting density of over 20.000 inhabitants per square kilometre is still significantly higher than that in most of the city. A focus

