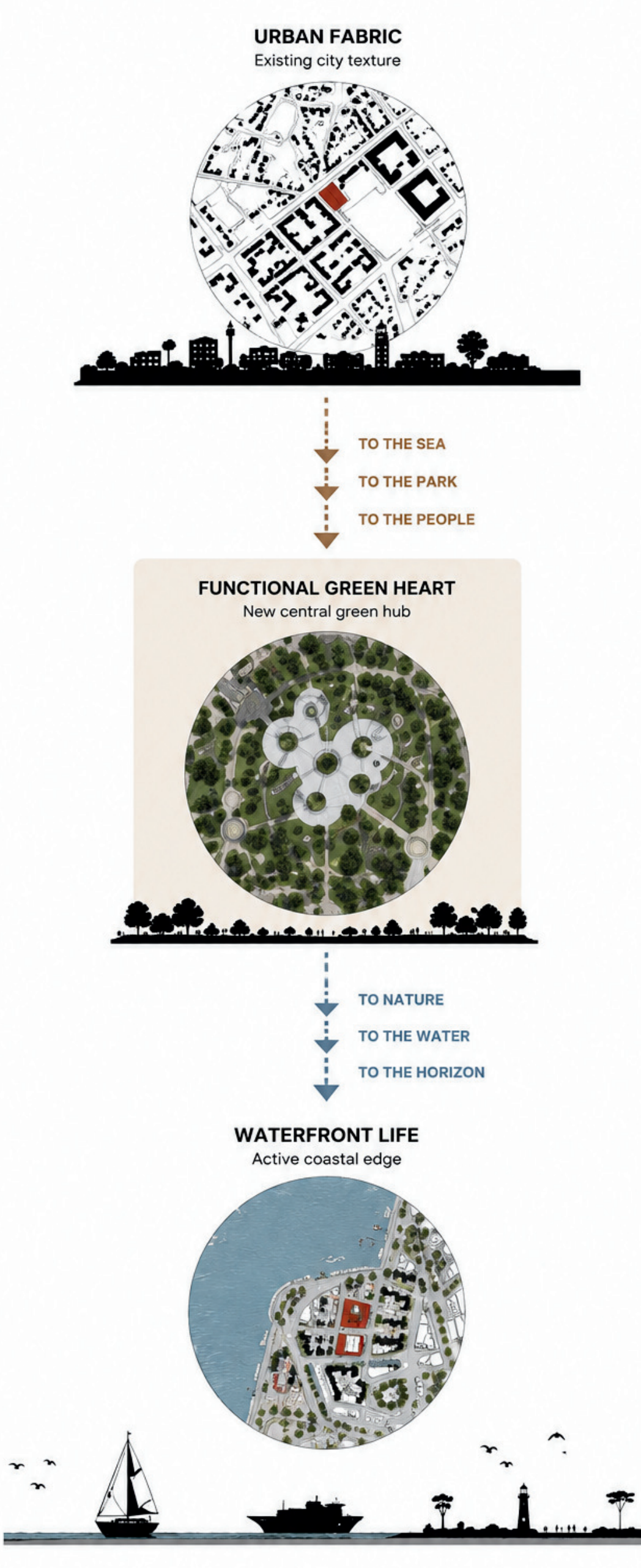


## CITY - WATERFRONT TRANSITION ZONE

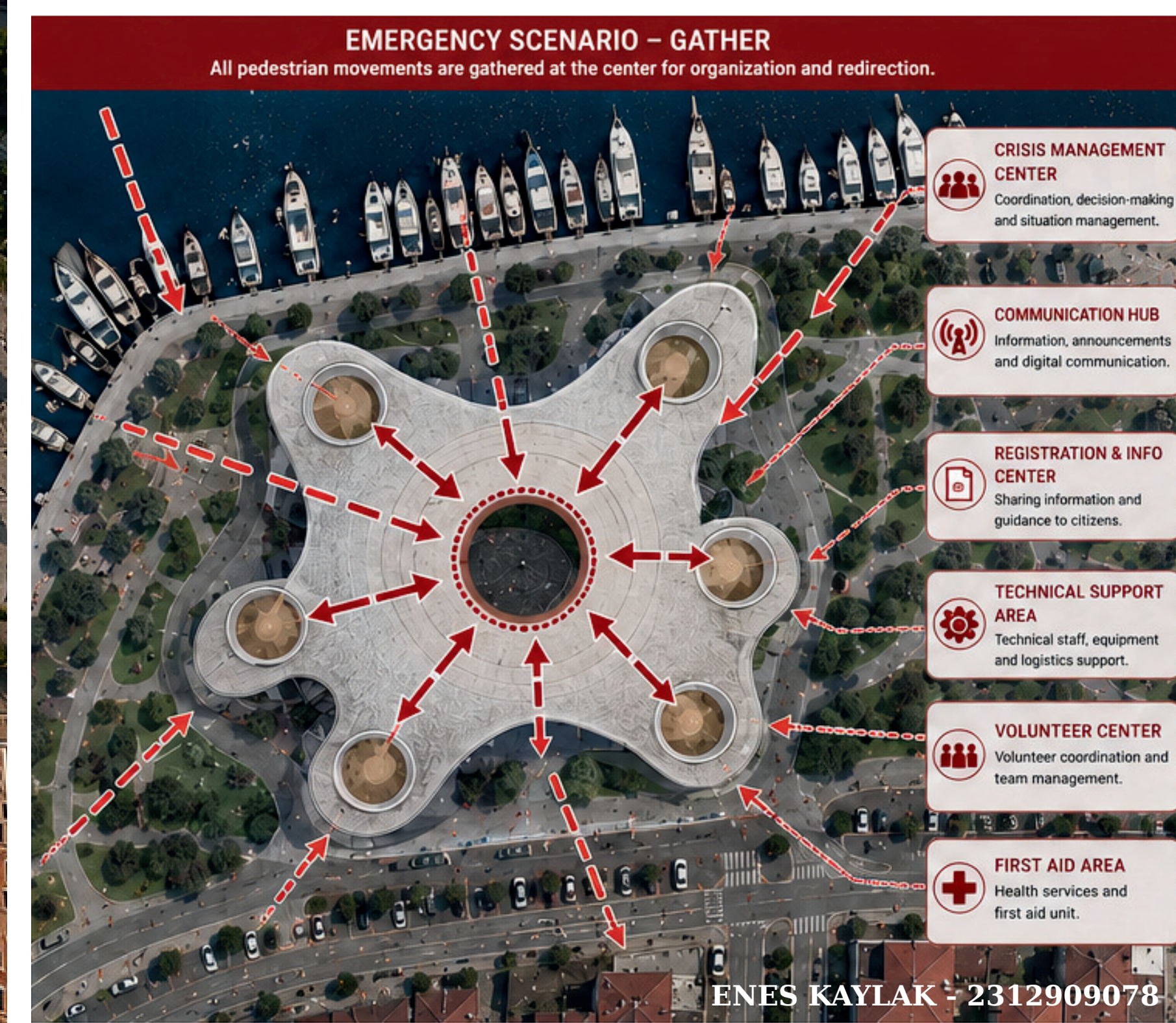
The site is located between the city center of Fethiye and the marina waterfront. It forms a transition zone between the urban fabric and the shoreline, at the intersection of different user profiles.

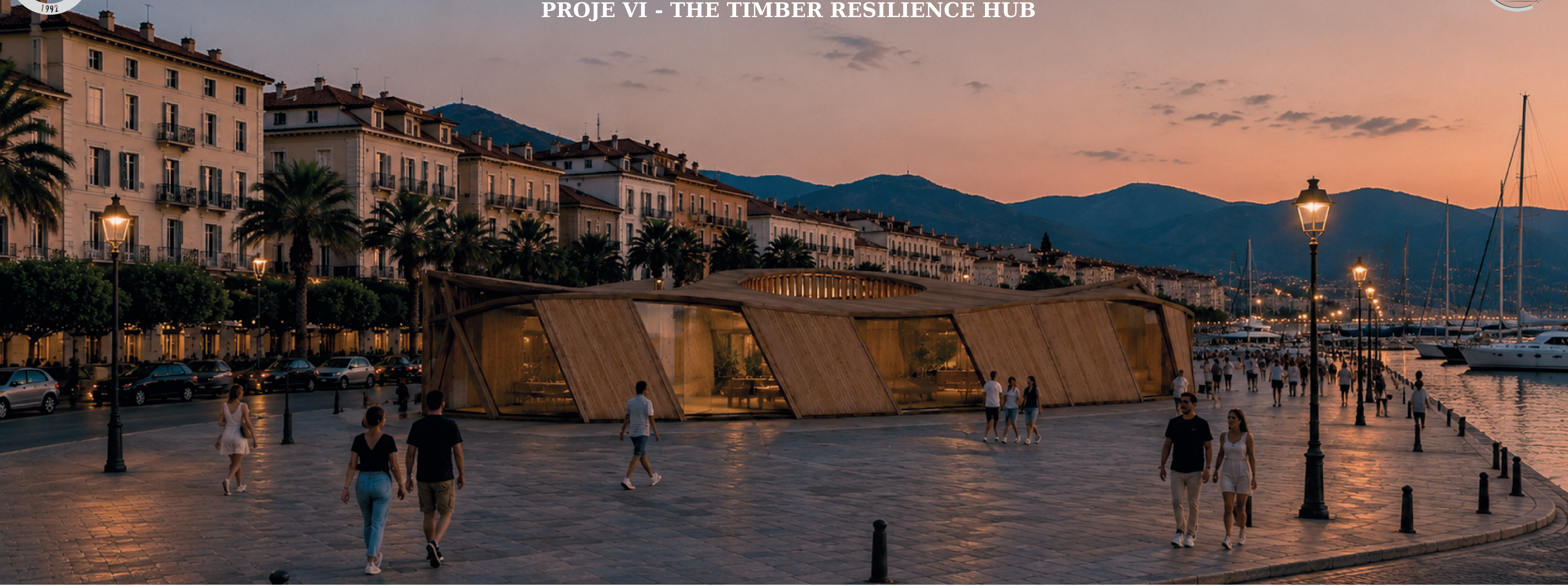


- URBAN CONNECTION**  
An active axis in daily life, linking the city center to the shore.
- WATERFRONT CONNECTION**  
Connects the marina and waterfront promenade with the urban fabric.
- GREEN SPACE RELATIONSHIP**  
Close to park and recreational areas, within an open and accessible landscape.
- PEDESTRIAN ACCESS**  
A pedestrian-oriented area with high pedestrian potential and continuous movement.
- EMERGENCY ACCESSIBILITY**  
Direct access to the site for emergency conditions ensures rapid intervention, organization, and safe evacuation.



SITE PLAN 1/500





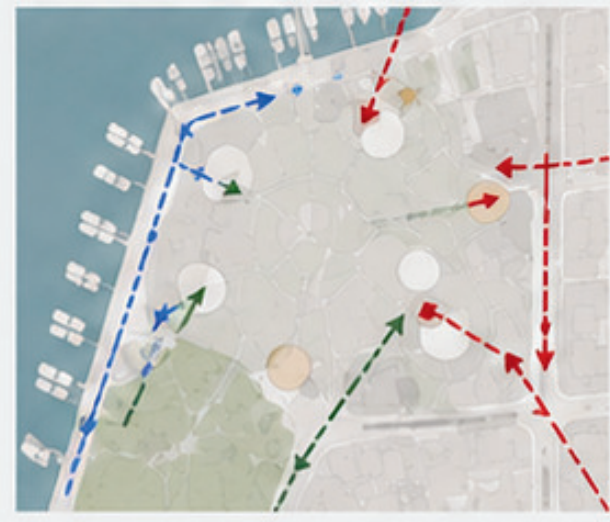
**SECTION 1 1/100**

**FORM GENERATION ANALYSIS**

The form is defined through the interaction of pedestrian flows influencing the site, the central civic node, and the distribution logic of functions. Openings that provide orientation, light, and spatial separation are integrated into the design.

- CENTRAL CIVIC NODE
- FUNCTIONAL AREAS
- SUPPORTING OPENINGS (LIGHT, ORIENTATION, SEPARATION)
- PEDESTRIAN FLOW

**01 / SITE AND PEDESTRIAN FLOWS**



The lines of strong pedestrian flows coming from the city center, waterfront promenade, and park area are identified.

**02 / CENTRAL CIVIC NODE**



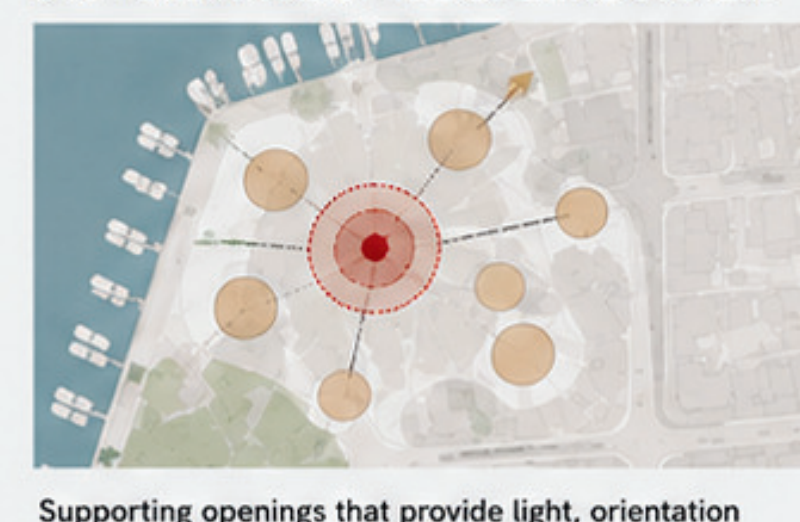
A central civic node is defined to gather and accommodate users coming from different directions.

**03 / DISTRIBUTION OF FUNCTIONS (DISPERSE)**



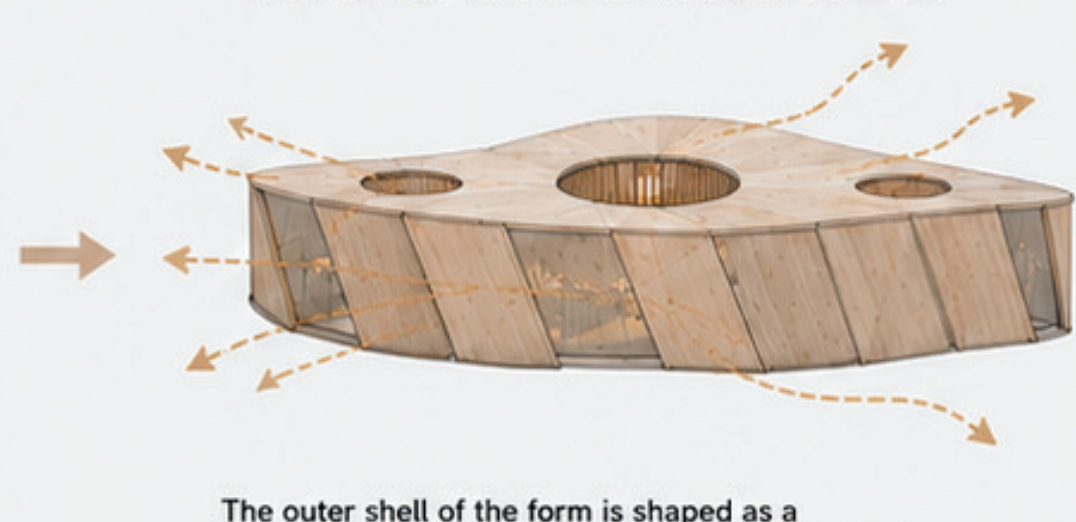
In daily life, users are distributed to the surrounding functions around the center, such as library, workshop, education, and social areas.

**04 / FORMATION OF THE OPENING SYSTEM**



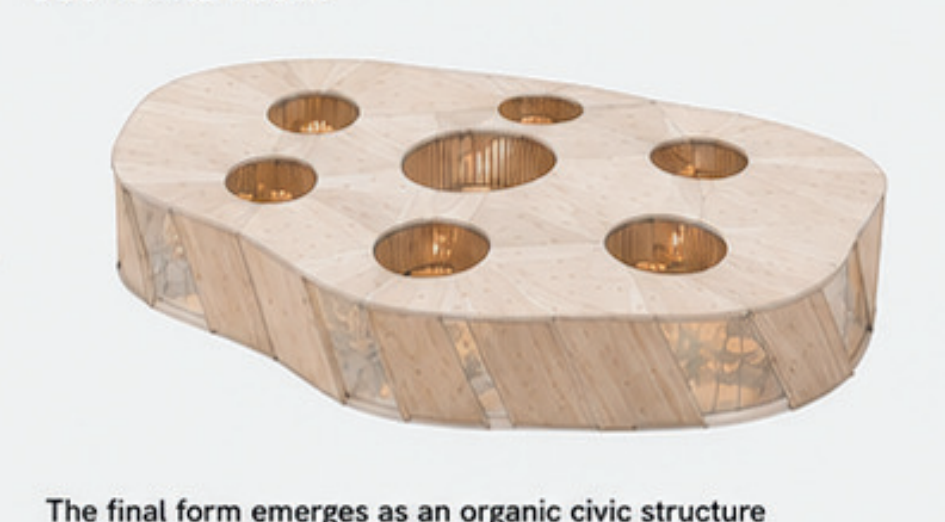
Supporting openings that provide light, orientation and spatial separation are formed on the surface of the form. These openings are aligned with the directions towards the waterfront and the park.

**05 / SHELL AND FACADE ARTICULATION**



The outer shell of the form is shaped as a continuous civic surface. The facade is articulated with angled panels that allow controlled light and visual permeability.

**06 / FINAL FORM**



The final form emerges as an organic civic structure defined by the central node and openings. Pedestrian flows are redistributed to the surrounding functions around the central civic node.



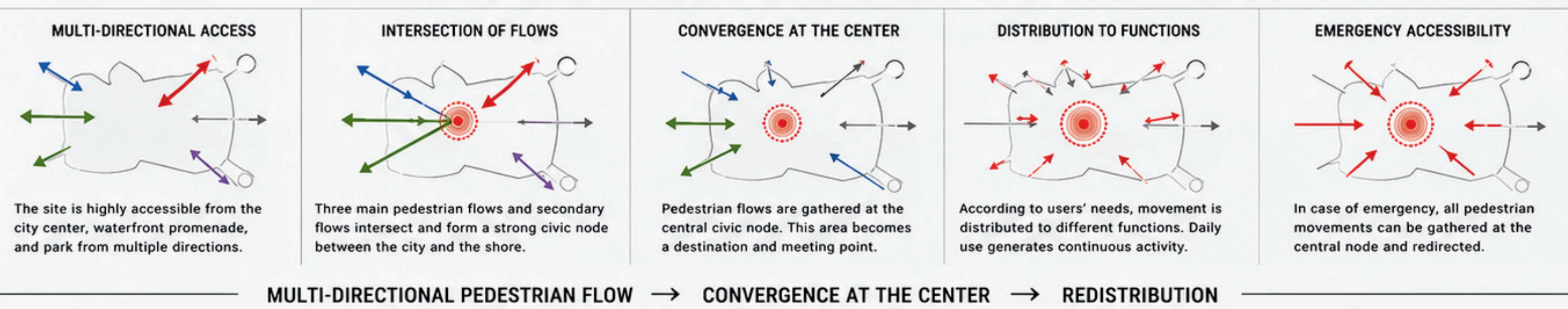
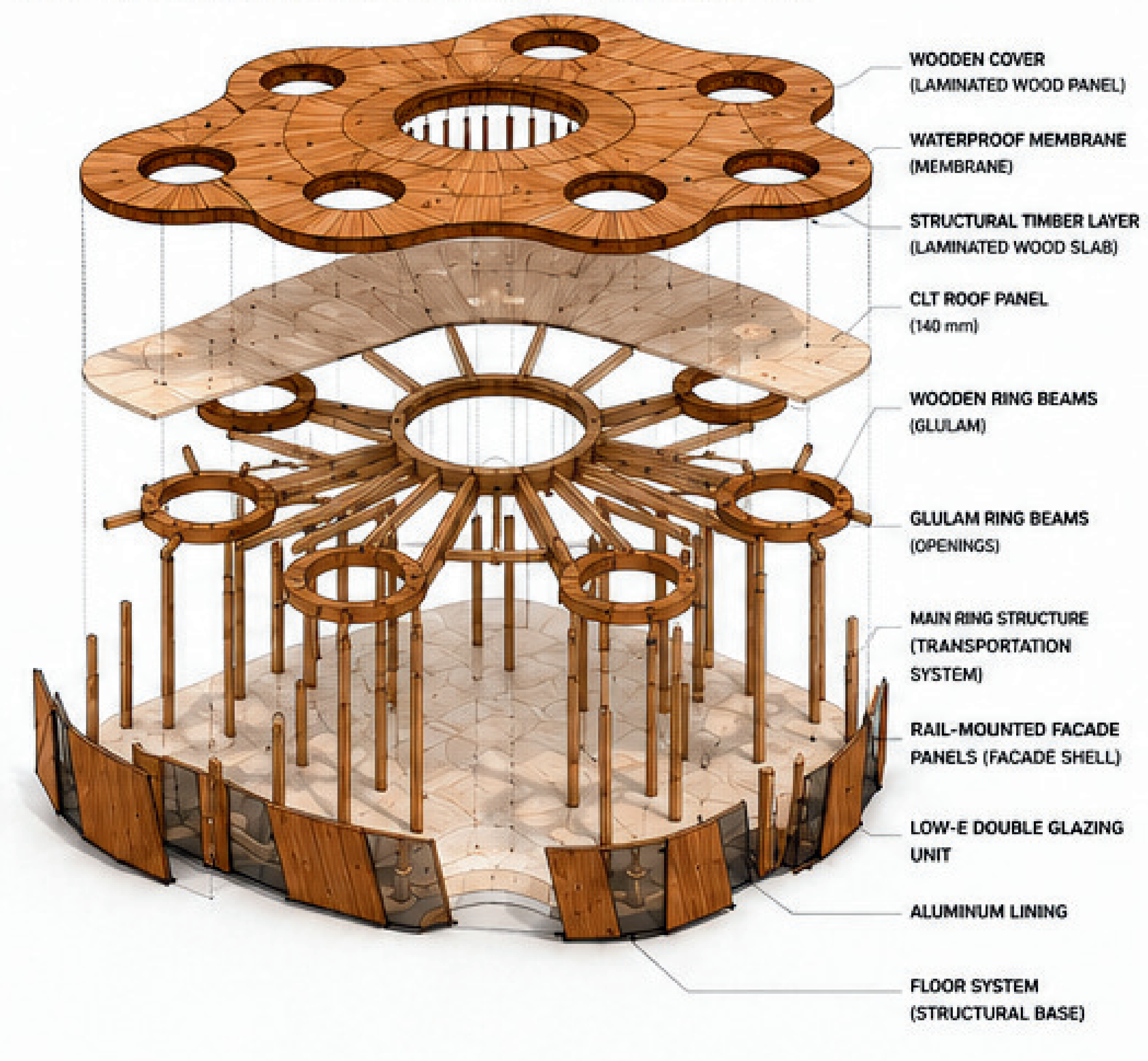


**2. PEDESTRIAN MOVEMENT ANALYSIS**

The site is a strong node where pedestrian flows from different directions intersect. The structure has been conceived as a unifying element that gathers these dispersed flows in the city center and redistributes them as a whole.

- FLOW 1 – CITY CENTER FLOW**  
A strong pedestrian flow generated from the city center. Provides main access and connectivity.
- FLOW 2 – WATERFRONT PROMENADE FLOW**  
A pedestrian flow along the shoreline. Continuously produces movement and enlivens the structure.
- FLOW 3 – PARK / RECREATION FLOW**  
A flow originating from park and recreation areas. Associated with leisure and open space uses.
- SECONDARY PEDESTRIAN FLOWS**  
Lower intensity pedestrian movements from streets and service lanes surrounding the site.
- MAIN PEDESTRIAN ENTRANCES**  
Primary access points ensuring strong connectivity to the structure.
- SECONDARY PEDESTRIAN ENTRANCES**  
Secondary access points provided from park, marina, and streets.
- CENTRAL CIVIC NODE**  
The main node where pedestrian flows converge, directing movement toward the center.

**01. TRANSPORTATION SYSTEM AXONOMETRY 1/50**





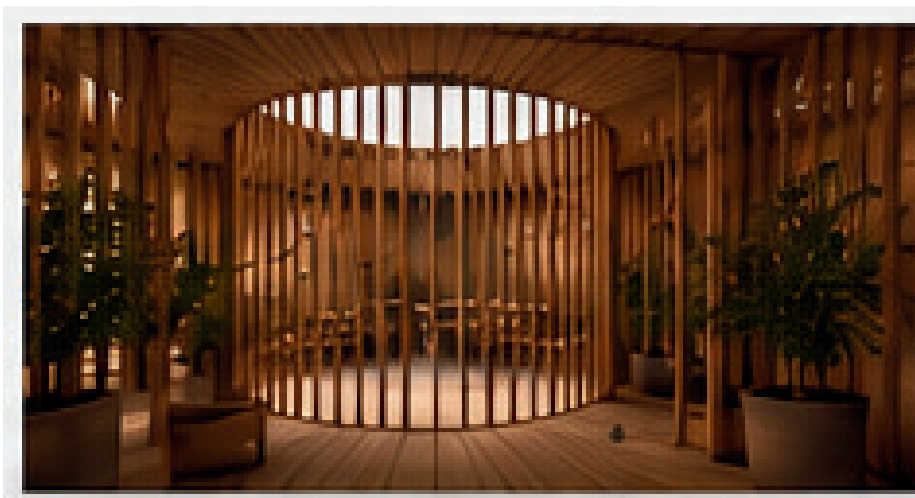
### PERSPECTIVE ANALYSIS



**DAYLIGHT**  
Distributes daylight evenly throughout the interior.

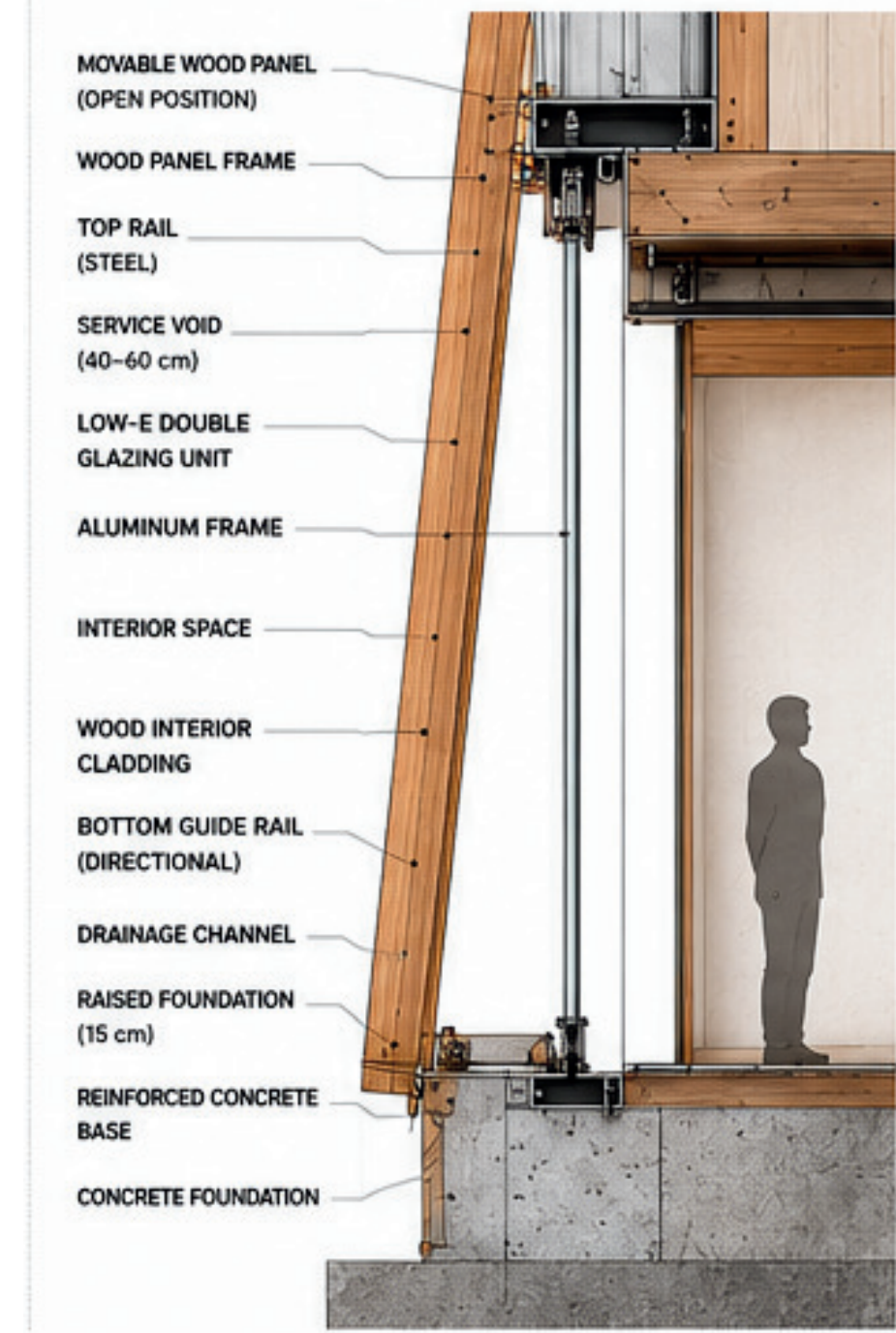


**VISUAL CONNECTION**  
Creates visual continuity between spaces.

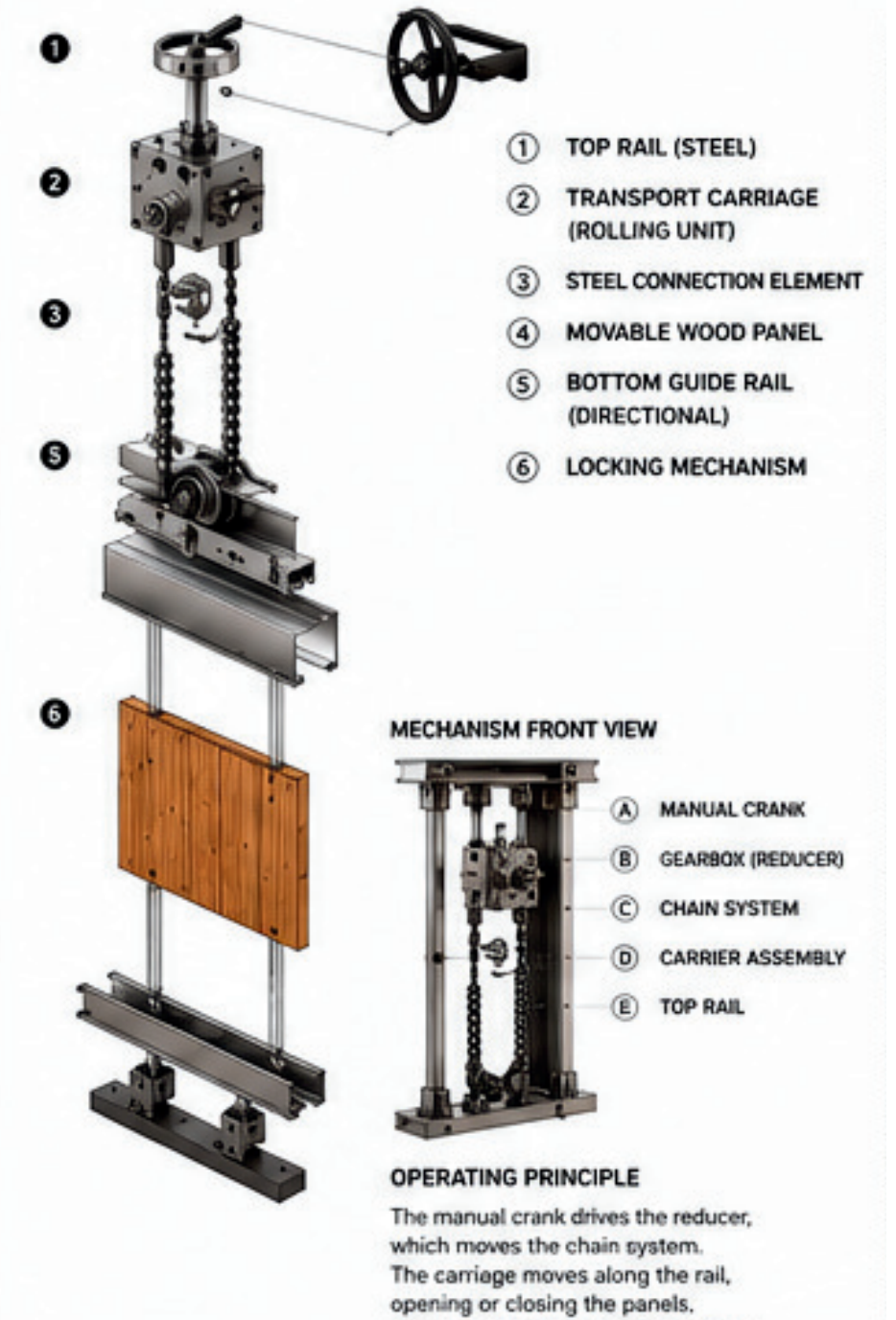


**SPATIAL DIFFERENTIATION**  
Creates spatial boundaries through functional differences.

### 02. FACADE SYSTEM SECTION DETAIL 1/10



### 03. RAIL PANEL MECHANISM 1/5



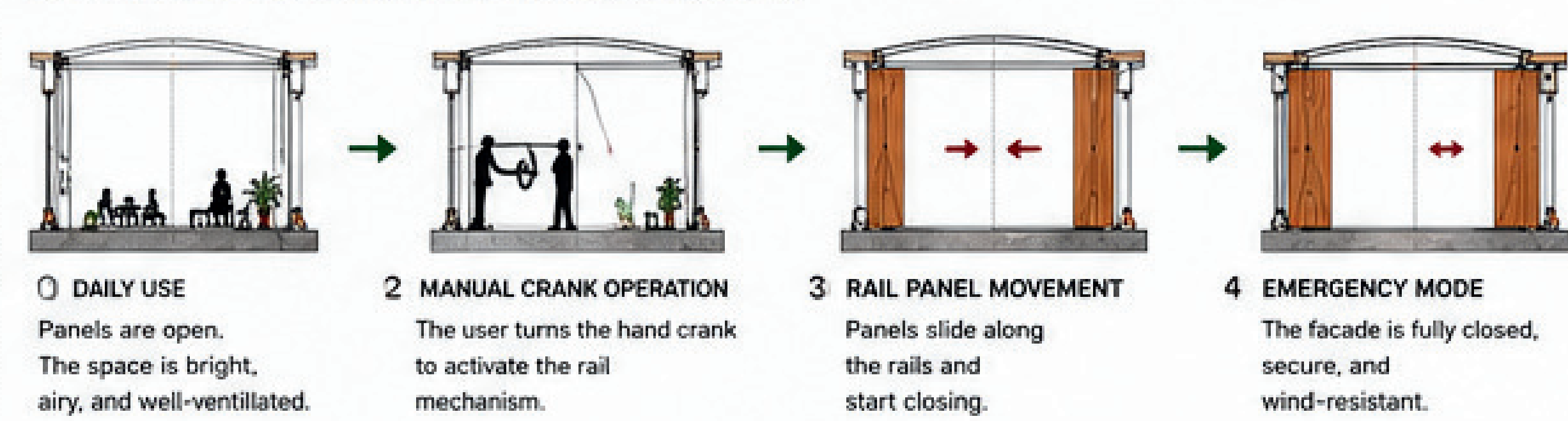
### DAILY MODE (OPEN FACADE)



### EMERGENCY MODE (CLOSED FACADE)



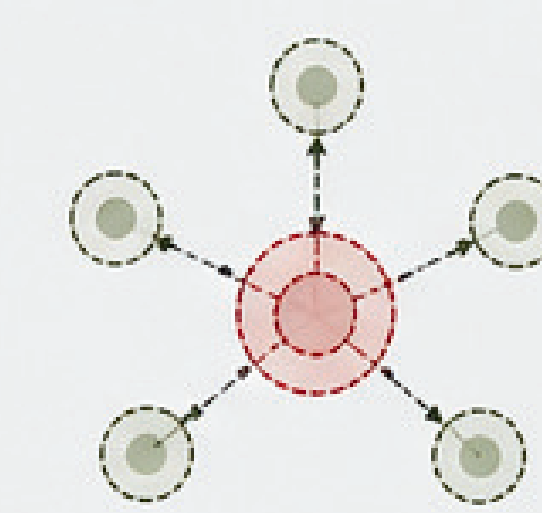
### 09. EMERGENCY TRANSFORMATION DIAGRAM



### SYSTEM ADVANTAGES

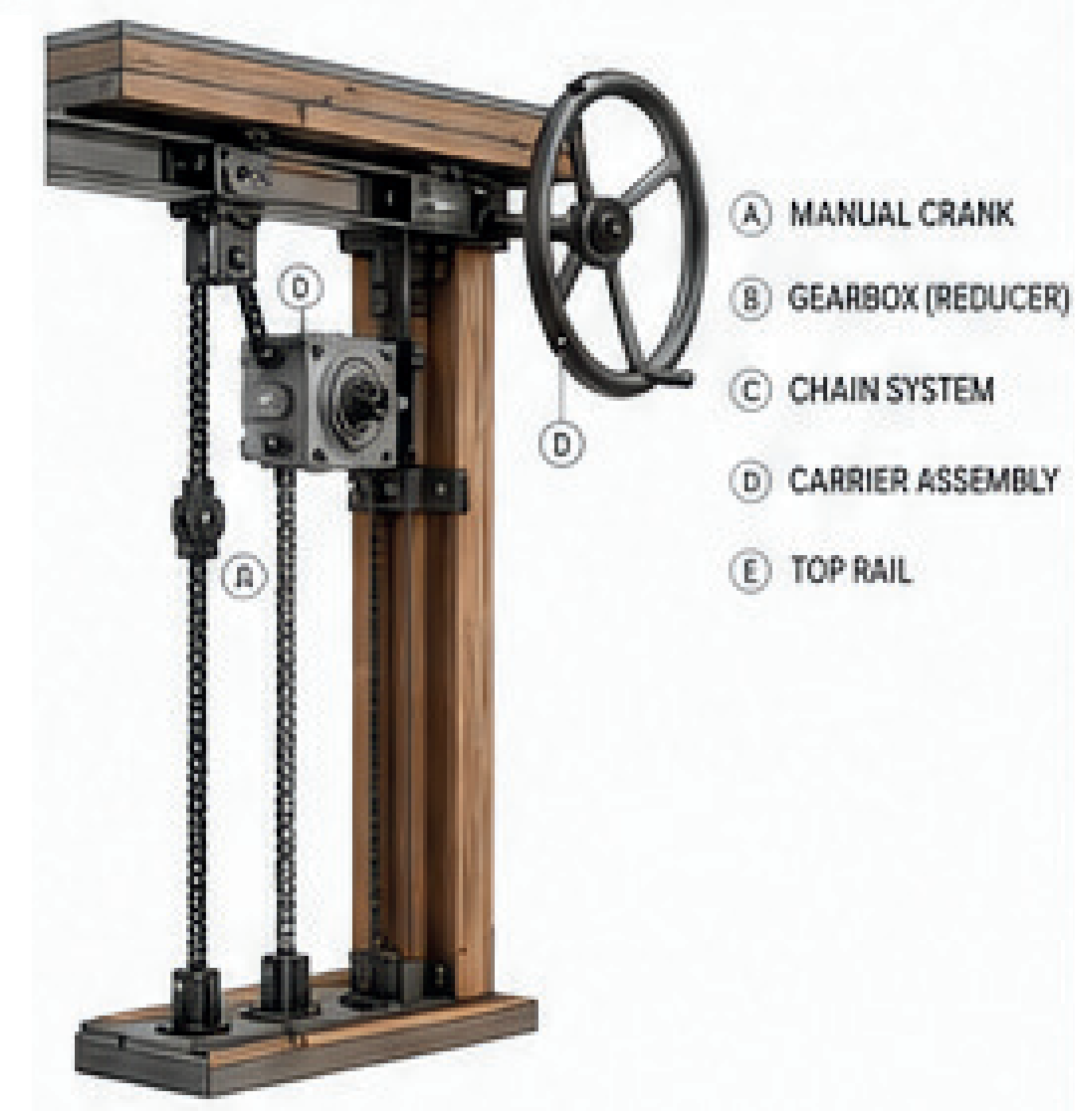
- Does not require electricity.
- Provides safe evacuation of people.
- Easy and safe to use.
- Acts as a platform in daily life.
- Suitable for all emergency scenarios.
- Durable and low-maintenance.

### THE SYSTEM'S INTEGRAL ROLE



The central opening is the node where all flows converge.

Supporting openings complete the system by providing light, air, orientation and spatial separation.



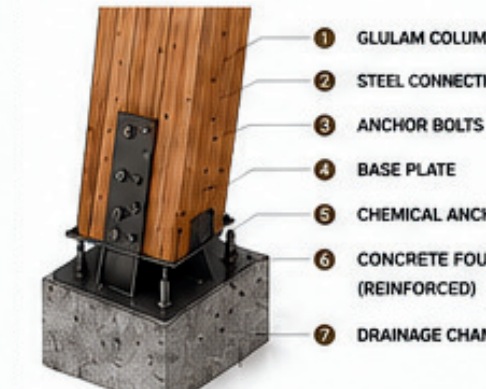
### 04. CENTRAL OPENING DETAIL 1/10



### 05. SECONDARY OPENING DETAIL (LIGHT AND VENTILATION OPENING) 1/10



### 06. GLULAM COLUMN CONNECTION 1/5



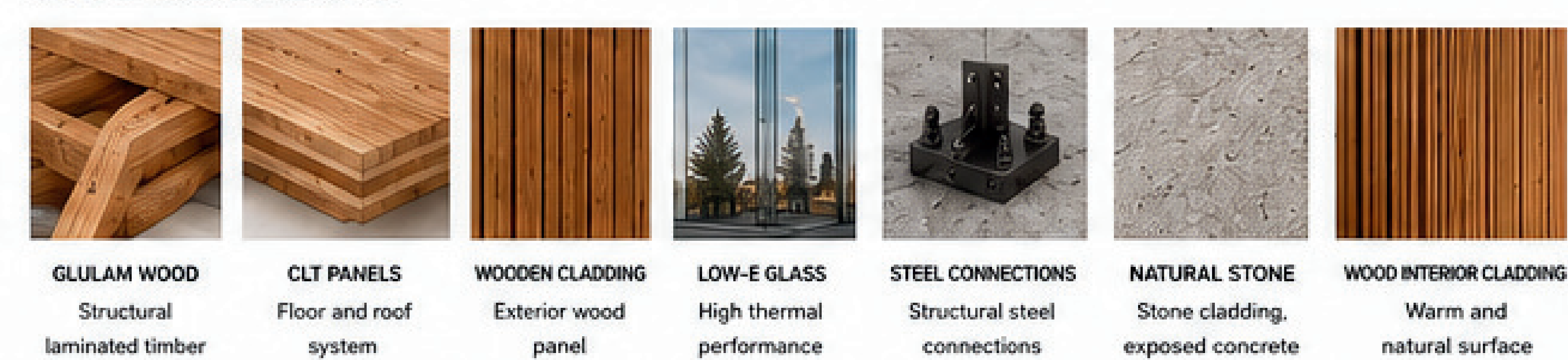
### 07. ROOF LAYER BUILD-UP 1/10



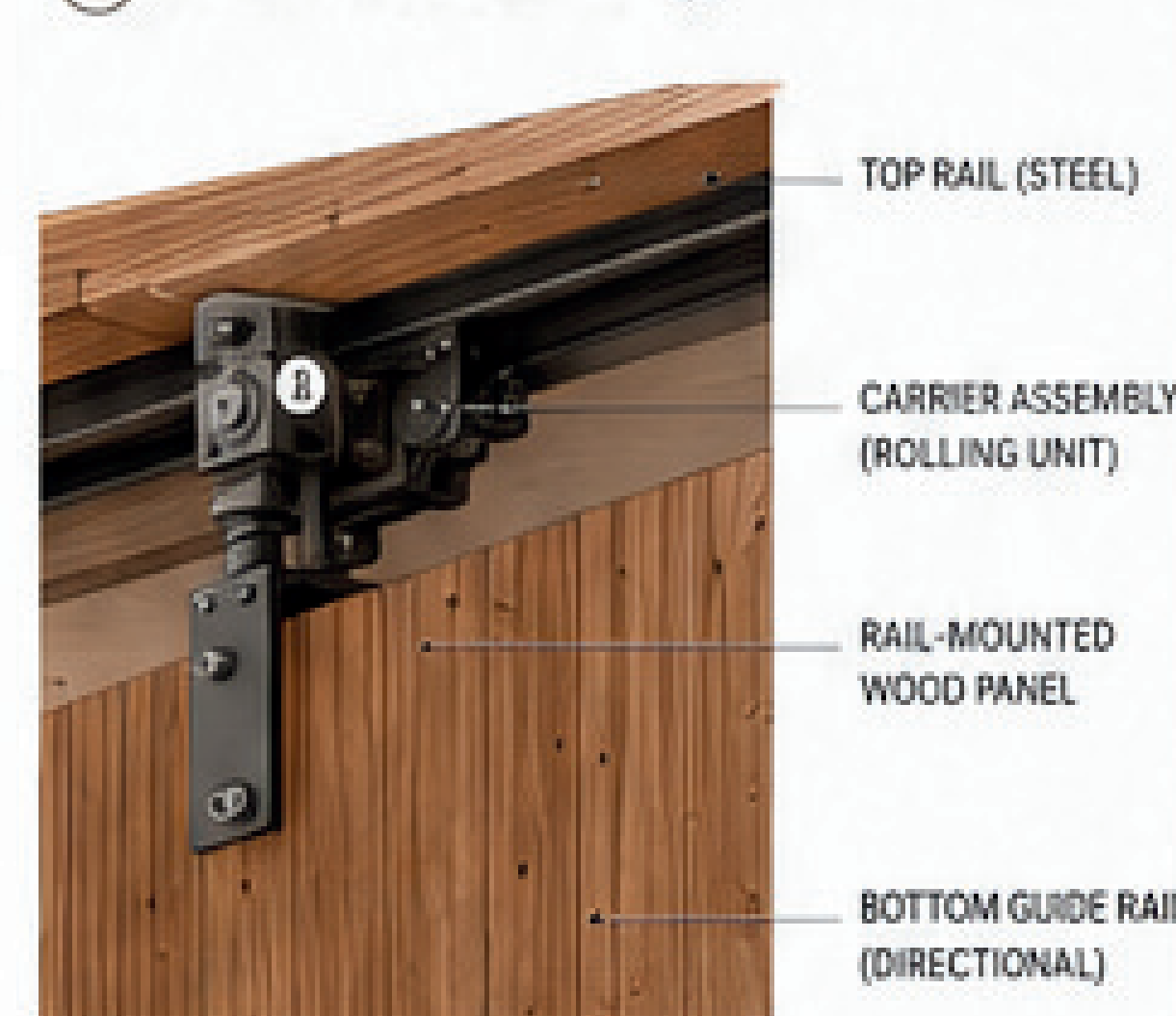
### CLT PANEL CONNECTION DETAIL 1/5



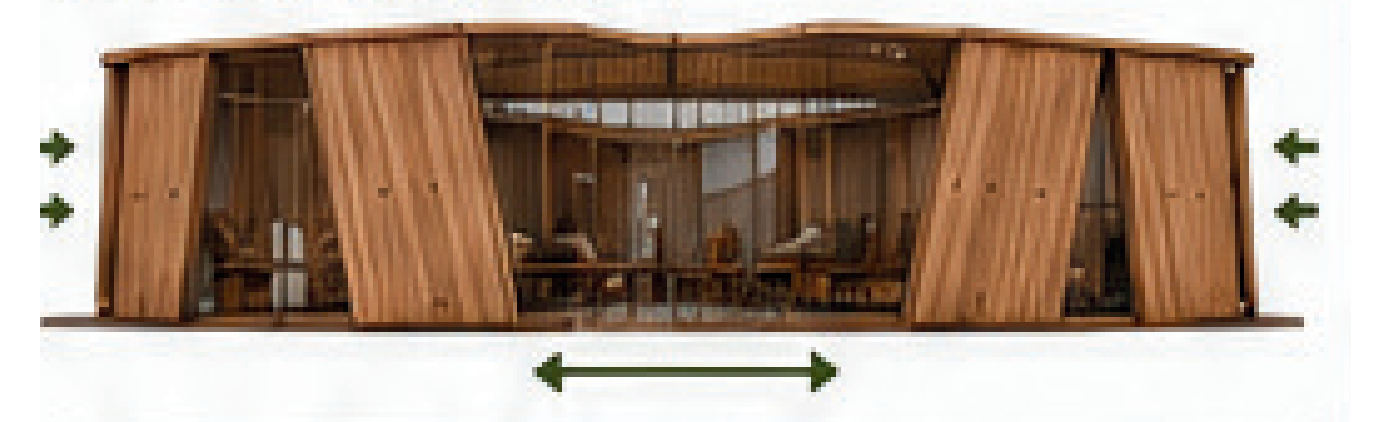
### 08. MATERIAL PALETTE



### ④ RAIL PANEL DETAIL 1/5



### DAILY MODE (OPEN FACADE)



### EMERGENCY MODE (CLOSED FACADE)

