

TRANSPORTATION HUB

LEFKOSA, T.R.N.C



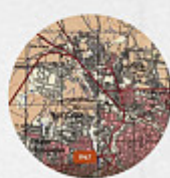
LEFKOSA, ALSO KNOWN AS NICOSIA, IS THE VIBRANT CAPITAL OF CYPRUS. UNIQUELY DIVIDED BETWEEN THE TURKISH AND GREEK SIDES OF THE ISLAND. RICH IN HISTORY, THE CITY BOASTS A MIX OF OTTOMAN, VENETIAN, AND MODERN ARCHITECTURE, WITH LANDMARKS LIKE THE SELIMIYE MOSQUE AND VENETIAN WALLS. ITS BUSTLING STREETS ARE FILLED WITH MARKETS, CAFES, AND CULTURAL SITES, REFLECTING ITS DIVERSE HERITAGE AND DYNAMIC ATMOSPHERE.



1943



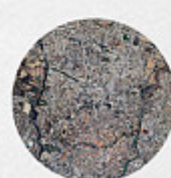
1944



1967



1973



Today

HISTORICAL ANALYSIS



■ LOW TRAFFIC
■ HIGH TRAFFIC
■ MEDIUM TRAFFIC

TRAFFIC ANALYSIS

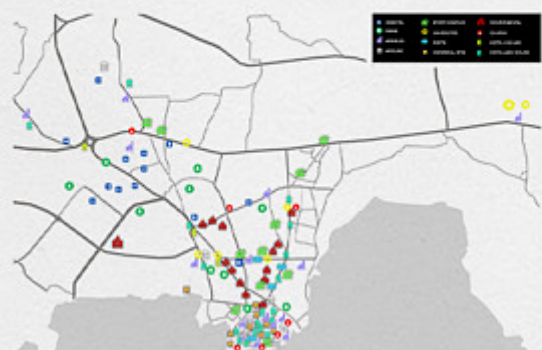


■ HISTORICAL FLOODS
■ GROUND PROBLEM
■ STEAM BED PROBLEM
■ COLLAPSE GAP

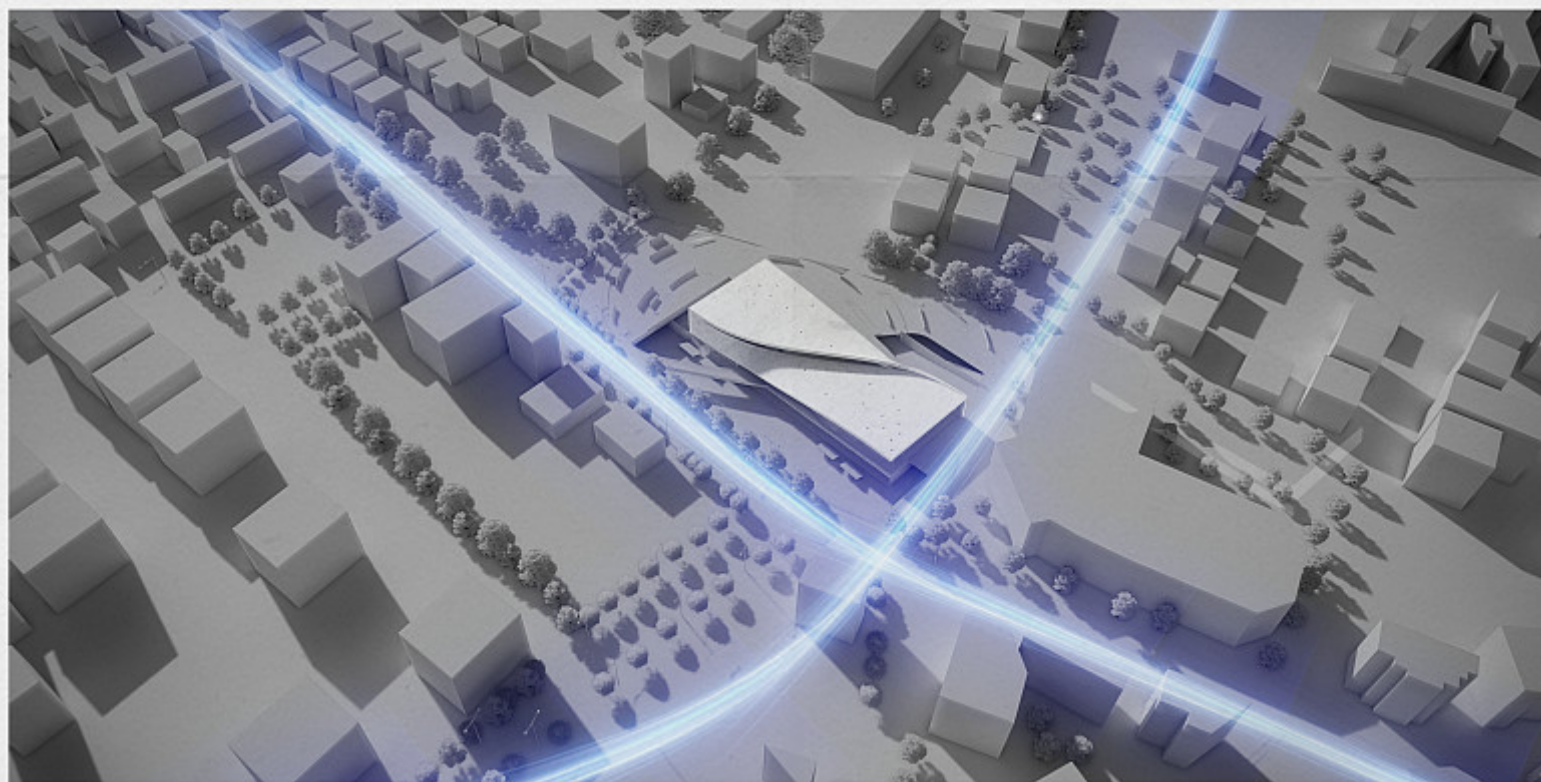
GEOLOGICAL ANALYSIS

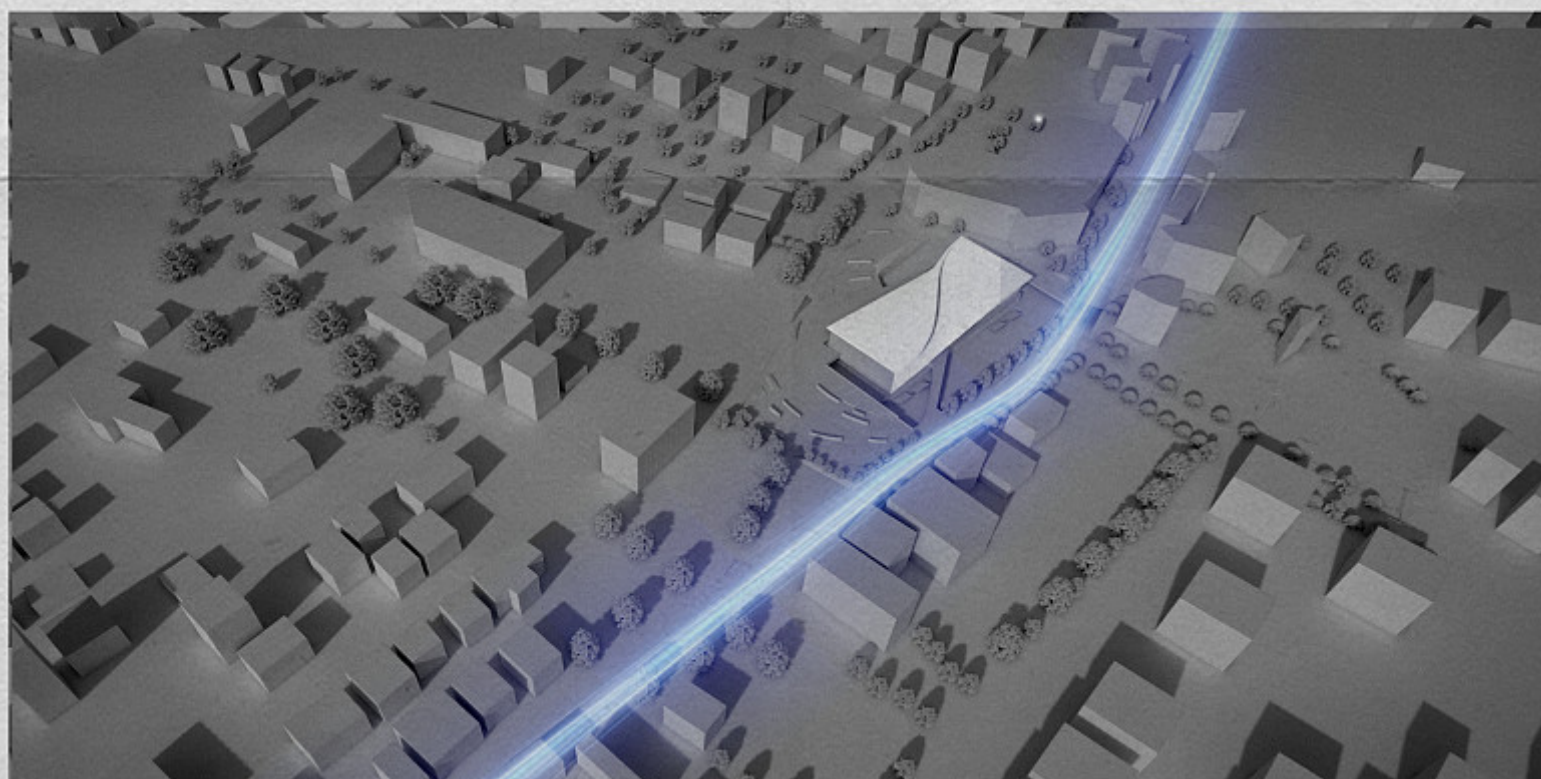
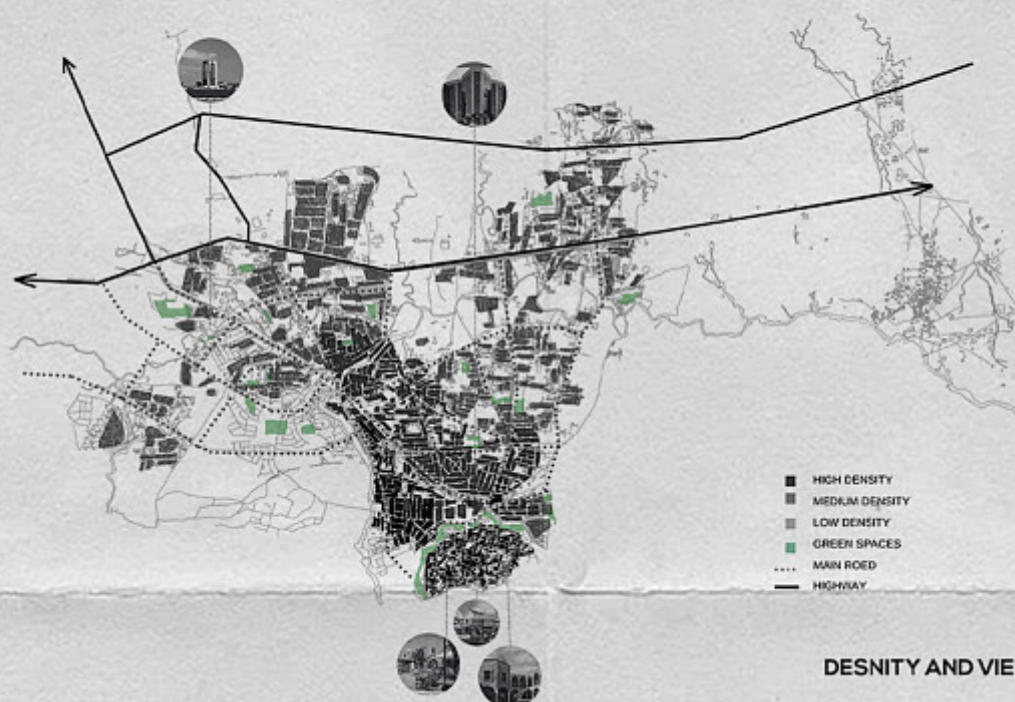


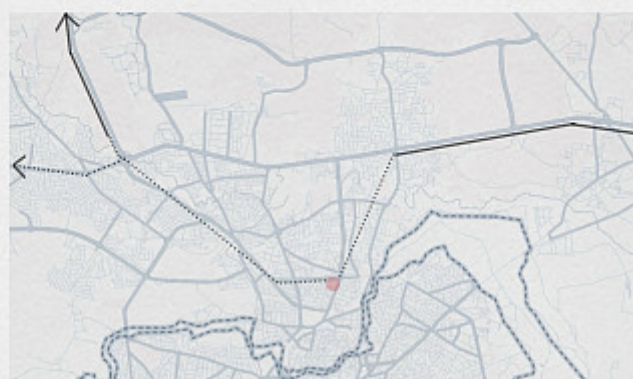
LYNCH ANALYSIS



LANDUSE ANALYSIS







THE SITE IS LOCATED IN THE HEART OF THE CITY PROVIDING A CENTRAL GATHERING SPACE FOR PEOPLE
 THE SITE IS NOT OUTSIDE OF THE CITY , SO IT CAN BE INTEGRATED WITHIN THE SOCIAL ENVIRONMENT, AND CAN HAVE OTHER FUNCTIONS SUCH AS A COMMUNITY AREA
 EASY ACCESS TO THE SITE , AND CAN BE QUICKLY SITUATED
 THE SITE IS NEAR TO AL THE PASSENGERS
 AFTER A LONG DAY AT WORK , YOU CAN GET EASILY TO YOUR HOUSE FROM THE SITE

LAND USE



GREEN SPACE

LAND USE



RESIDENTIAL
 COMMERCIAL
 EDUCATIONAL

FIGURE / GROUND



VEHICLES ACCESS



PRIMARY ROAD
 SECONDARY ROAD
 STREET ROAD

LYNCH ANALYSIS

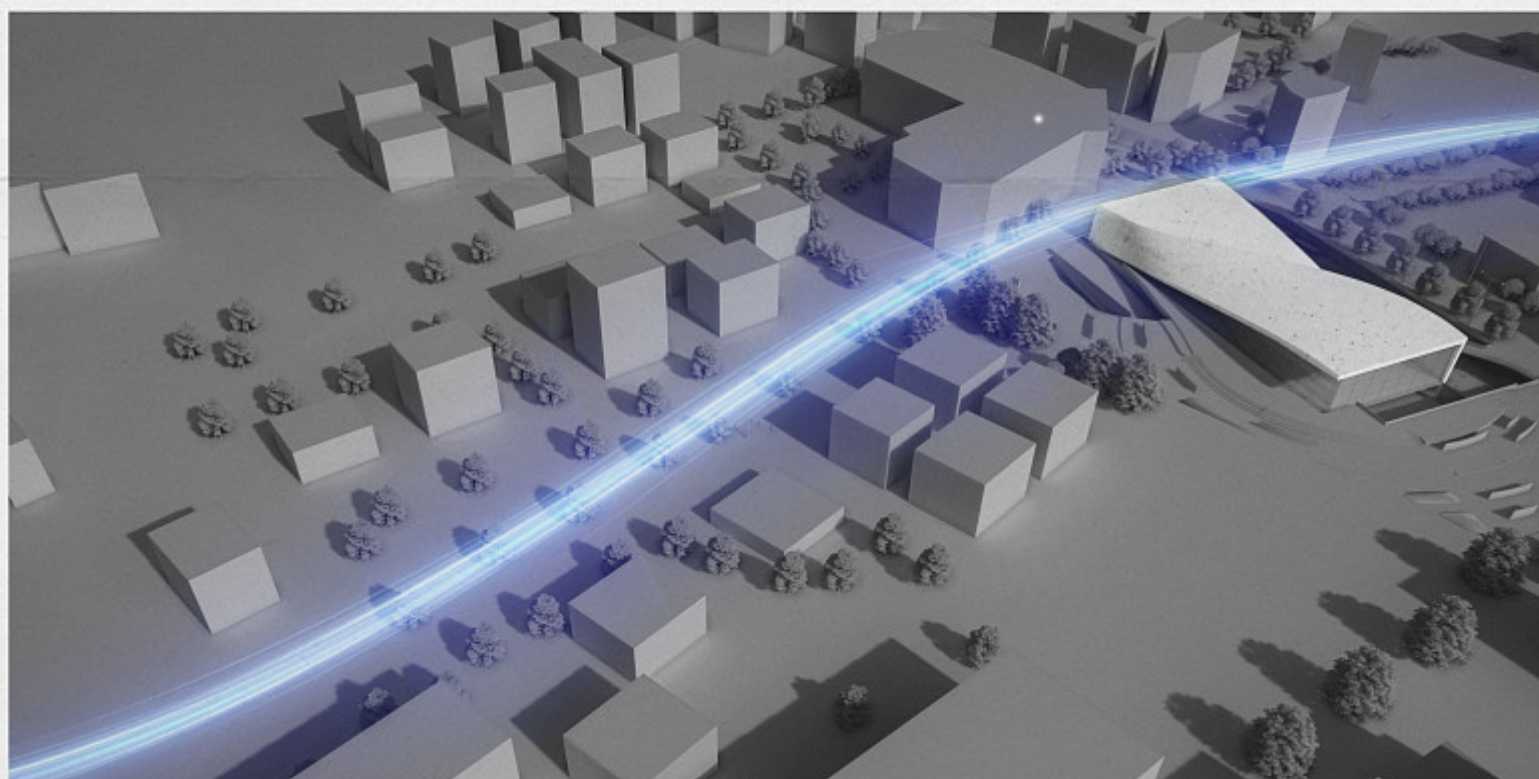
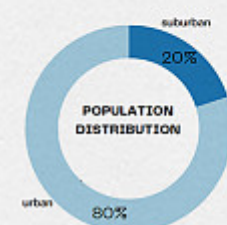
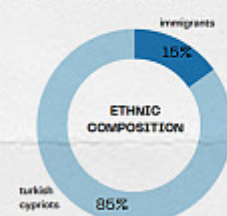


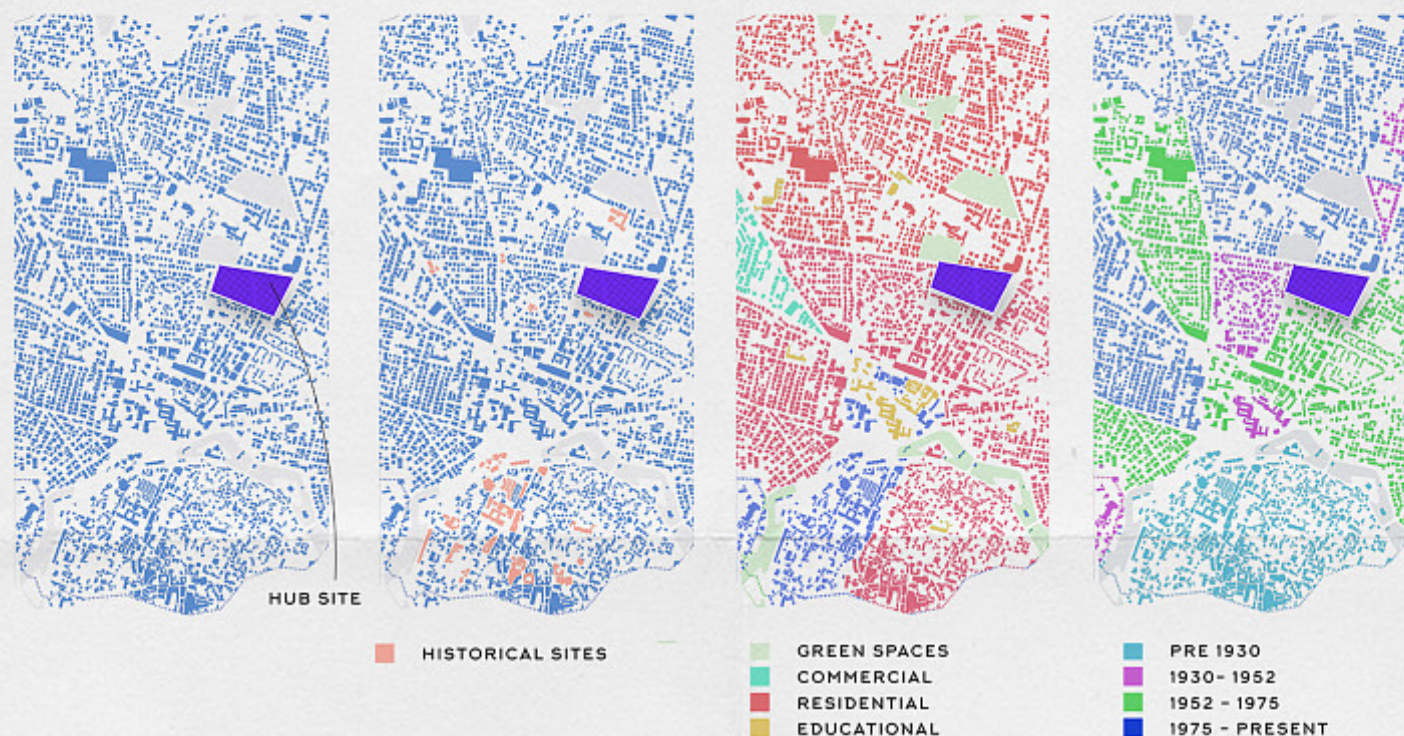
PEDESTRIAN ACCESS



PEDESTRIAN ROAD
 MINOR ROAD

SOCIAL ANALYSIS

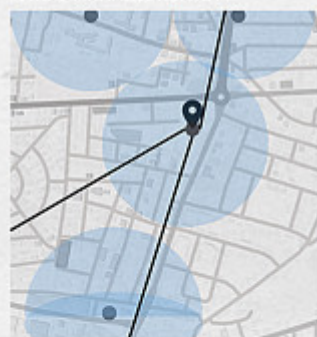




SWOT ANALYSIS

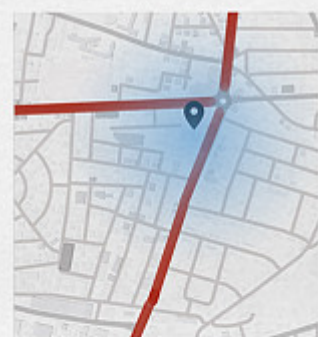
S

CENTRAL LOCATION
 CONVENIENT TRANSFERS
 HIGH FOOT TRAFFIC
 ECO-FRIENDLY
 LOCAL BUSINESS BOOST



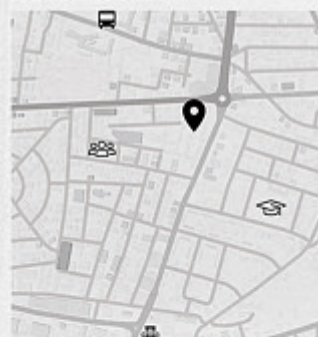
W

LIMITED SPACE
 COMMUNITY RESISTANCE
 CONSTRUCTION DISRUPTIONS



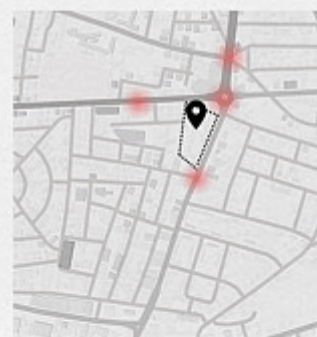
O

PARTNERSHIP WITH EDUCATIONAL
 INSTITUTES
 EXPANSION OF SERVICES
 COMMUNITY EVENTS
 TOURISM GROWTH



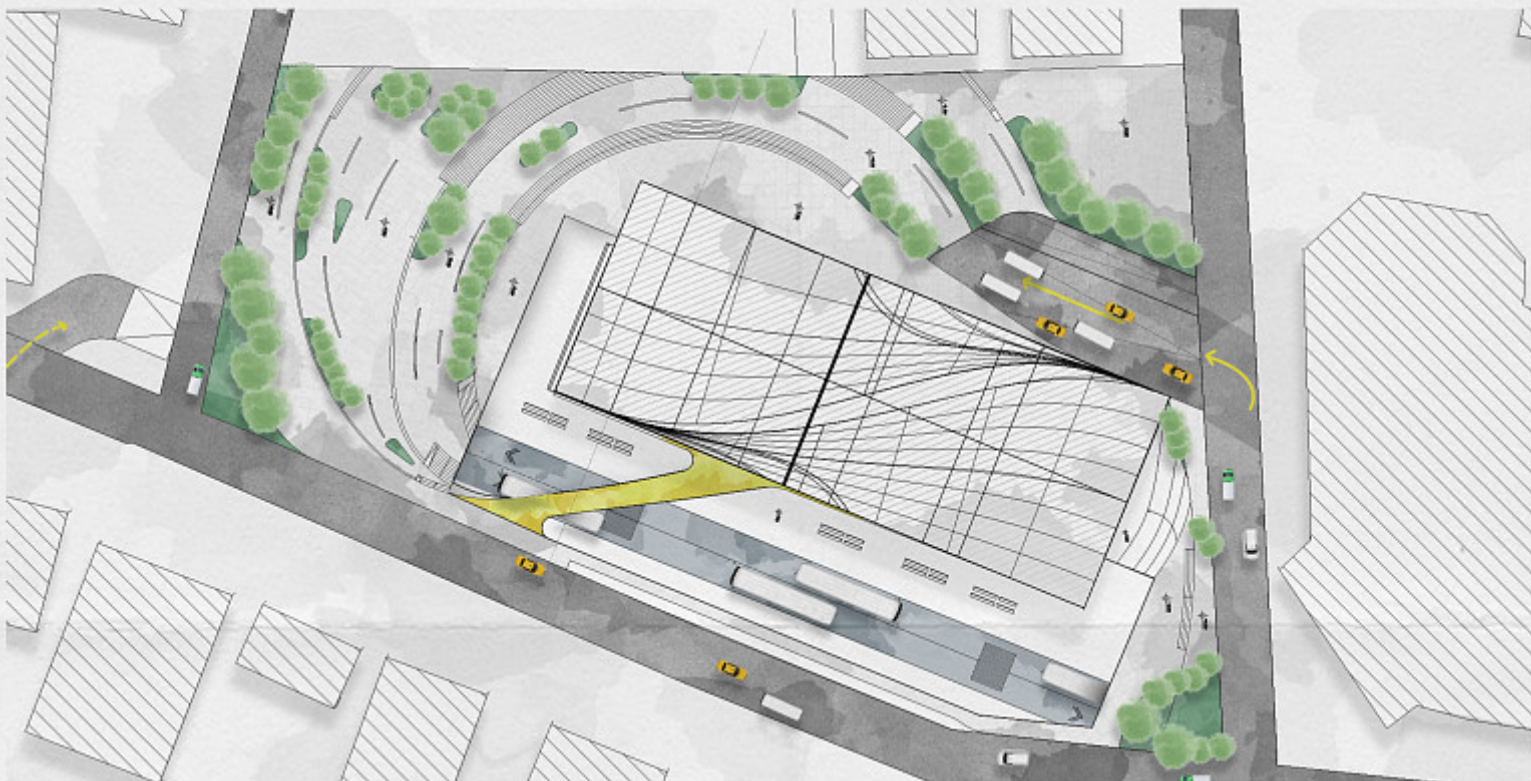
T

NOISE POLLUTION
 PEDESTRIAN-VEHICLE CON-
 FFLICTS



CULTURAL ANALYSIS





SITE PLAN 1/500



ANDRÉ GORZ

THE WORST THING ABOUT CARS IS THAT THEY ARE LIKE CASTLES OR VILLAS BY THE SEA: LUXURY GOODS INVENTED FOR THE EXCLUSIVE PLEASURE OF A VERY RICH MINORITY, AND WHICH IN CONCEPTION AND NATURE WERE NEVER INTENDED FOR THE PEOPLE.

GIVE US MORE CARS SO THAT WE CAN ESCAPE THE DESTRUCTION CAUSED BY CARS.



ROBERT PARK

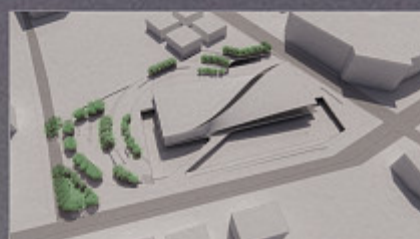
WHEN THE CITIES BECAME SO LARGE, THAT RESHAPED THE HUMAN HIMSELF, THE SHAPE OF THE CITY IN THE PAST, WHEN THE MOST OF ITS SPACE WAS COMMON FOR PEOPLE TO MOVE AROUND FREELY, MADE US CLOSER TO GET ATTACHED AND CONNECTED TO THE PLACE IN WHICH WE LIVED, THE INDIVIDUALS AROUND US AND WE FELT A SENSE OF BELONGING TO THE SPACE.

WE LIVE IN A VICIOUS CIRCLE, WHERE EACH SPACE IS IN A DISTINCT WAY FROM THE OTHER

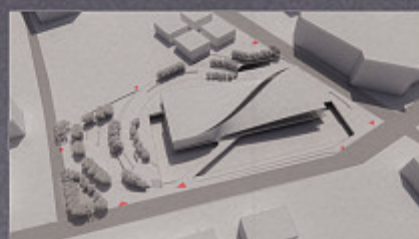
SO, HOW CAN GIVE THE CITY ITS IDENTITY AGAIN?



LEFKOSA, ALSO KNOWN AS NICOSIA, IS THE VIBRANT CAPITAL OF CYPRUS, UNIQUELY DIVIDED BETWEEN THE TURKISH AND GREEK SIDES OF THE ISLAND. RICH IN HISTORY, THE CITY BOASTS A MIX OF OTTOMAN, VENETIAN, AND MODERN ARCHITECTURE, WITH LANDMARKS LIKE THE SELIMIYE MOSQUE AND VENETIAN WALLS. ITS BUSTLING STREETS ARE FILLED WITH MARKETS, CAFES, AND CULTURAL SITES, REFLECTING ITS DIVERSE HERITAGE AND DYNAMIC ATMOSPHERE.



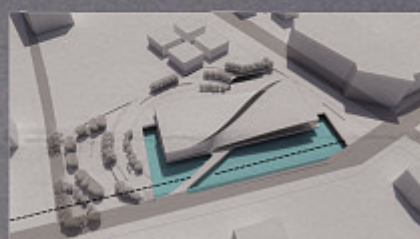
GREEN SPACE



ACCESS TO SITE



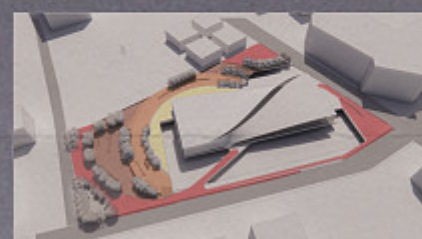
GATE TO MASS



UNDERGROUND MOVEMENT



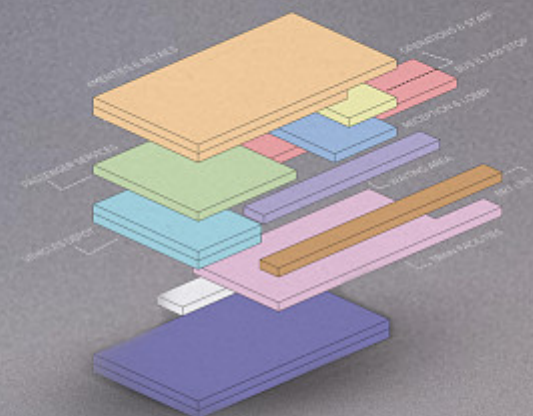
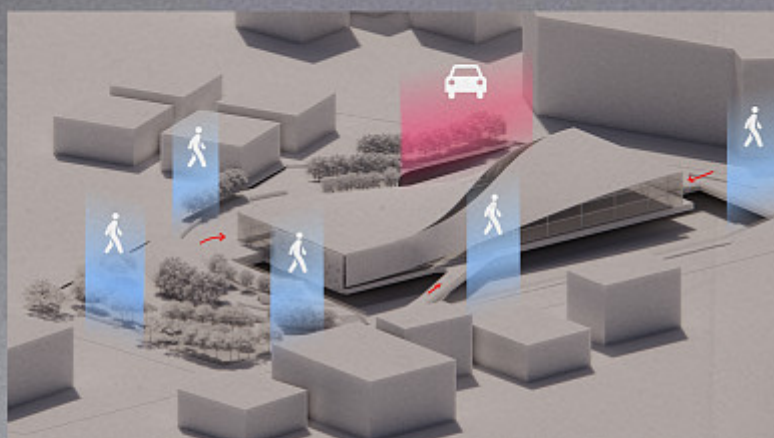
CAR ACCESS TO PARKING



TOPOGRAPHY

THE SITE HAS VARIOUS ACCESSSES, EMPHASIZING THE MAIN CONCEPT OF THE SITE, WHICH IS MAXIMIZING THE HUMAN CIRCULATION INSIDE THE SITE, IN ORDER TO KEEP THE SITE FOR PEOPLE AS A SPACE FOR PROMENADE.

VERTICAL ZONING





BASE FORM

THE BASE FORM THAT CREATE THE MAIN SPACE INSIDE THE PROJECT CONSIDERED AS THE HEART OF THE PROJECT.



MAIN TWIST

CREATING THE TWIST MENTIONING ALL THE NODES AND THE CHALLENGES THAT PEOPLE FACED IN THE CITY OF LEFKOSA



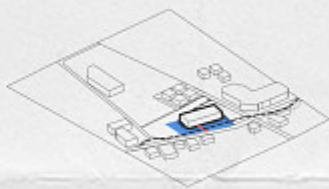
FINAL FORM

MAKING THE FORM MORE ARCHITECTURAL BY PROVIDING MORE OPENING AND CREATING SPACES



BRIDGE

ELEVATED BRIDGES ENSURE SEAMLESS CONNECTIONS TO THE MAIN VOLUME, FACILITATING SAFE VEHICLE AND PEDESTRIAN TRANSITIONS.



VEHICLES CONNECTION

DEFINED VEHICLE ROUTES ENHANCE CIRCULATION, MINIMIZING CONGESTION AND ENSURING ORGANIZED TRAFFIC FLOW.



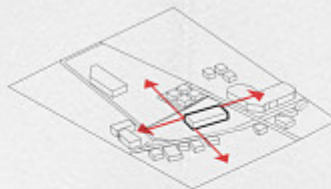
TOPOGRAPHY ALTERNATION

TOPOGRAPHY CHANGE MAKING DYNAMISM INSIDE THE SITE, TO GIVE PEOPLE MORE SPACE TO MOVE INSIDE



VEGETATION

VEGETATION IMPROVES SUSTAINABILITY AND AESTHETICS, SITTING SPACES, PROVIDING GREEN SPACES WITHIN THE 12,000 M² TOTAL AREA.



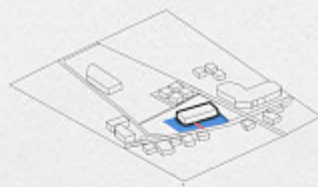
AXIS/CONNECTION

THE CENTRAL AXIS GUIDES MOVEMENT, ALIGNING WITH KEY PATHWAYS FOR EFFICIENT TRANSIT FLOW



SHAFT

THE SHAFT ENABLES ACCESS TO UNDERGROUND TRANSPORT, OPTIMIZING SPACE AND REDUCING SURFACE CONGESTION.



BRIDGE

ELEVATED BRIDGES ENSURE SEAMLESS CONNECTIONS TO THE MAIN VOLUME, FACILITATING SAFE VEHICLE AND PEDESTRIAN TRANSITIONS.



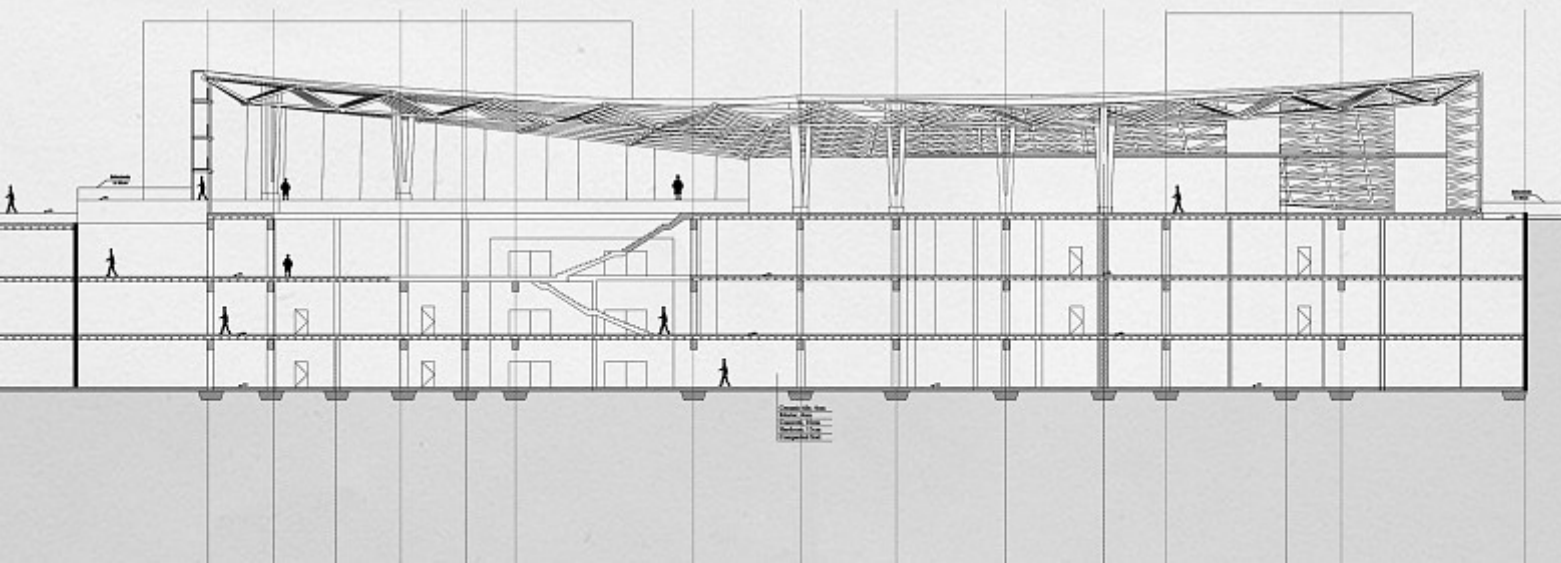
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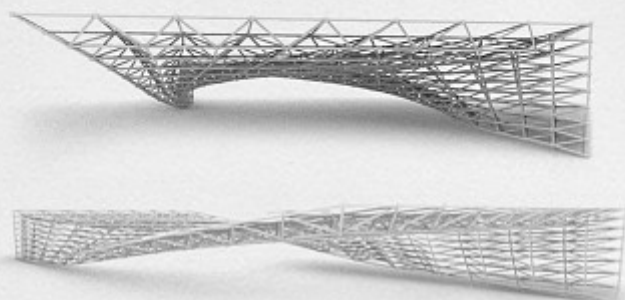


TOPOGRAPHY ALTERNATION

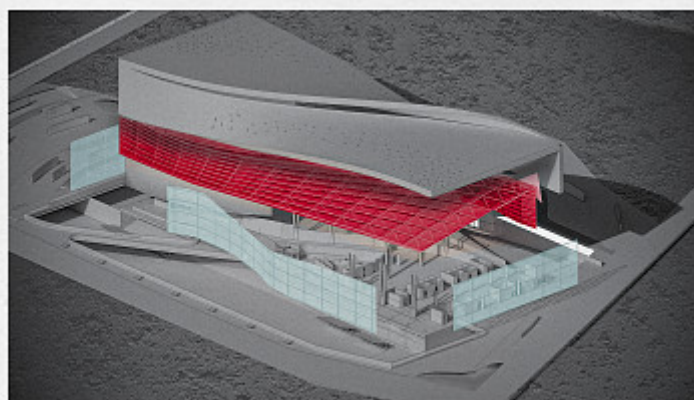
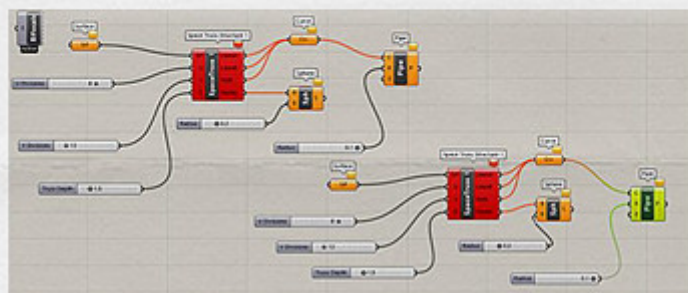
TOPOGRAPHY CHANGE MAKING DYNAMISM INSIDE THE SITE, TO GIVE PEOPLE MORE SPACE TO MOVE INSIDE



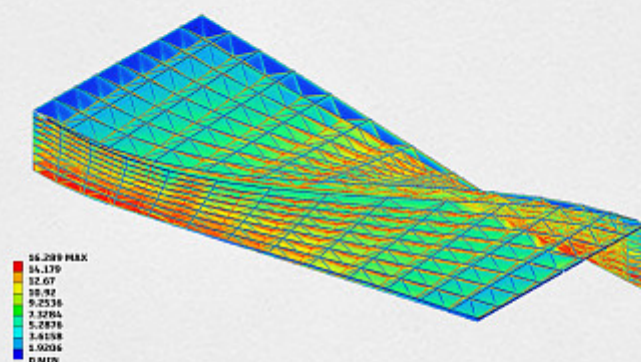
TRUSS STRUCTURE



PARAMETRICAL FORMULA

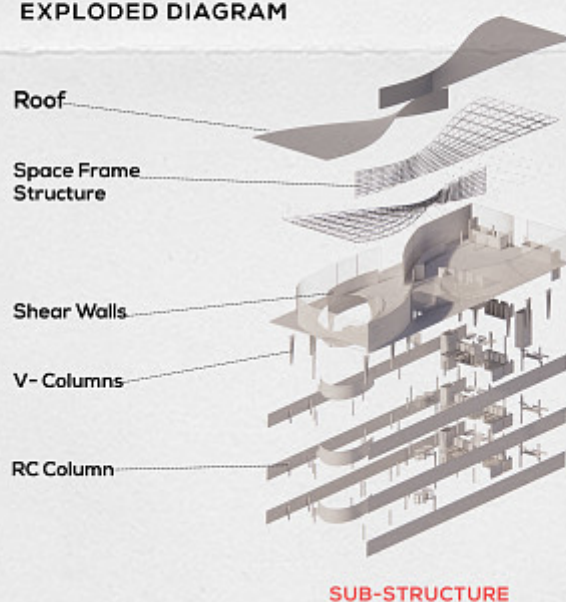


FORCE DISTRIBUTION



SUPER-STRUCTURE

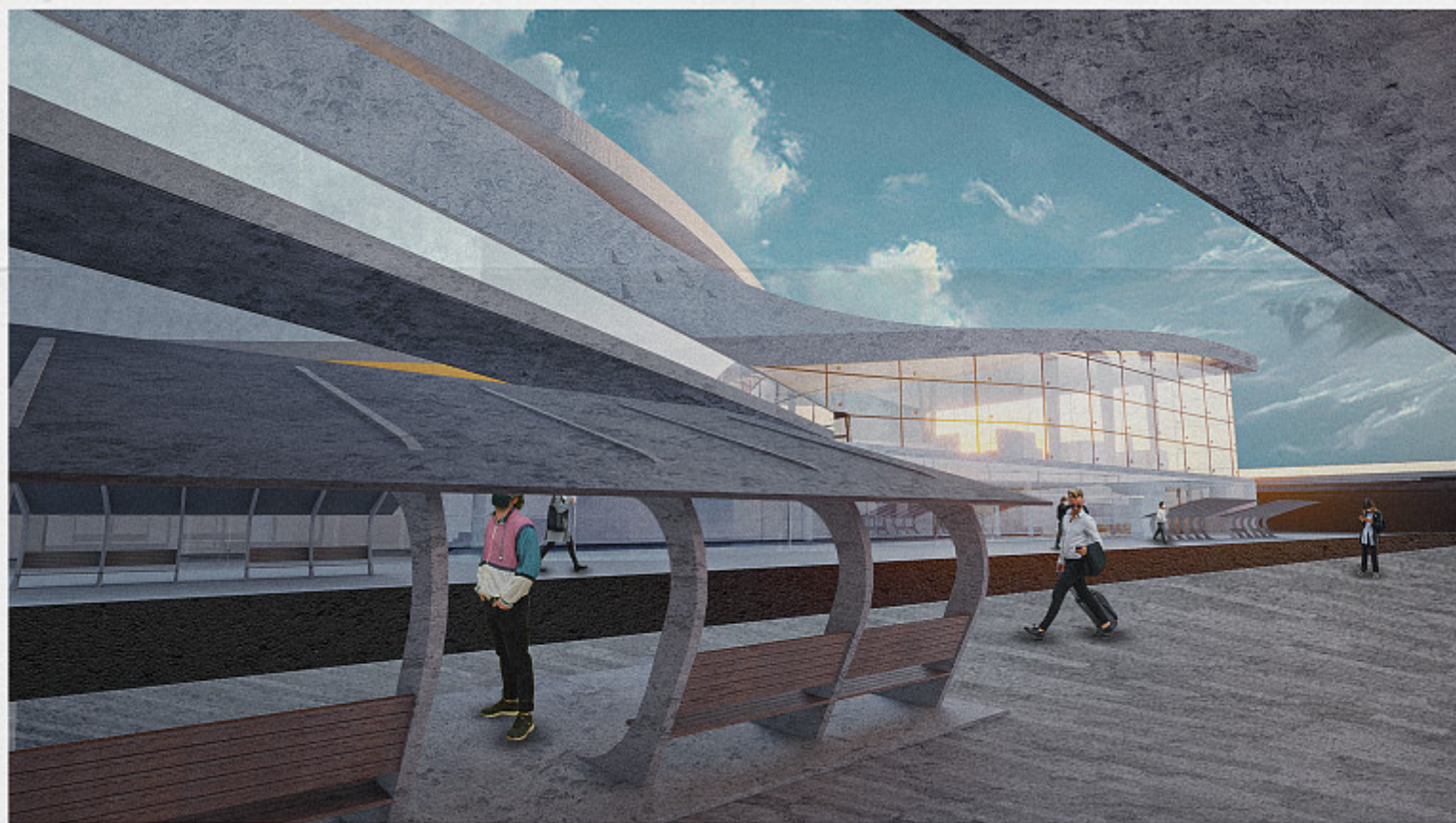
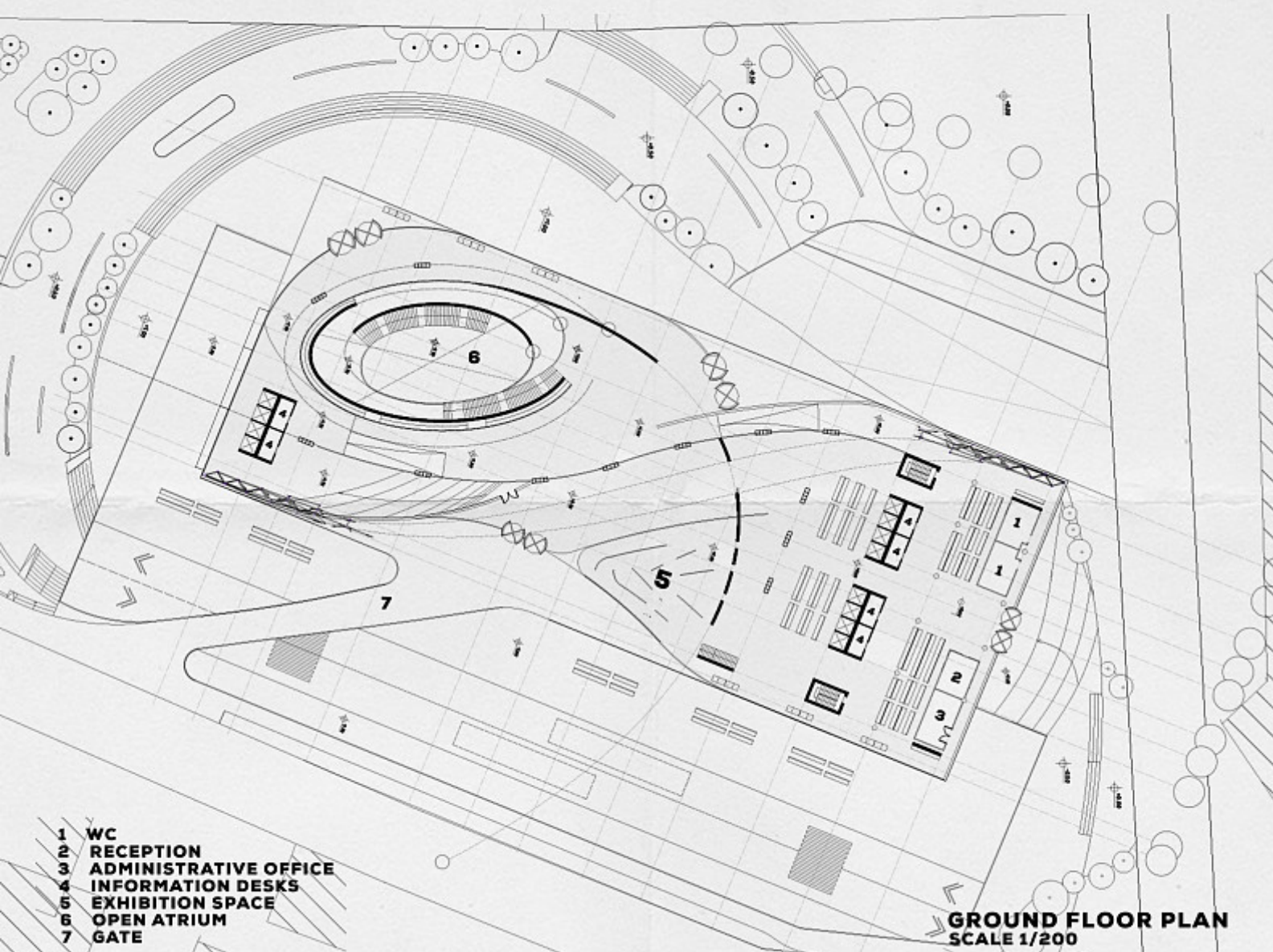
EXPLODED DIAGRAM

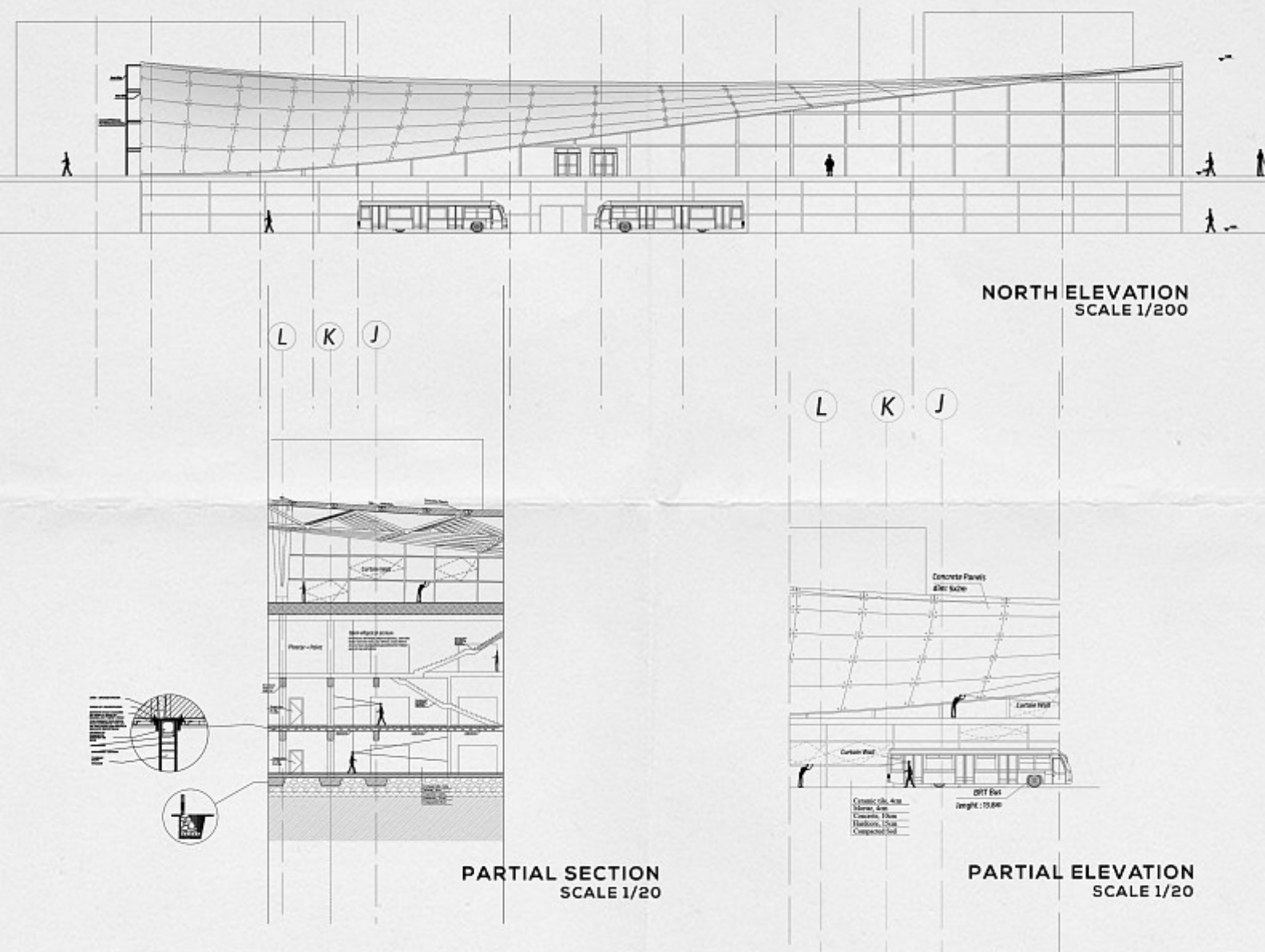


SUB-STRUCTURE

LEFKOSA STATION



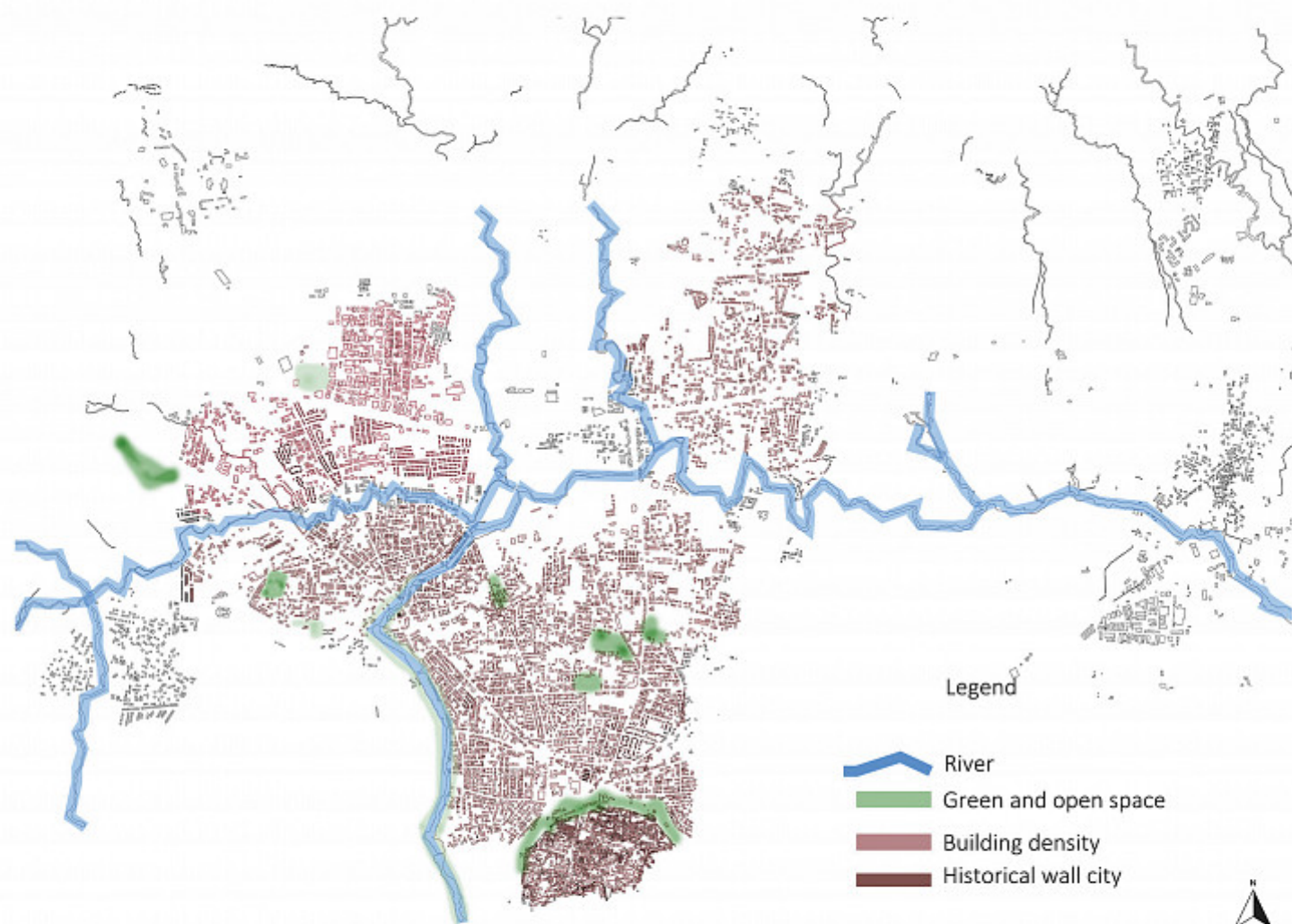












TRANSPORT NETWORK

2. EXISTING TRANSPORTATION NETWORK LEFKOSHA'S TRANSPORTATION NETWORK IS CHARACTERIZED BY A MIX OF ARTERIAL ROADS, RING ROADS, AND INNER-CITY STREETS. KEY ROUTES INCLUDE MAJOR HIGHWAYS THAT CONNECT LEFKOSHA TO OTHER CITIES IN CYPRUS, AS WELL AS LOCAL ROADS SERVING RESIDENTIAL AND COMMERCIAL DISTRICTS.

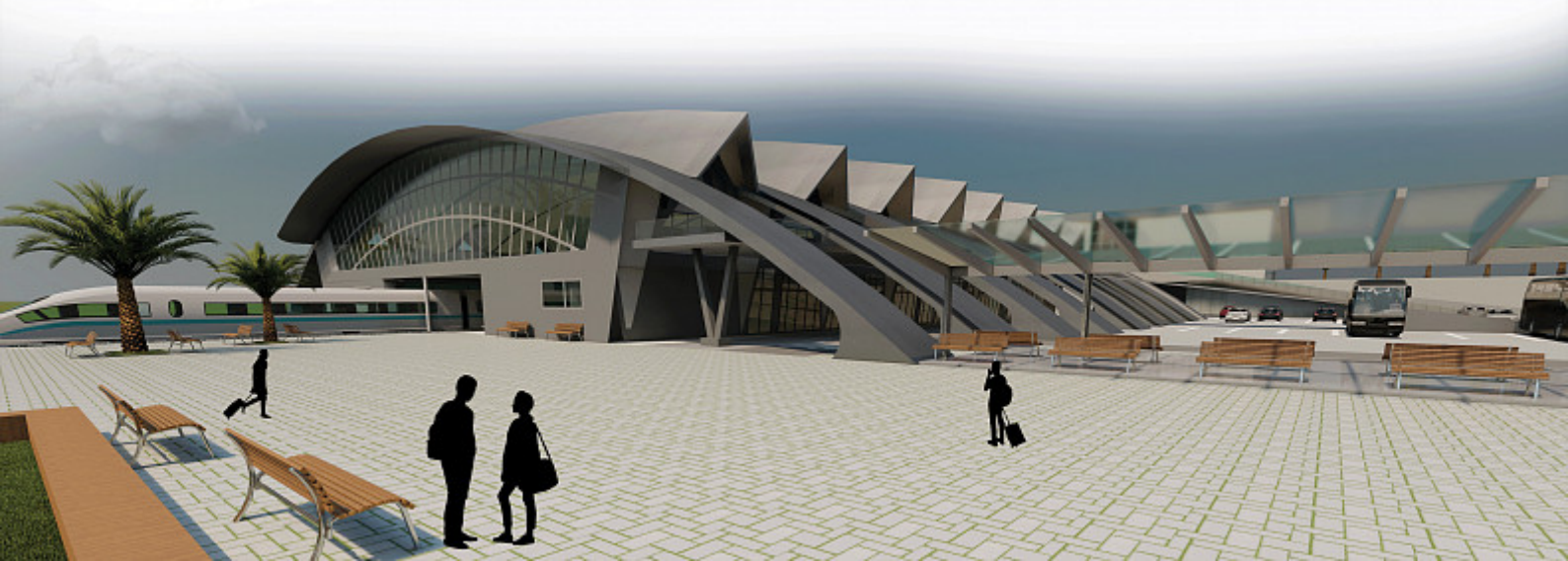


TRAFFIC NETWORK

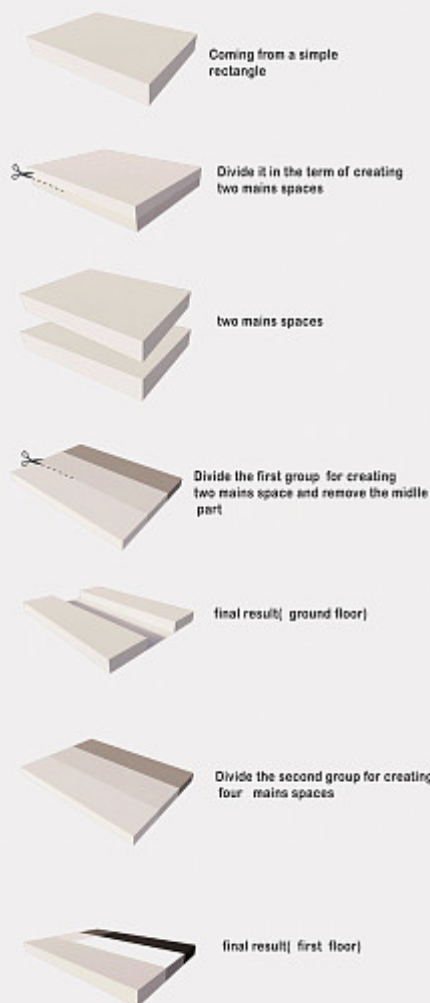
3. TRAFFIC SITUATION THE TRAFFIC SITUATION IN LEFKOSHA IS CONCENTRATED IN AND AROUND THE CITY CENTER, WHERE STREETS EXPERIENCE HEAVY CONGESTION, PARTICULARLY DURING PEAK HOURS. MAIN ARTERIES CONNECTING RESIDENTIAL AND COMMERCIAL DISTRICTS OFTEN SUFFER FROM HIGH TRAFFIC VOLUMES, LEADING TO SLOW TRAVEL TIMES.



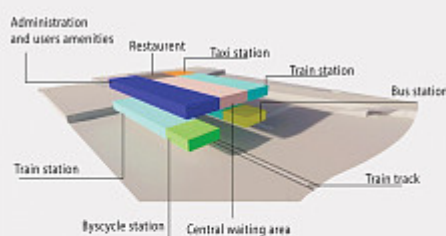
TRAFFIC NETWORK



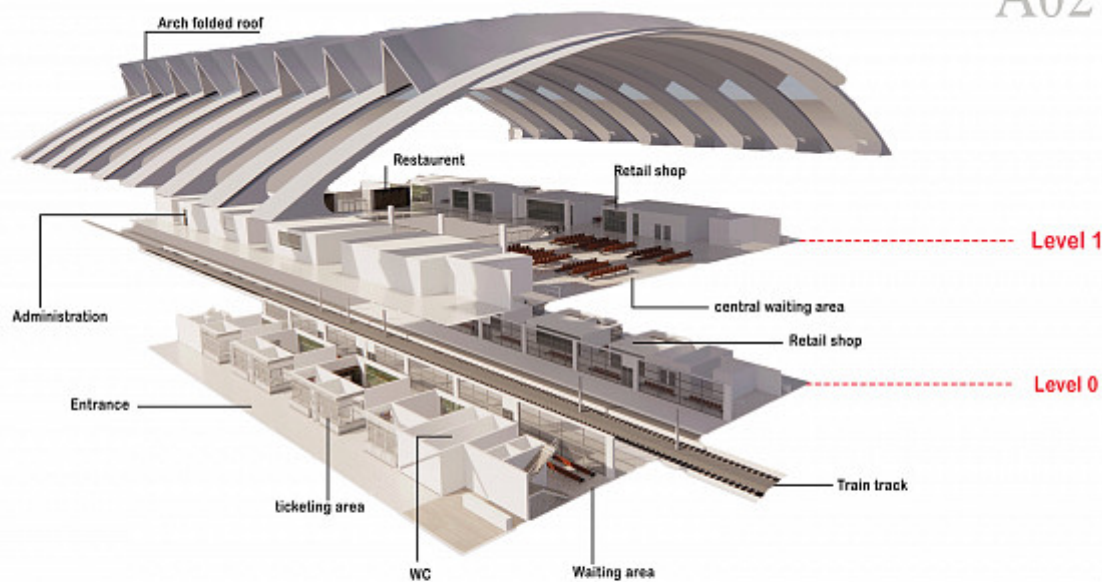
The transportation hub is designed as a flexible, adaptive space where seamless integration enhances user experience. The ground floor blends train, bus, and bike rental in a fluid layout, ensuring smooth transitions between transport modes. The first floor adds services like taxi and train waiting areas, amenities, and offices, maintaining a balanced flow. The space dynamically adjusts to peak times and evolving needs, ensuring efficiency, comfort, and continuous connectivity across all transport options.



ZONING



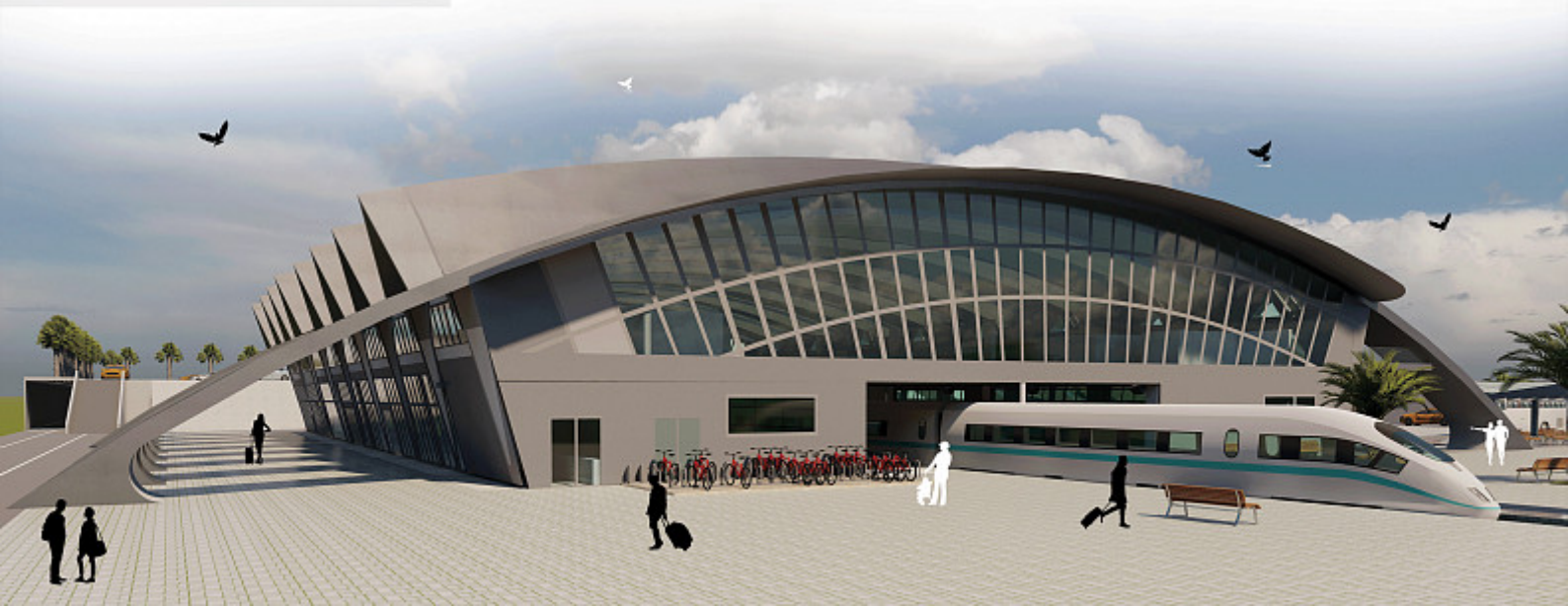
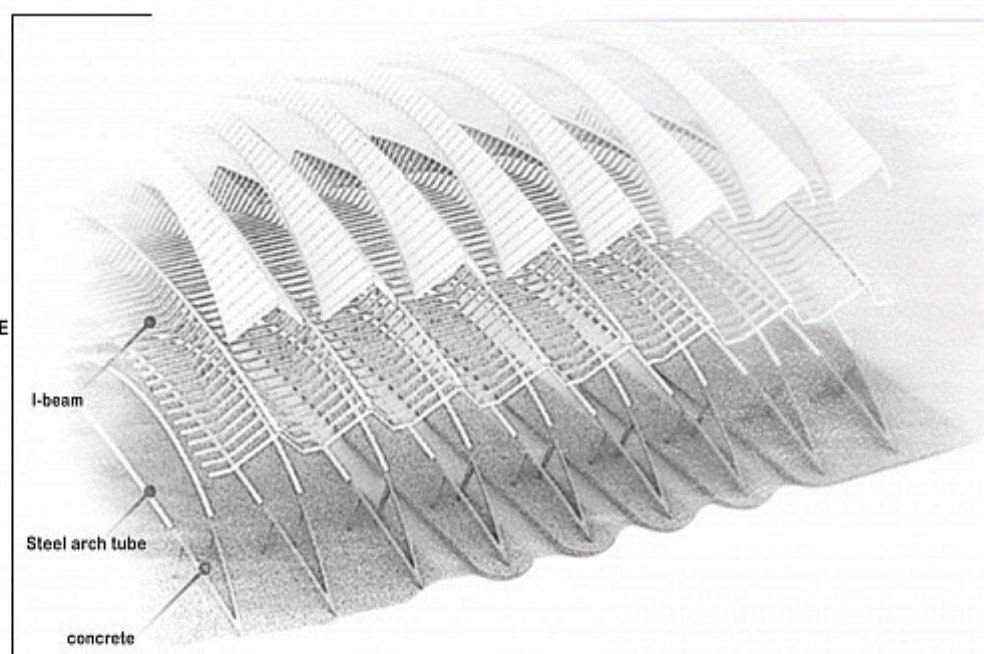
LAYER



STRUCTURE

The combination of folded plate units and arch form the main structural system of the building

SUPER STRUCTURE

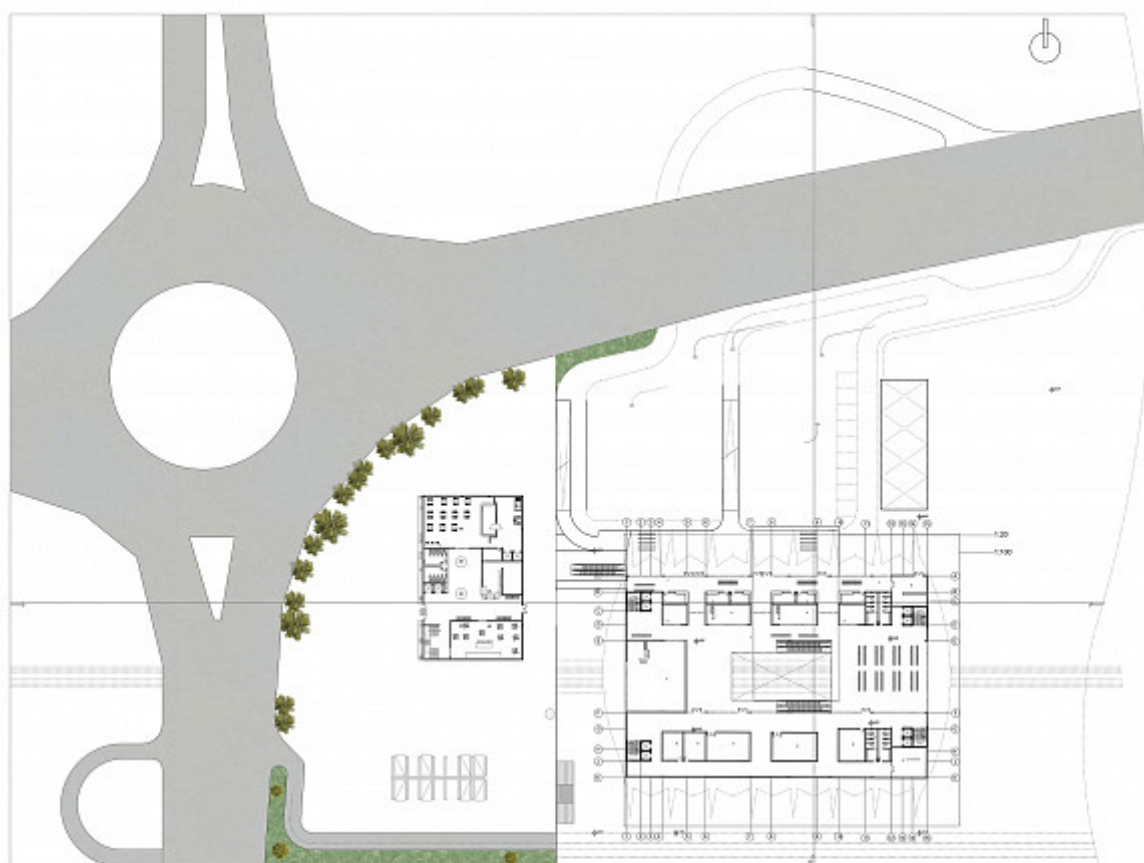




GROUND FLOOR PLAN

LEGEND

- 1 TICKETING
- 2 RETAIL SHOP
- 3 INFORMATION DESK
- 4 COFFEE SHOP
- 5 WC
- 6 BUS TICKETING
- 7 WAITING AREA

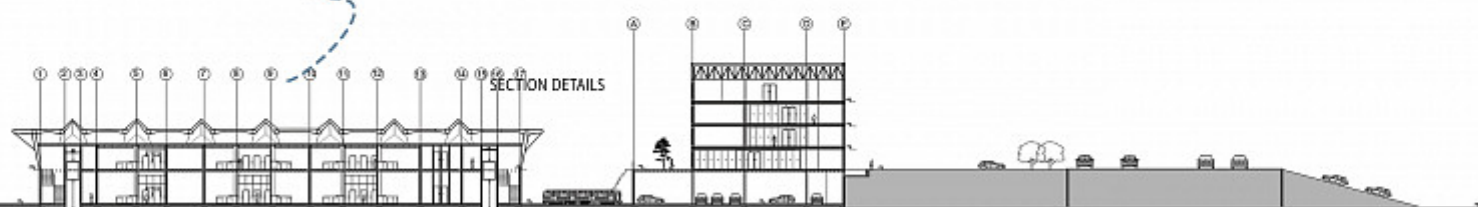
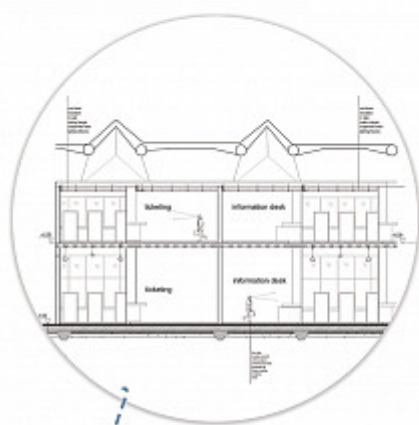


FIRST FLOOR PLAN

LEGEND

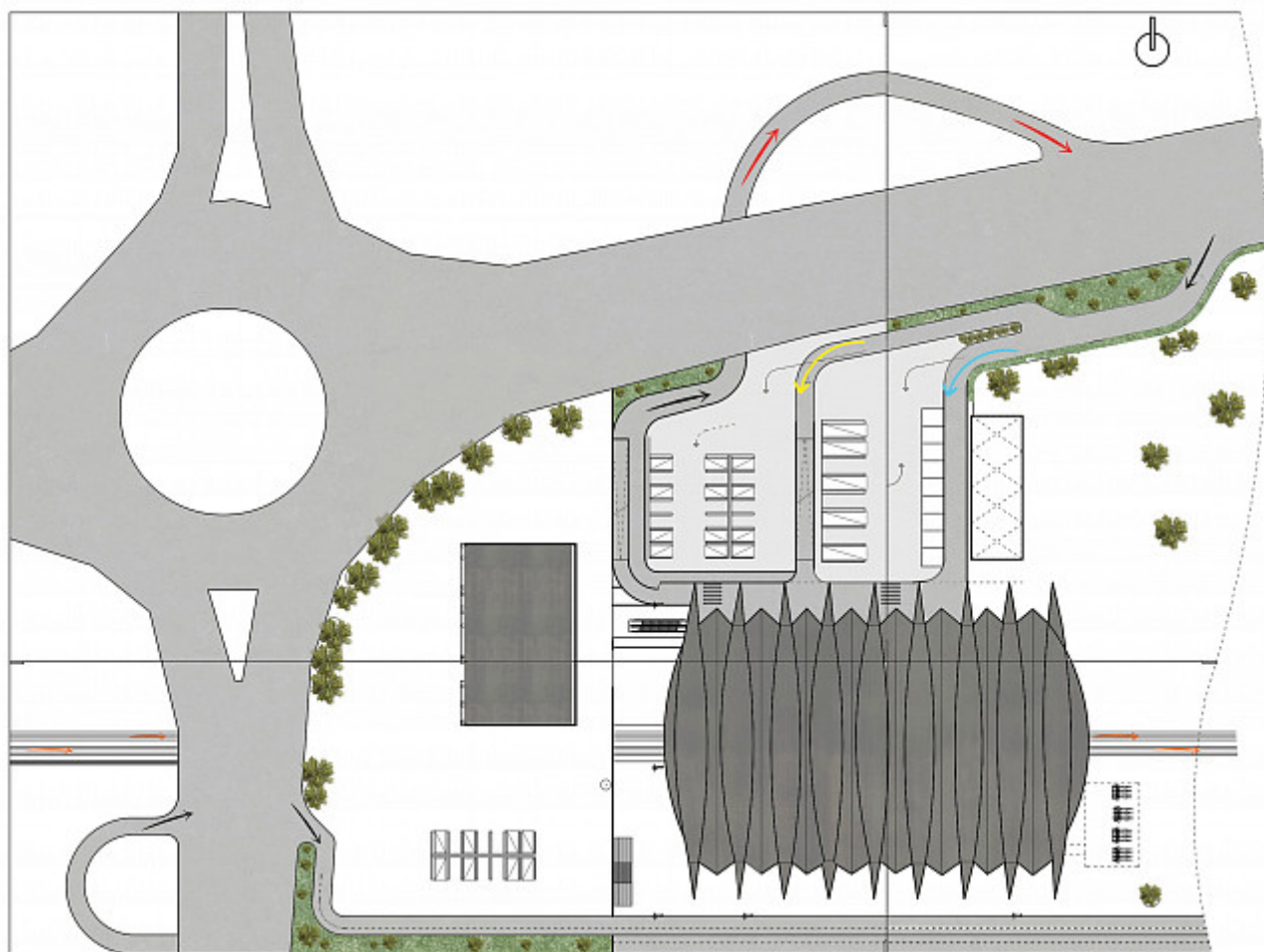
- 1 TICKETING
- 2 RETAIL SHOP
- 3 INFORMATION DESK
- 4 COFFEE SHOP
- 5 WC
- 6 BUS TICKETING
- 7 WAITING AREA
- 8 ADMINISTRATION
- 9 CONFERENCE ROOM
- 10 LOST AND FOUND AREA





SECTION 2





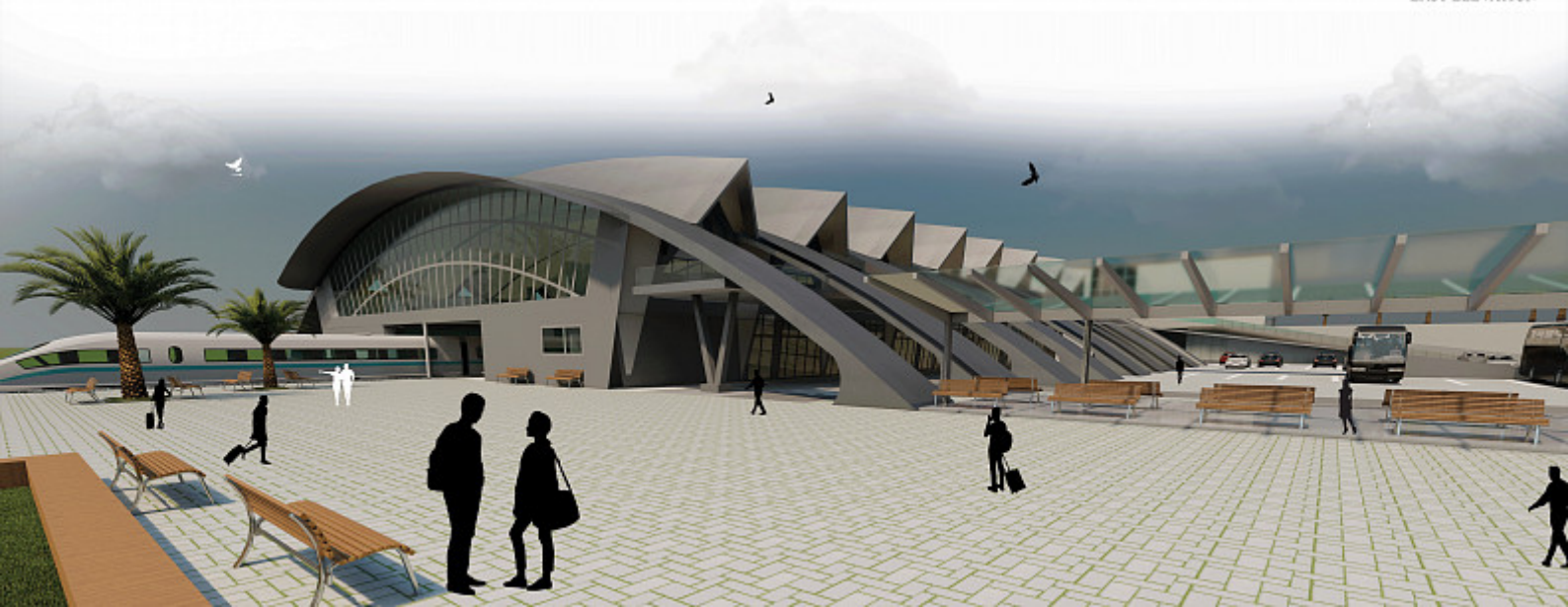
SITE PLAN



SOUTH ELEVATION



EAST ELEVATION





EAST VIEW FROM TRAIN PASSAGE



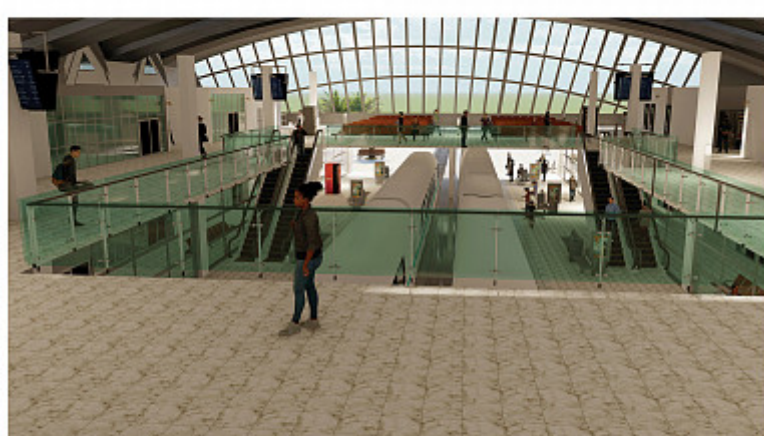
EAST VIEW FROM TRAIN PASSAGE



TICKETING AREA



CENTRAL WAITING AREA



BAR



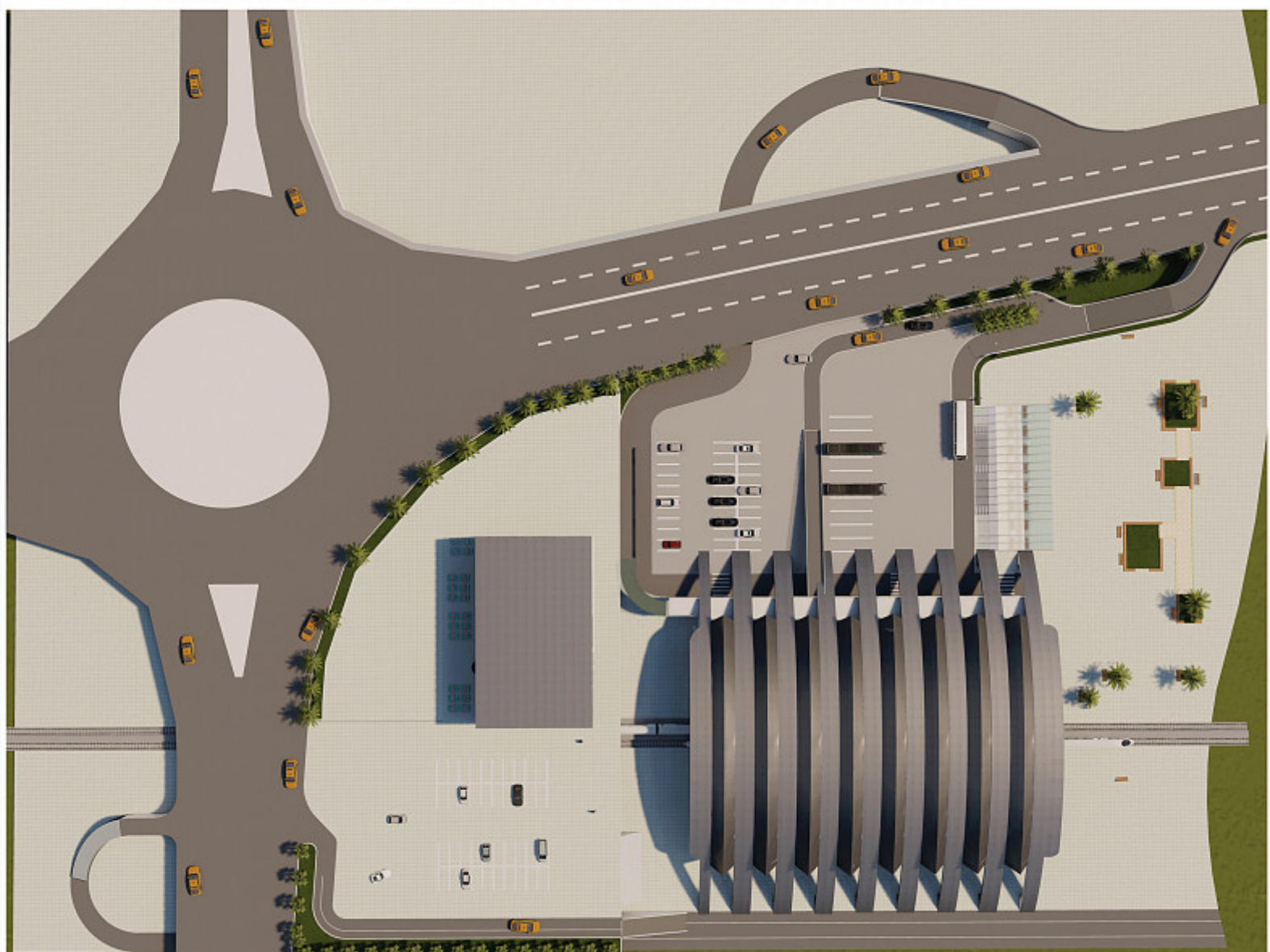
BAR



BUS WAITING AREA



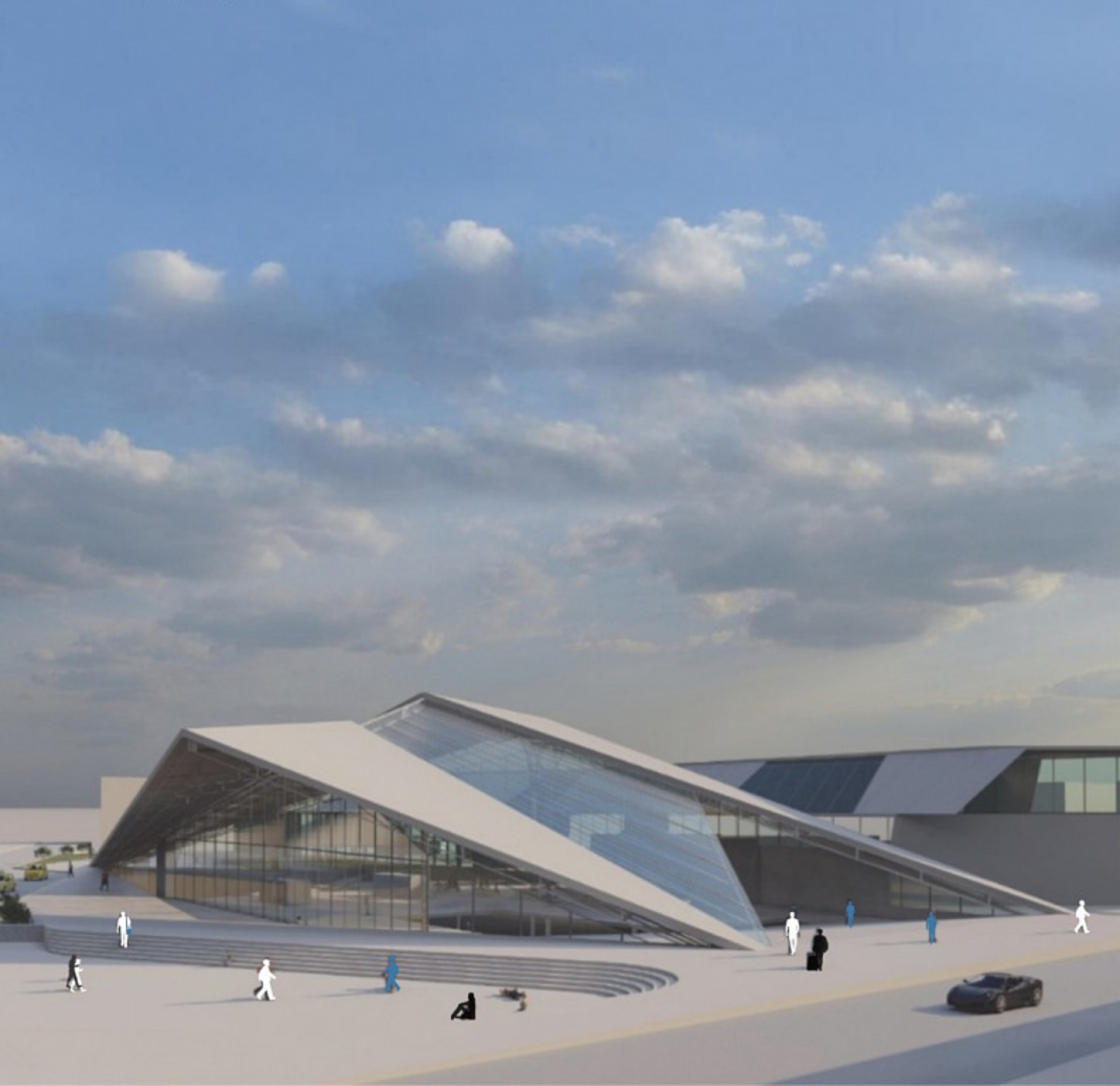




THE IDEA OF THIS PROJECT IS TO TRANSFER LEFKOSA AUTO PARK INTO A TRANSPORTATION HUB THAT CONSIST MANY OTHER TRANSPORTATIONS AS BUS, TRAM AND TRAIN TO USE IN BETWEEN CITIES.

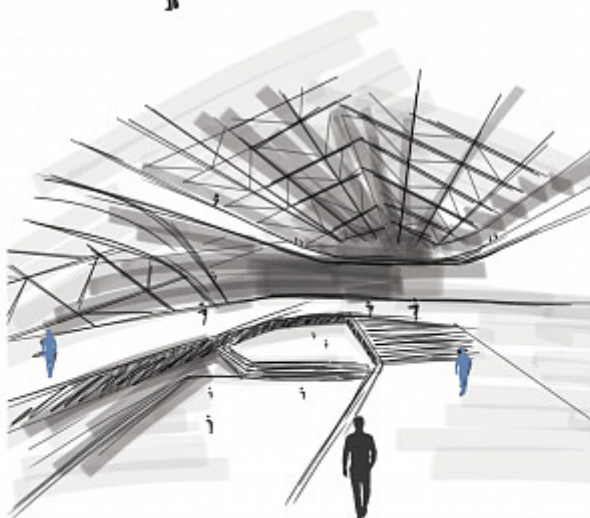
THE CONCEPT OF THIS TRANSPORTATION HUB DESIGN IS TO ENHANCE PEDESTRIAN ACCESSIBILITY THROUGH RAMPS ON MULTIPLE GROUND LEVELS AIMS TO SEAMLESSLY CONNECT VARIOUS MODES OF TRANSPORT WHILE PRIORITIZING EASE OF MOVEMENT FOR PEDESTRIANS.

ALSO, ENHANCING NATURAL LIGHT AND VENTILATION INSIDE OF THE BUILDING SO IT CAN REACH ALL UNDERGROUND LEVELS AS MUCH AS POSSIBLE.





BLEND CONNECTION OF THE COLUMNS WITH THE ROOF AS IF IT'S ONE ELEMENT THAT'S HOLDING EVERYTHING



VISUAL CONNECTIONS BETWEEN EACH LEVEL SO EACH ONE CAN CATCH NATURAL LIGHT



LARGE INTERIOR MOVEMENT WITH LARGE NATURAL LIGHT SOURCE SO THE PEDESTRIAN ACCESSIBILITY IS EASIER

CIRCULATION AND DIAGRAM

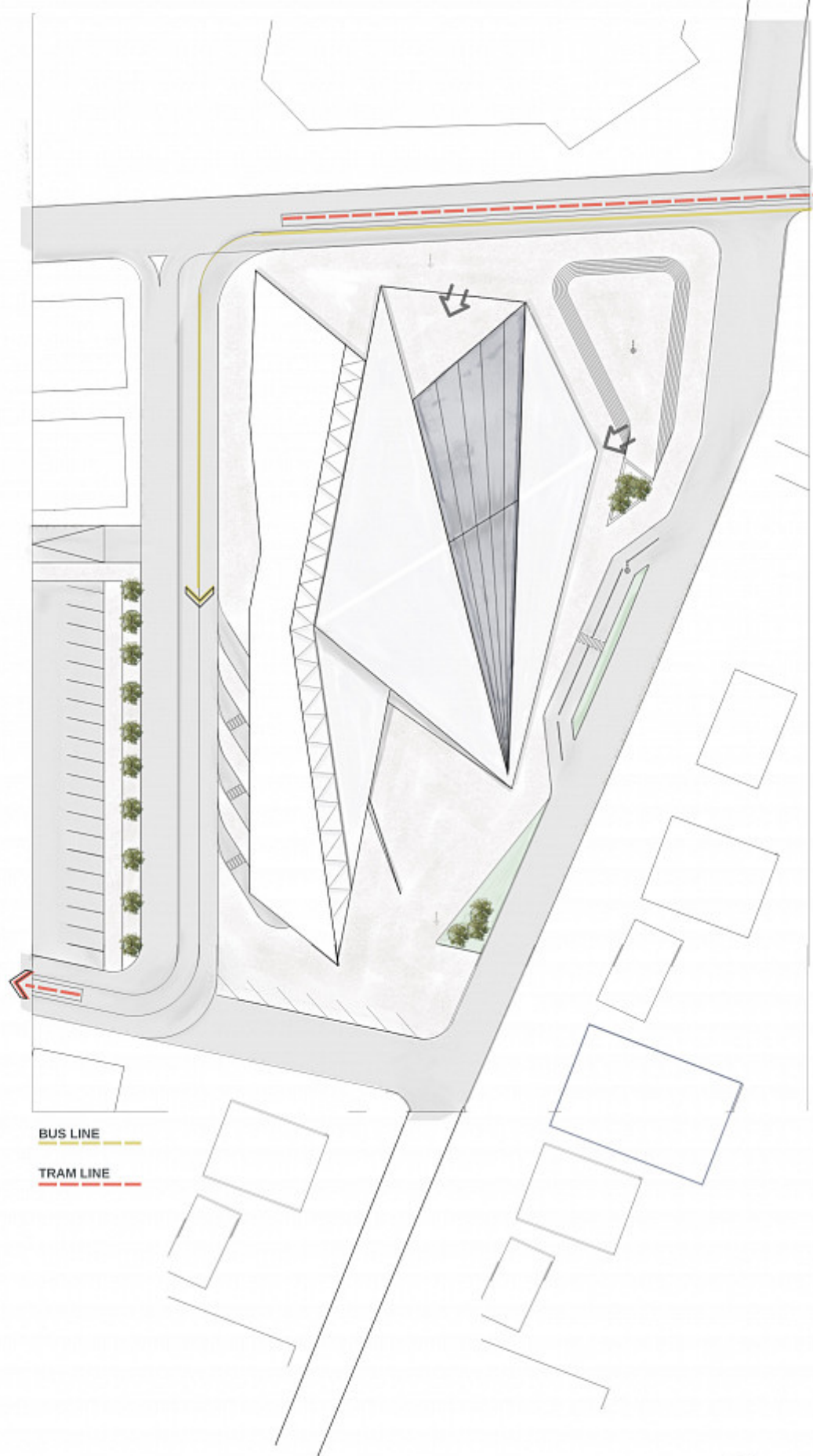
TRANSPORTATION
LINE IN THE BACK SIDE
OF THE SITE (BUS)

ENTRANCE THROUGH
THE MAIN ROAD

TRAIN AND TRAM
UNDERGROUND LEVEL
TO REDUCE NOISE

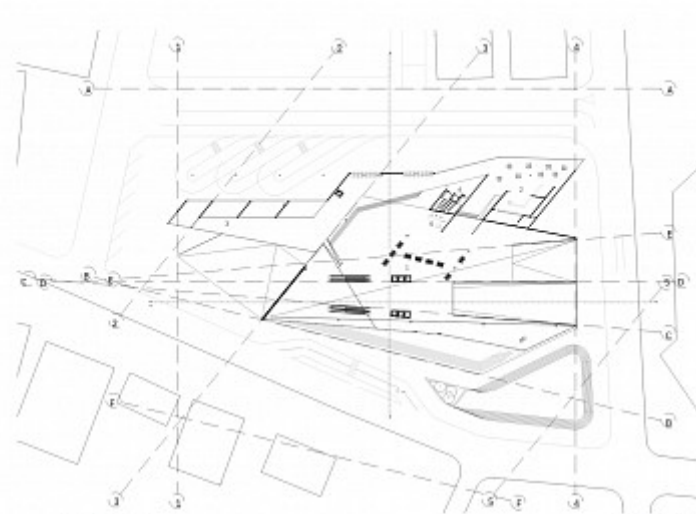
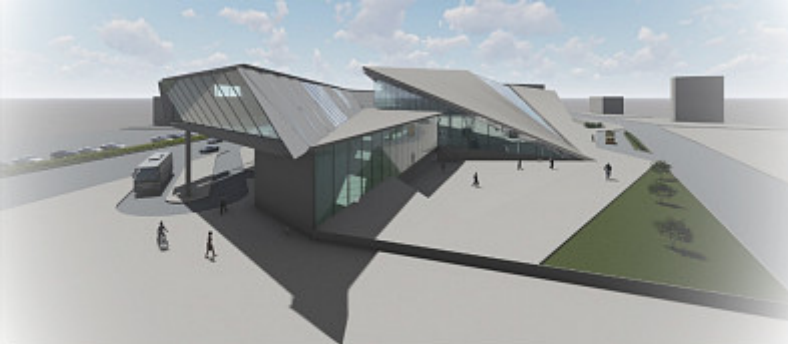
ACCESSIBLE FOOD
COURT FOR OTHER
USERS, ACCESS FOR
CAR AND BICYCLE
PARKING. ENHANCE
NATURAL LIGHT AND
VENTILATION IN THE
BUILDING

2 LEVELS OF RAMP
FOR PEDESTRIAN
ACCESS



BUS LINE

TRAM LINE

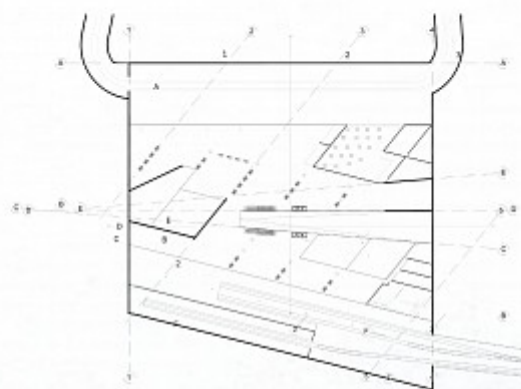


1. WAITING AREA
2. RESTAURANT
3. SHOPS
4. WC
5. PLAZA
6. TICKET AREA

**GROUND
FLOOR
PLAN**



**EAST
ELEVATION**

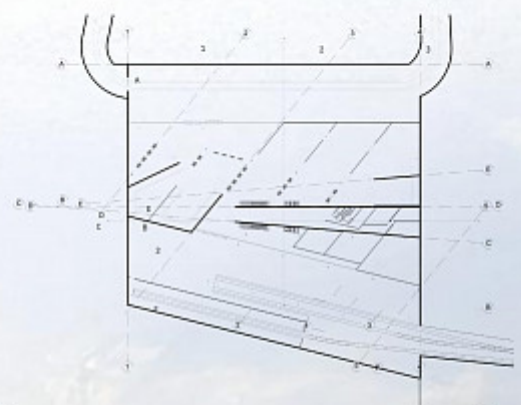


1. WAITING AREA
2. RESTAURANT
3. SHOPS
4. WORKING SPACE
5. CAFE SHOP

**-6 LEVEL
FLOOR
PLAN**

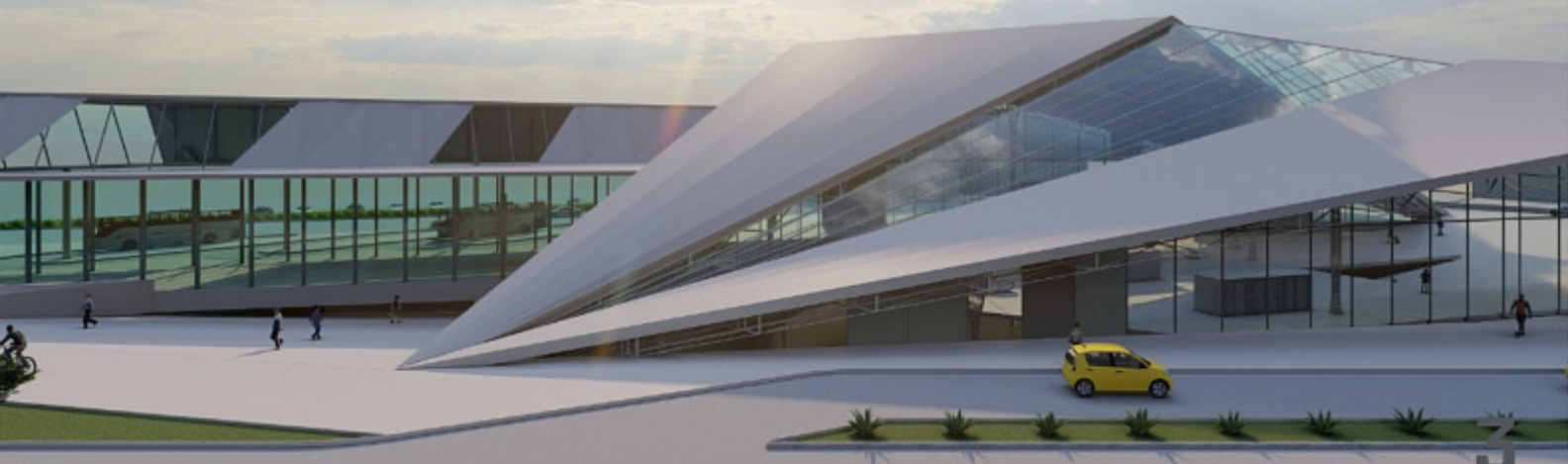


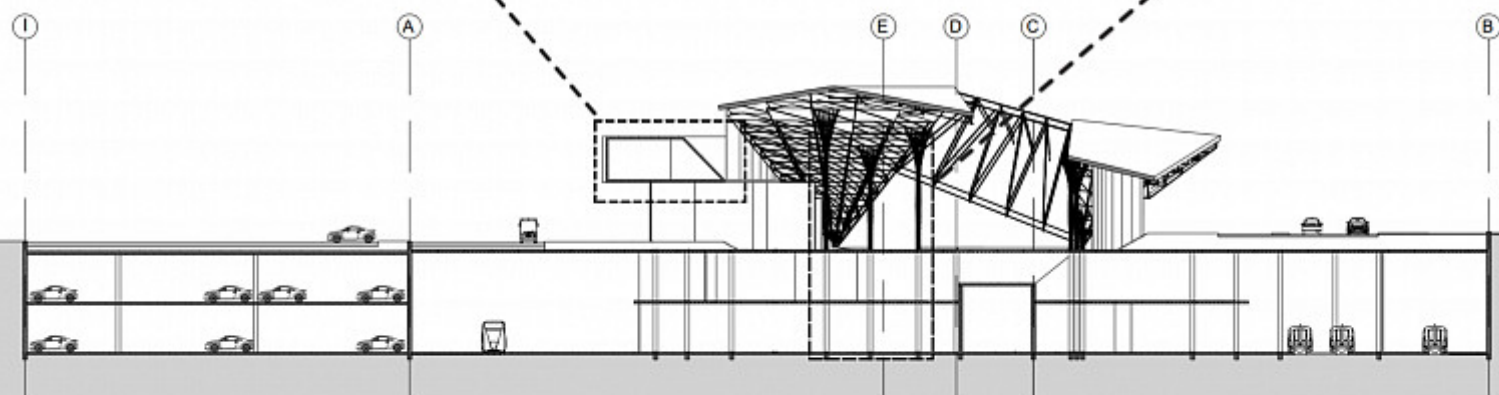
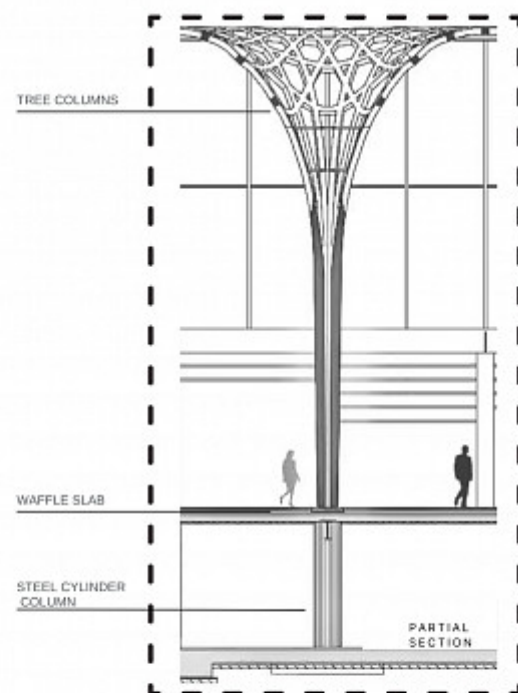
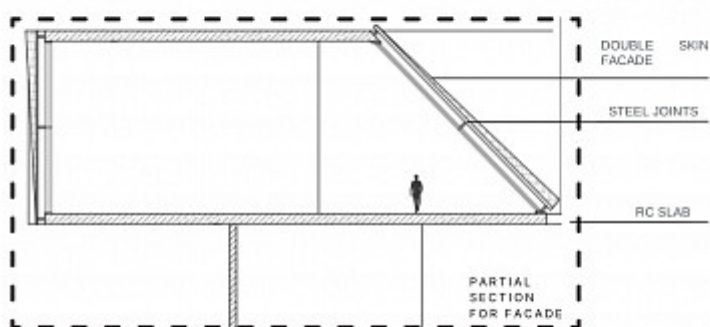
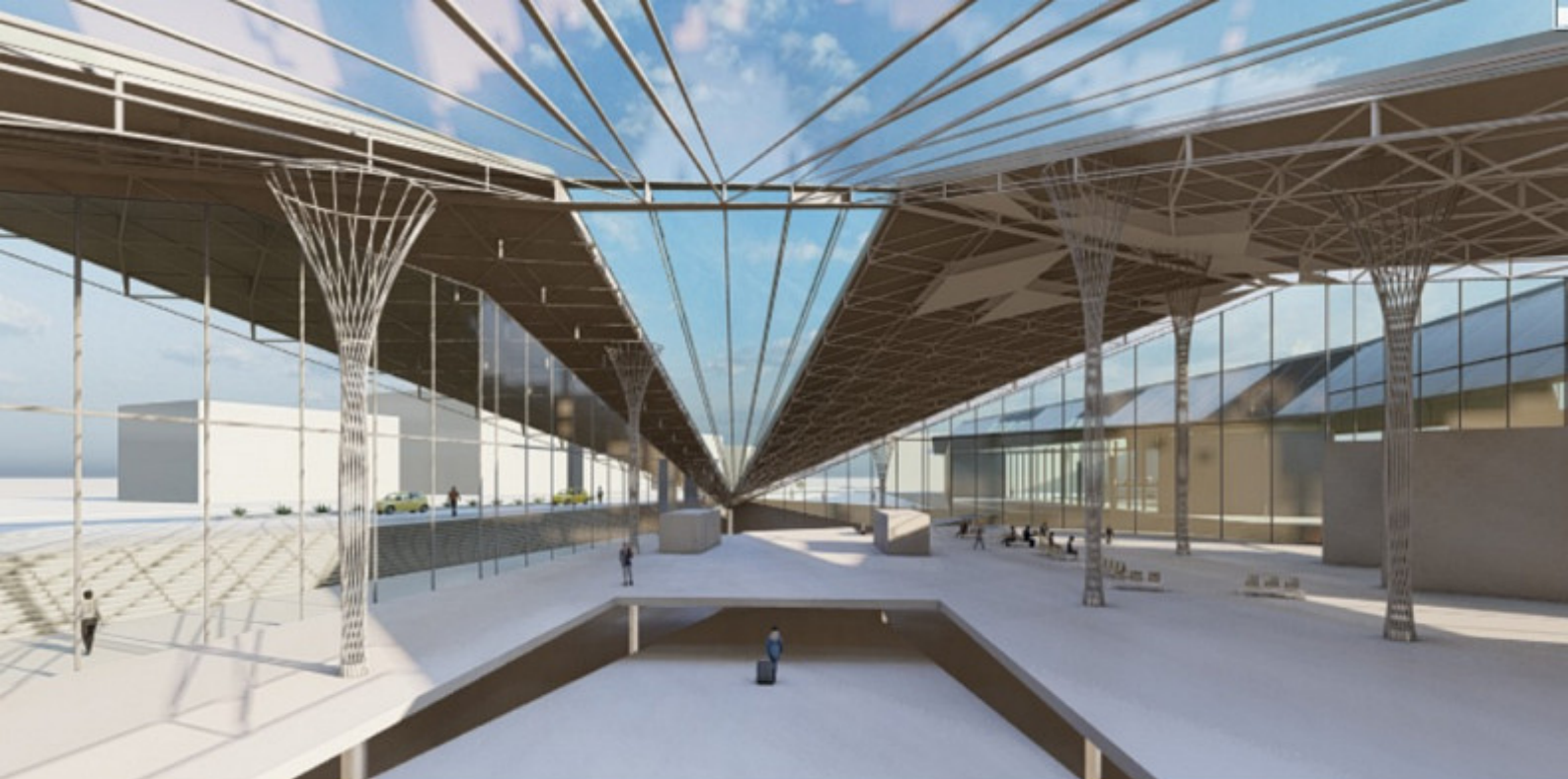
**NORTH
ELEVATION**

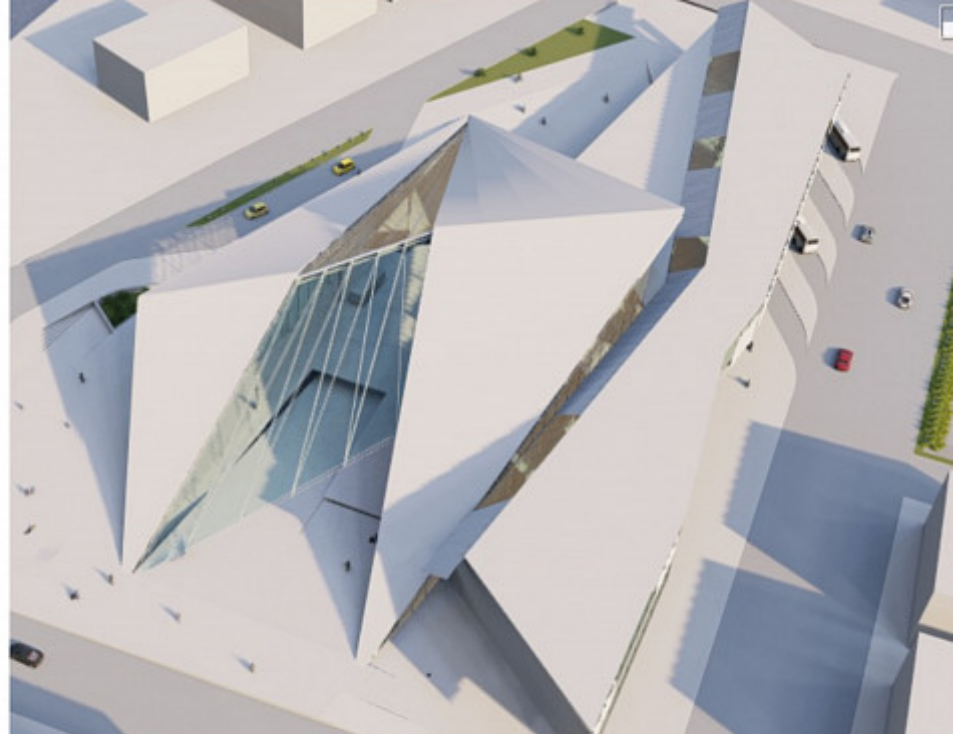
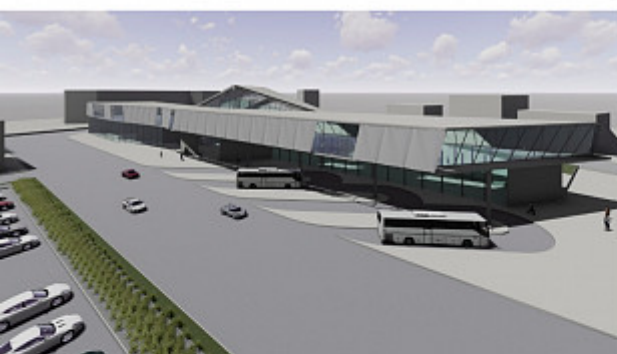


1. WAITING AREA
2. TICKET DESK
3. WC
4. ADMINISTRATION
5. MAINTENANCE ROOM

**-12 LEVEL
FLOOR
PLAN**





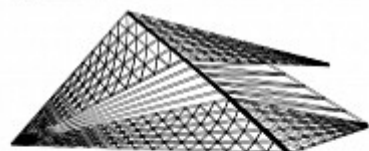


SUPERSTRUCTURE

GLASS-FIBER REINFORCED
POLYESTER (GFRP) PANELS



STEEL FRAMEWORK



STEEL TREE COLUMN

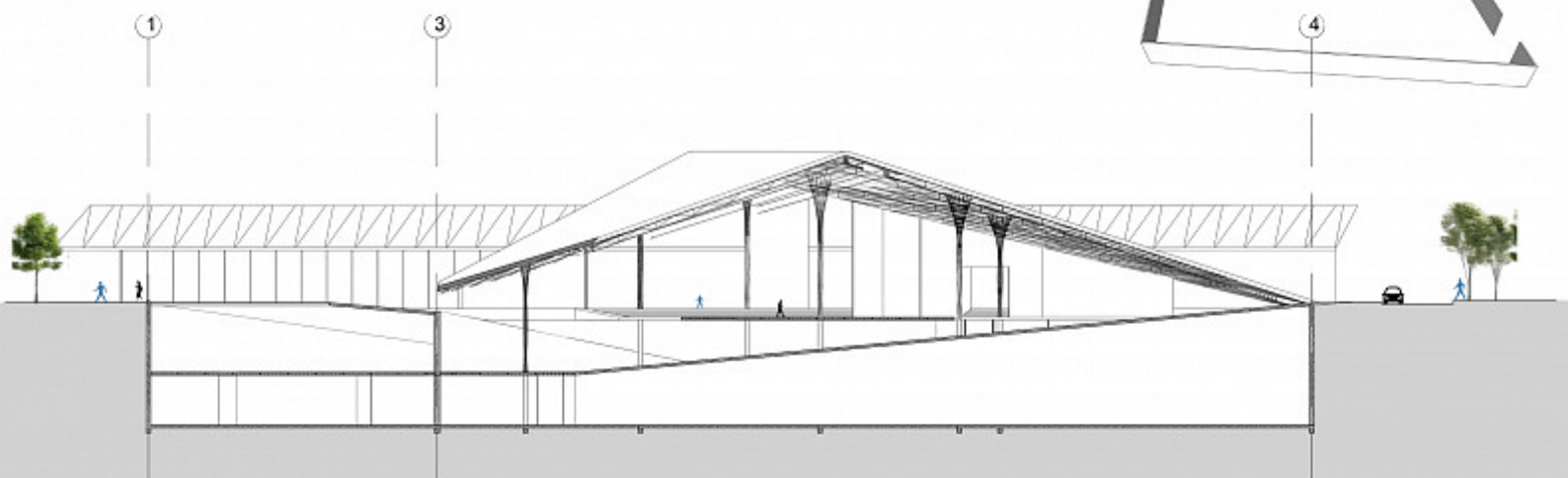
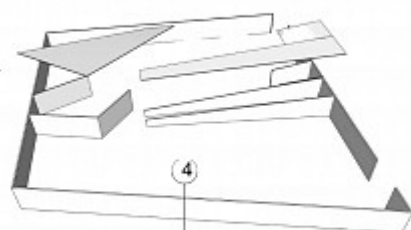


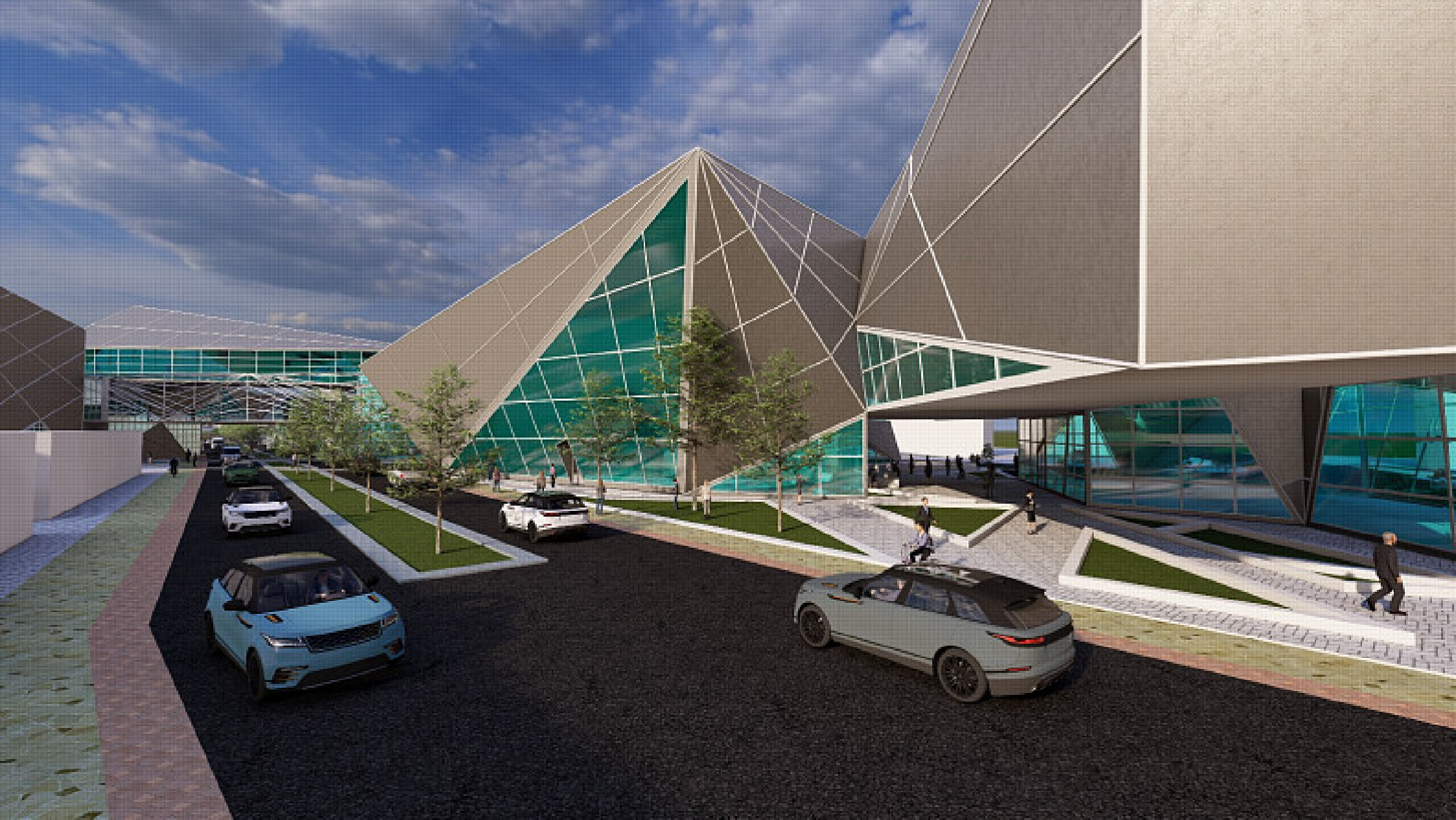
SUBSTRUCTURE

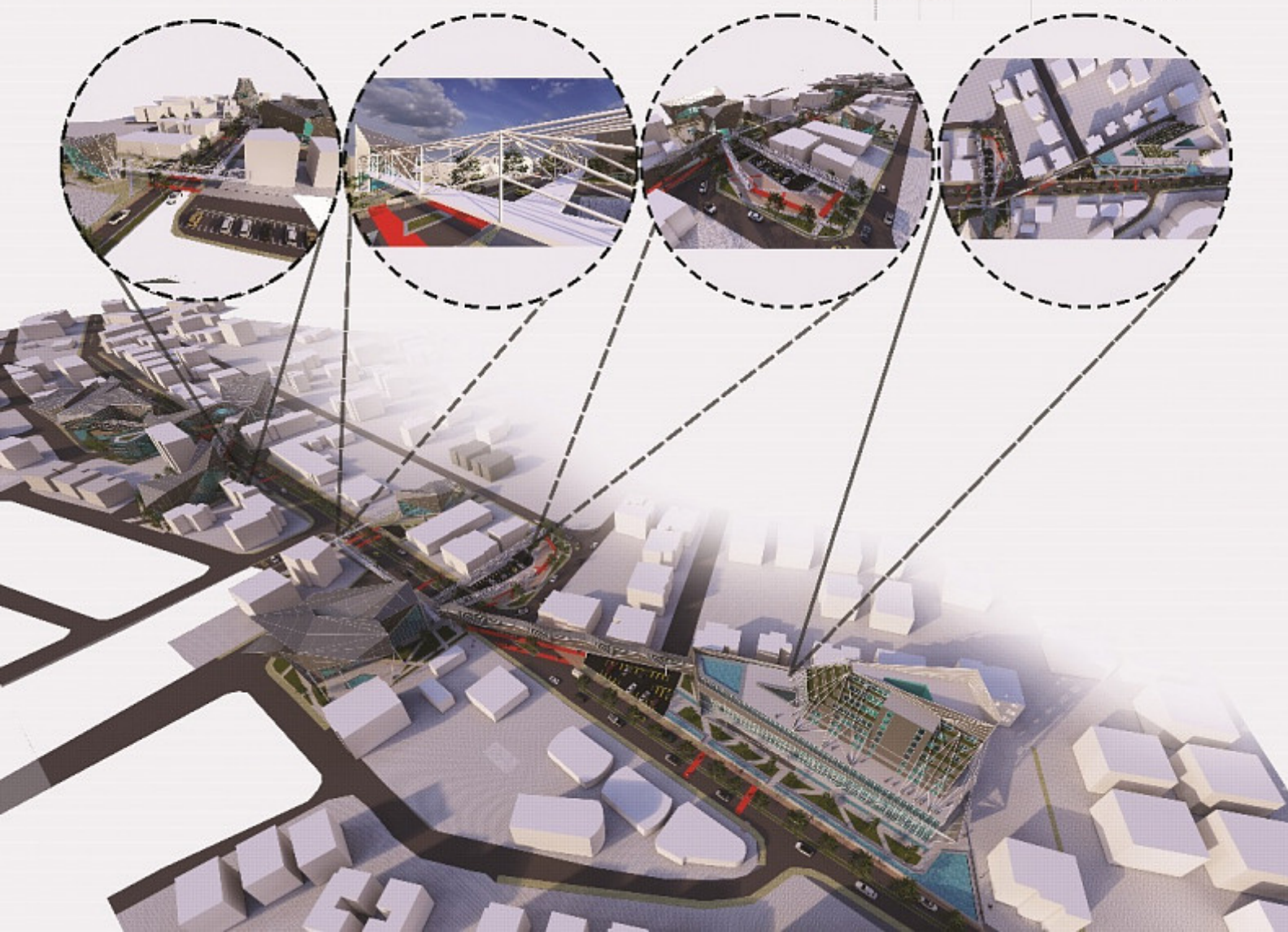
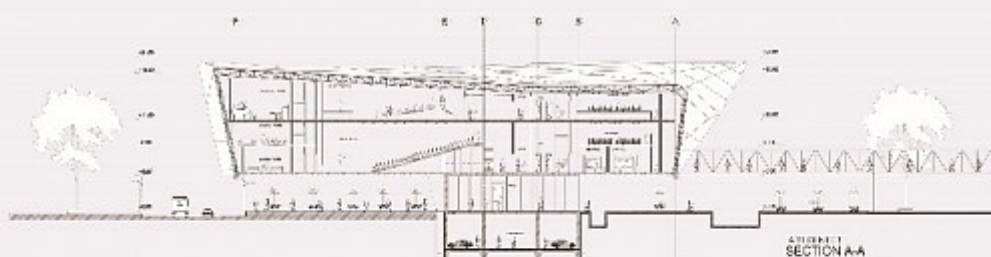
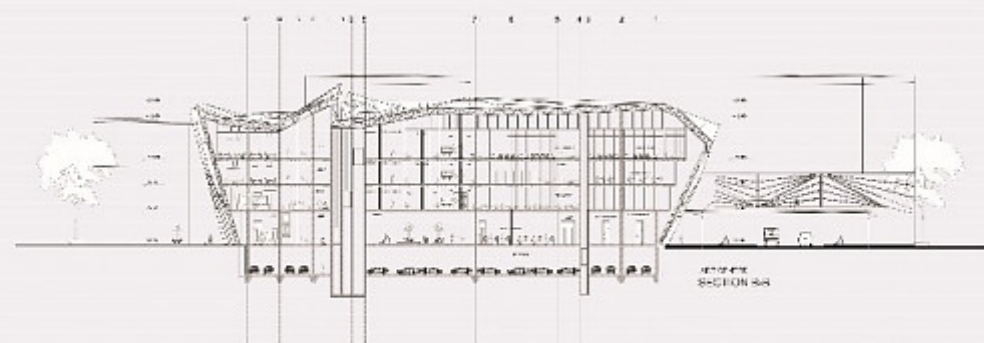
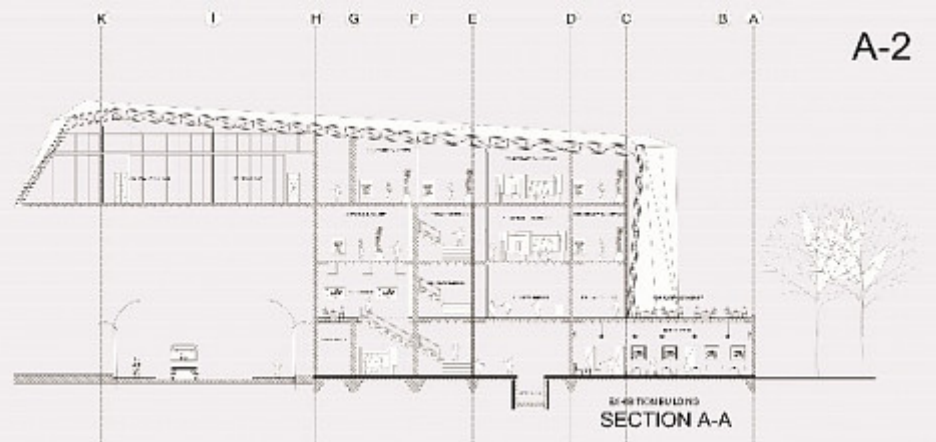
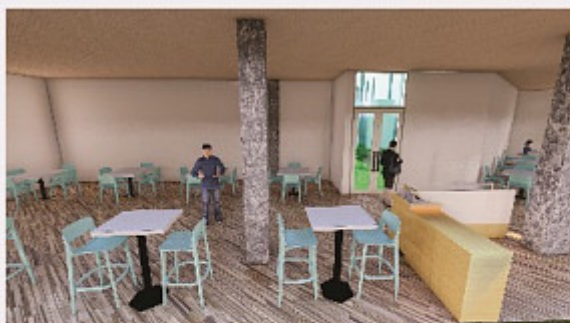
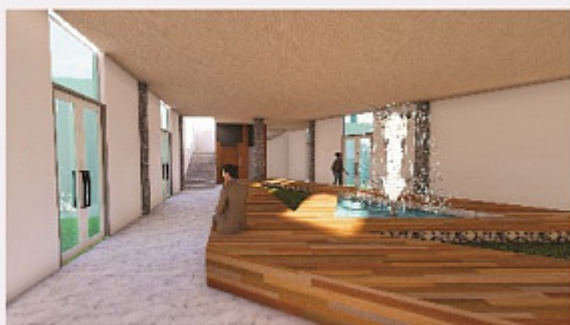
CYLINDER COLUMN

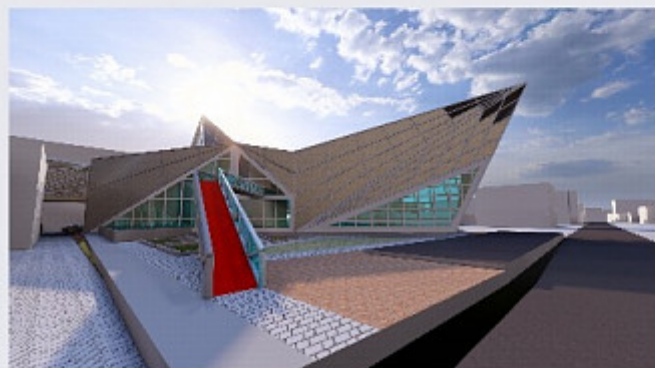


SHEAR WALL









SITE 4. SPORT CENTER
GROUND FLOOR PLAN

1. Administration
2. Lobby
3. Taekwondo zone
4. Karate zone
5. Fitness center
6. Restaurant



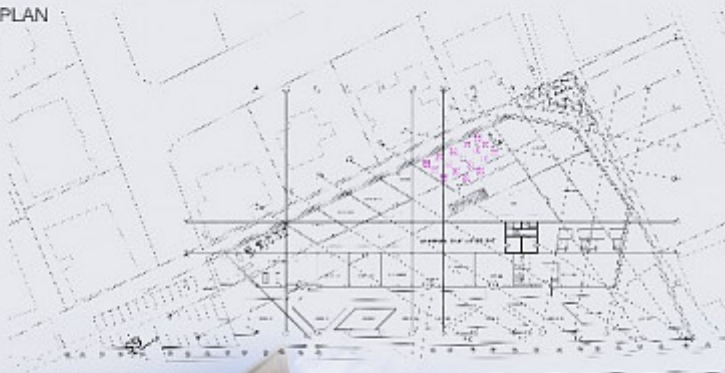
SITE 5. OFFICES AND BUSINESS CENTER
GROUND FLOOR PLAN

1. Administration
2. Mini supermarket
3. Coffee shop



SITE 9. RESIDENTIAL & COMMERCIAL
GROUND FLOOR PLAN

1. Administration
2. Shops
3. Health center
4. Fitness center
5. Super market
6. Coffee shop



The final step defining the structures of the buildings

- BUILDINGS
- PEDESTRIAN BRIDGES
- CROSSING PEDESTRIAN PATH



Fourth step

Define the number of floors in each building and see if there is open space, semi open space, green roof, playground, car parking



Third step

Third step of process I found the exact shape of the buildings in each site.



Second step

The second step of the process I started to apply the deconstructive method into the site in order to find a real form of the folded structure: using or cutting the line in each part of site, this method is helpful to find the ways to put axes, column and structures.



First step

First of all I keep the simple core shape of site.



CONCEPT AND IDEAS

The idea is to create the designs that better for their purpose by combining striking design with functionality.

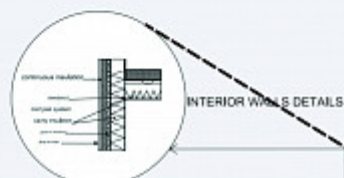
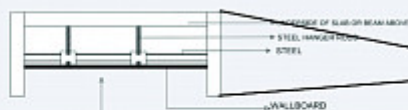
The design evolved from the concept of the Drawing pattern language of Christopher Alexander and the natural landscape, and the interplay between architecture and nature.

Ideas aimed to blend cultural traditions with modern architectural concepts, resulting in a fusion of history and future aspirations.

I wanted to integrate the ART CORRIDOR to the site by following the line of the natural landscape by using the principle of the deconstructivism architecture.

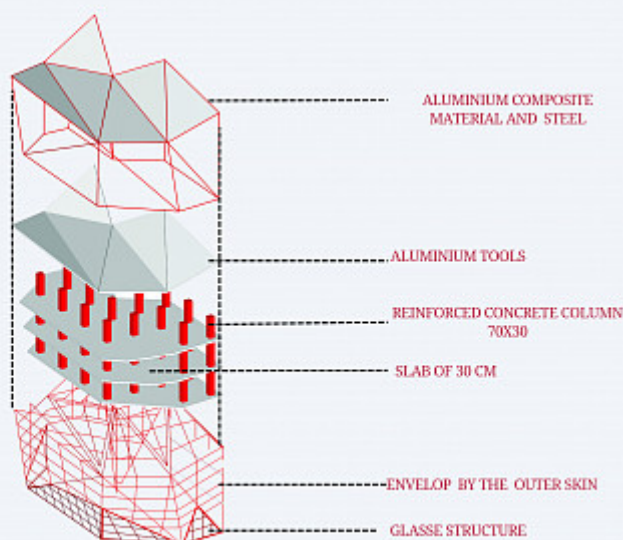
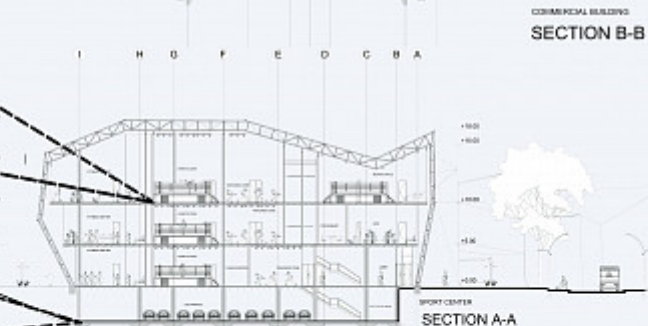
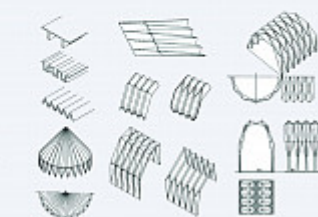


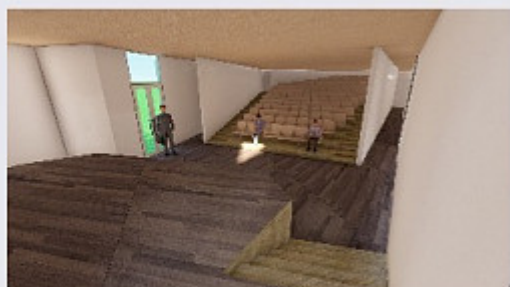
CEILING DETAILS



VECTOR ACTIVE STRUCTURE

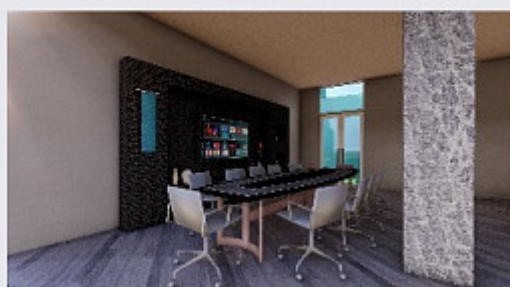
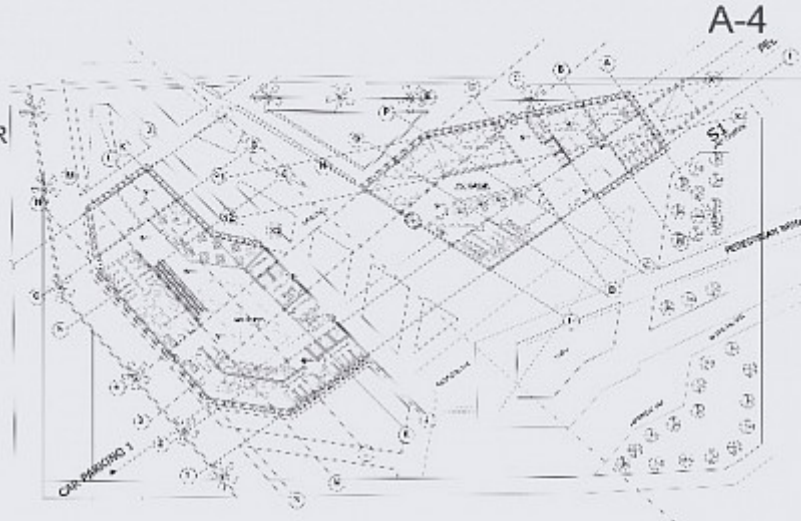
Short, solid, straight-line elements, i.e., lineal members are structural components that because of their small section in comparison to their length can transmit only forces in direction of their length, i.e. Normal stresses (tension and/or compression): compressive and tensile members.





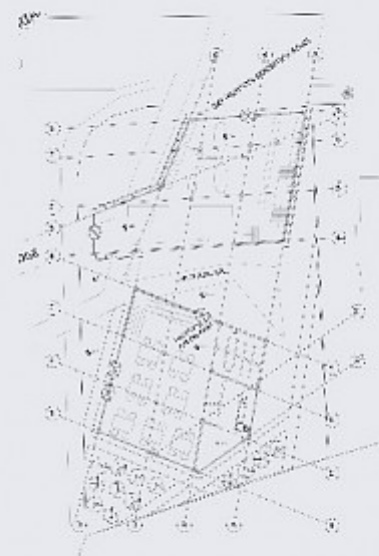
SITE 1 ART CENTER GROUND FLOOR PLAN

1. Permanent exhibition (3)
2. Temporary exhibition (4)
3. Coffee shops
4. Digital Art lab
5. Sculpture workshop
6. Metal workshop
7. Glass workshop
8. Clay workshop
9. Administration



SITE 2. EXHIBITION GROUND FLOOR PLAN

1. Temporary exhibition
2. Permanent exhibition
3. Restaurant
4. Painting exhibition
5. Color workshop
6. light workshop



SITE 8 EDUCATIONAL BUILDING GROUND FLOOR PLAN

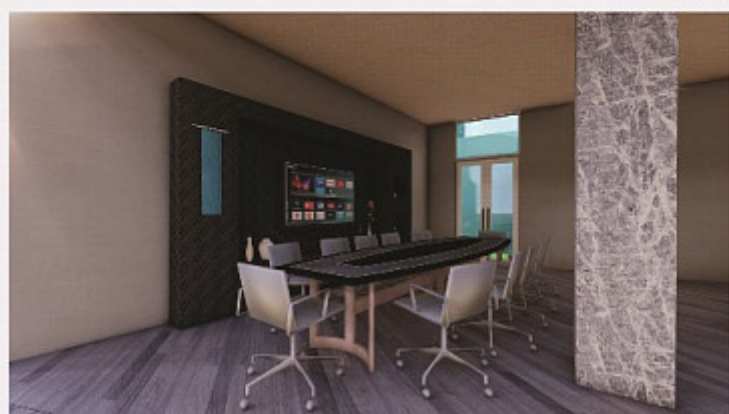
1. Children's Art
2. Daycare Center
3. Coworking space
4. Coffeeshop
5. Administration



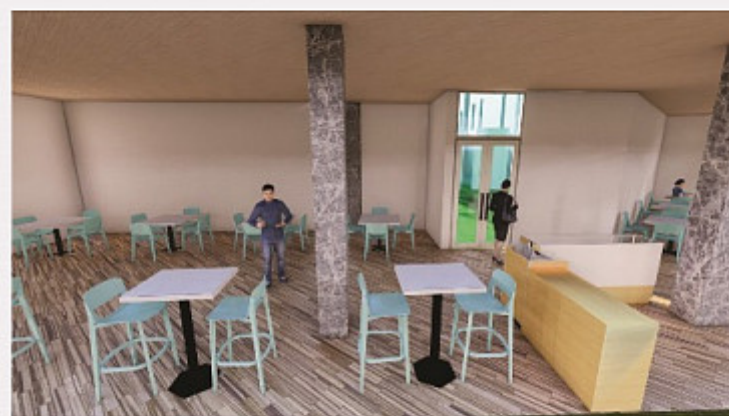
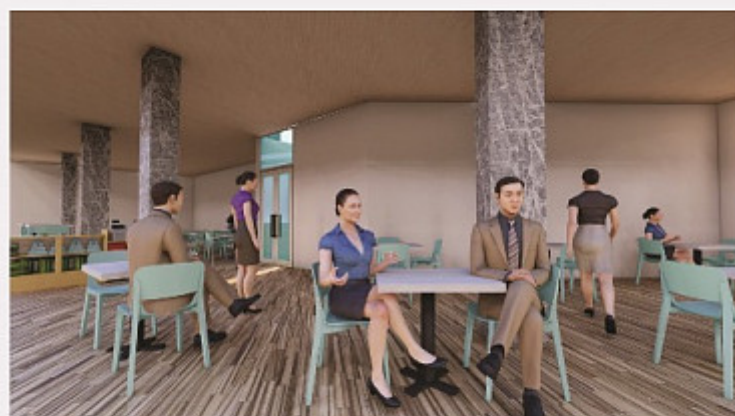
COMMON OFFICES



A-6



COFFEE SHOP



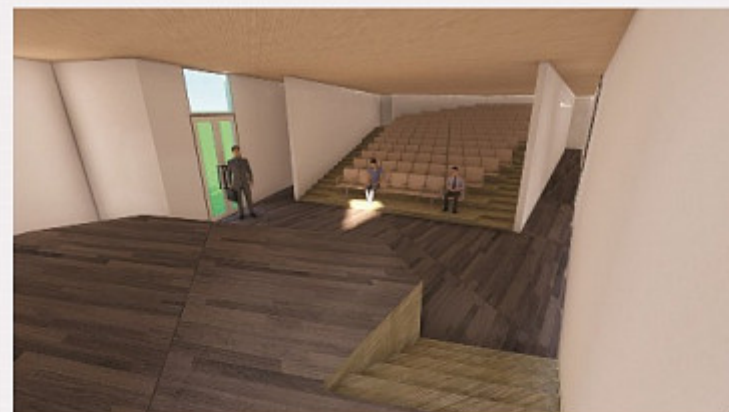
LIVING ROOM

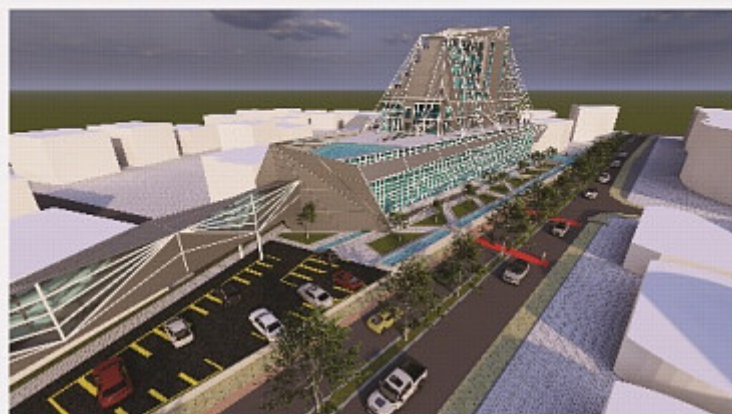


OFFICE



AMPHITHEATER

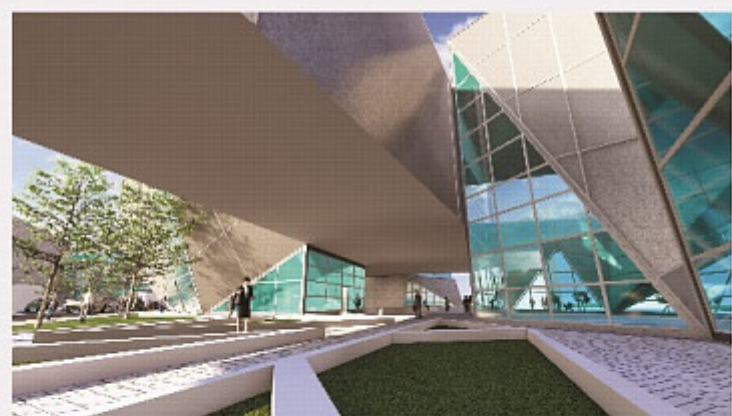




PEDESTRIAN BRIDGE



ART CENTER



COMMERCIAL BUILDING

