

ECOWEEK

... habits change ... climate change

İSTANBUL 2015

**CONTEMPORARY
ARCHEOLOGY**

APRIL 20-25

**OPENING
CONFERENCE**

@YEM April 20

**RUŞEN AKTAŞ
ANNA HERINGER
ELIAS MESSINAS
MARCO NAVARRA
TEĞET MİMARLIK
ELISABETTA TERRAGNI
HAN TÖMERTEKİN**

**DESIGN
WORKSHOPS**

@Yeditepe University
April 21-24

**W1_P. DURSUN ÇEBİ + İ. UMMANSU
W2_R. AKTAŞ + S. LUPINI
W3_PATTU
W4_P. TRINGALI + E. BUGATTI
W5_J. P. STEIDL
W6_SUPERPOOL
W7_E. MARCOTULLIO
W8_SO? ARCHITECTURE & IDEAS
W9_A. AKDOĞAN + A. SVERDLOV
W10_Ä. HUTTER + Z. HALU**

**FINAL
PRESENTATION**

@Studio-X Istanbul
April 25



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**PROGRAM &
REGISTRATION**

www.ecoweek-tr.org

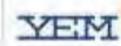


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STUDIO X İSTANBUL

W8

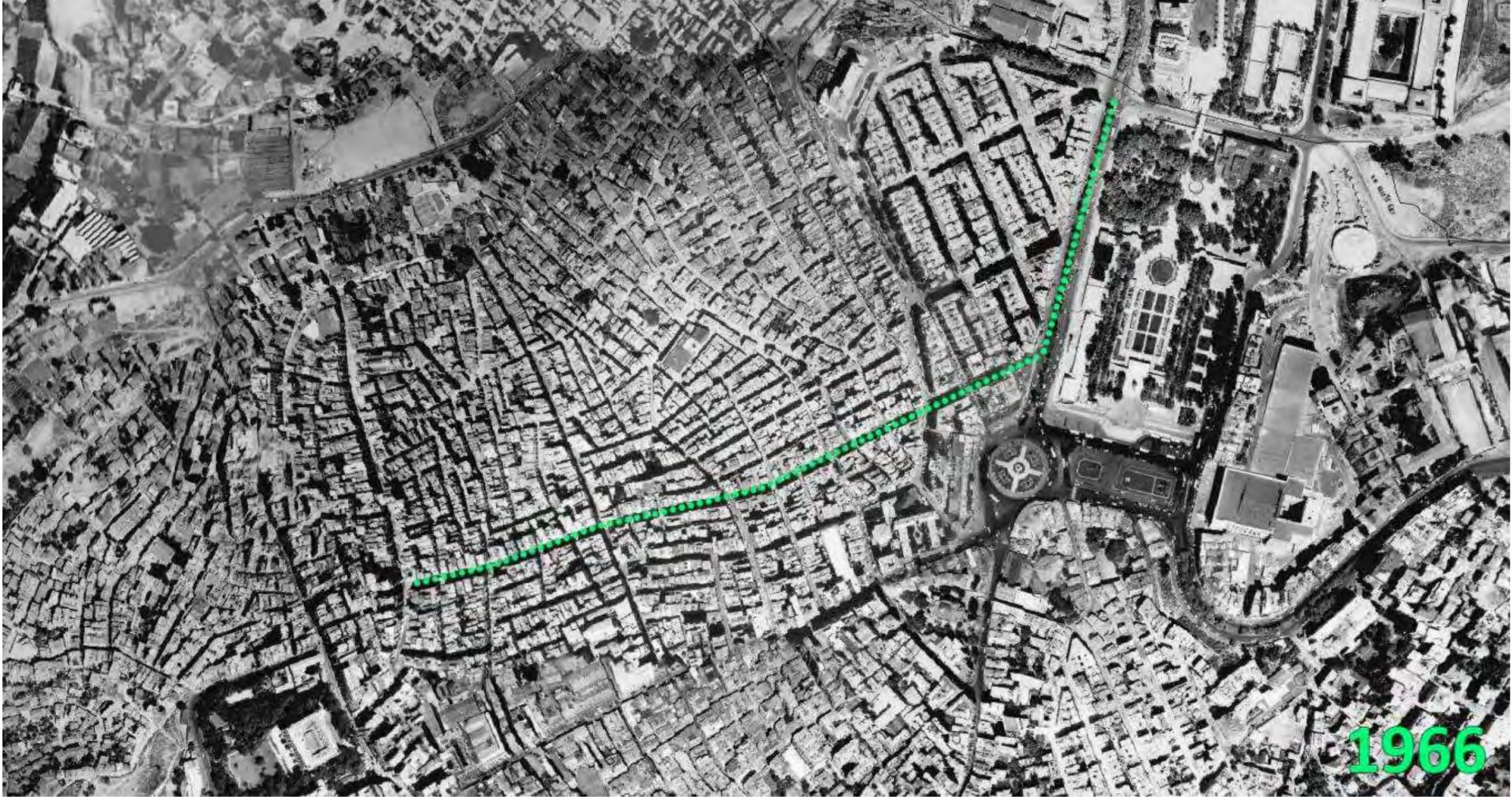
"s,m,l,xl"

How public is the pavement:

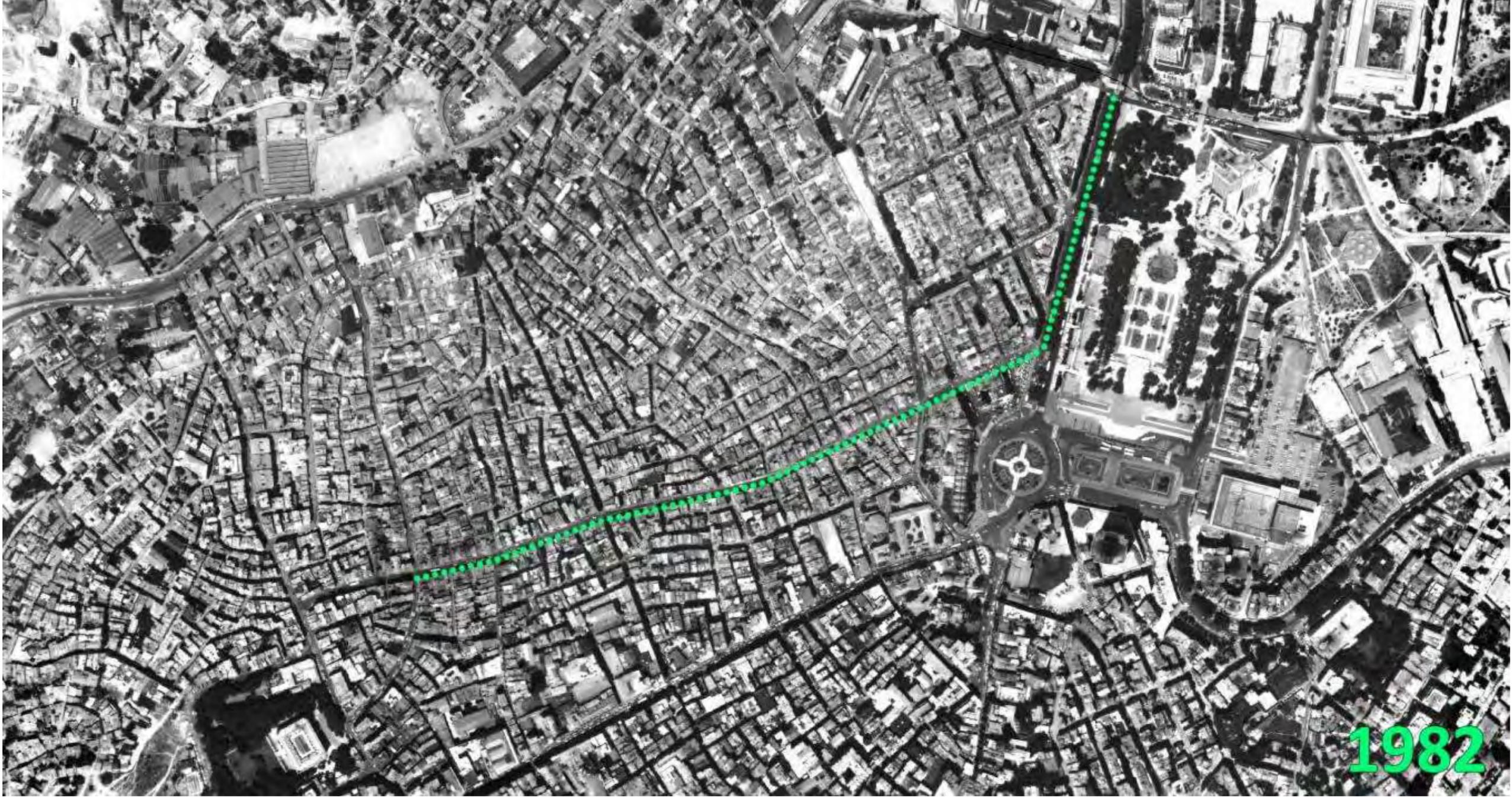
The smallest public element that is subject to major power relations.

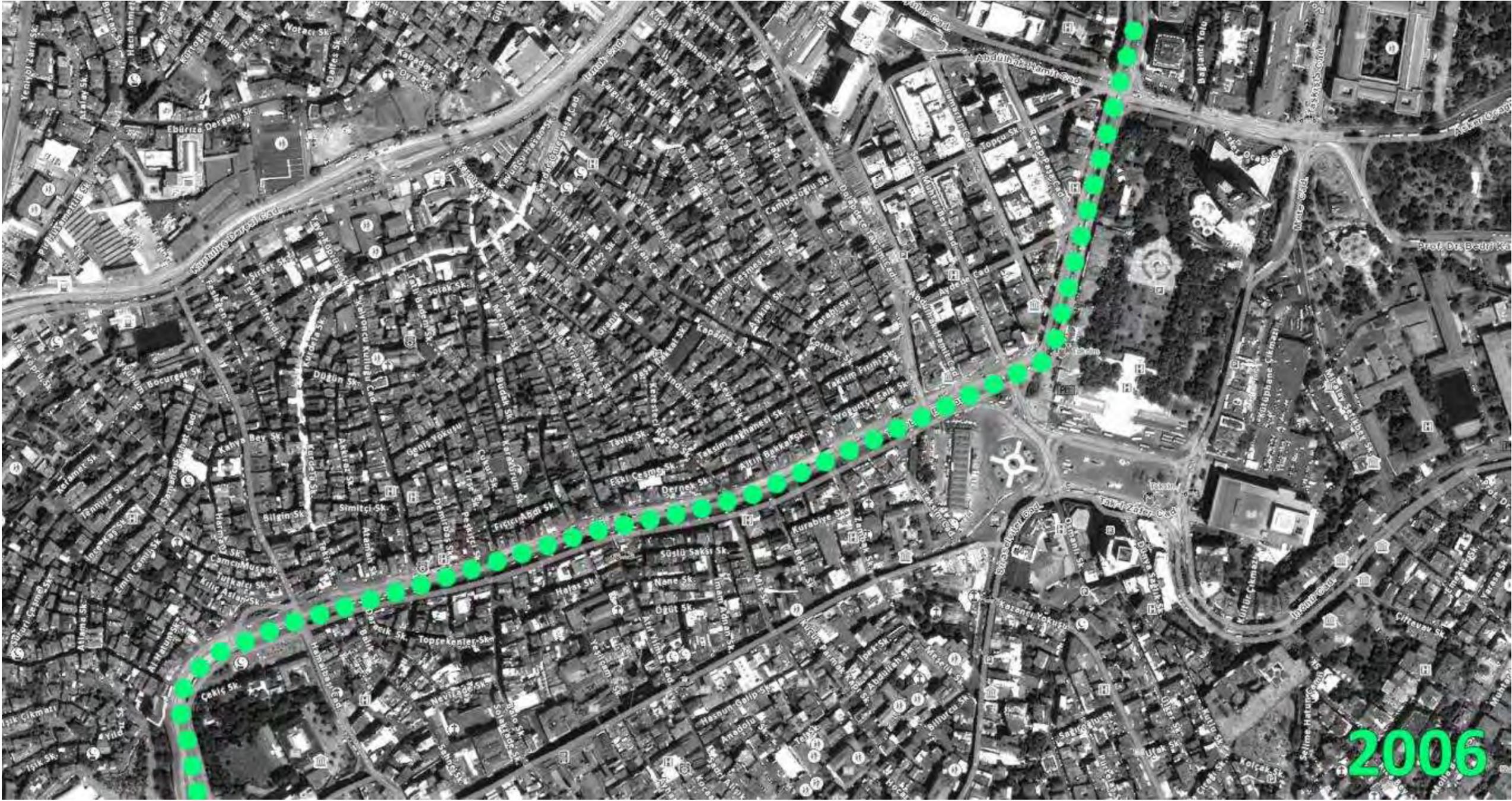
betül ensar
ceren şal
ceren bilgin
çağlar çelik
gizem güzelsoy
martin filliatre

sevince bayrak
oral göktaş

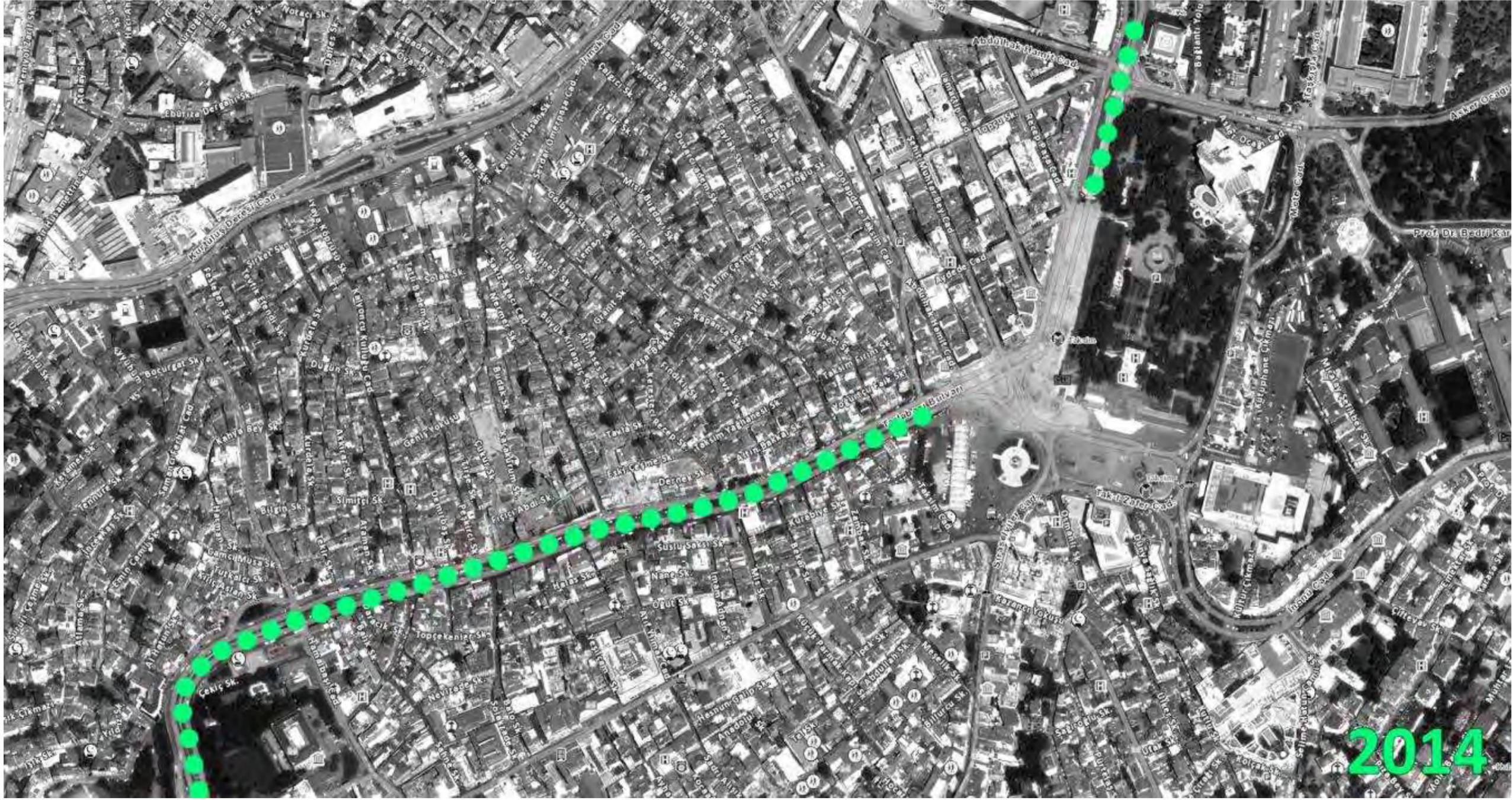


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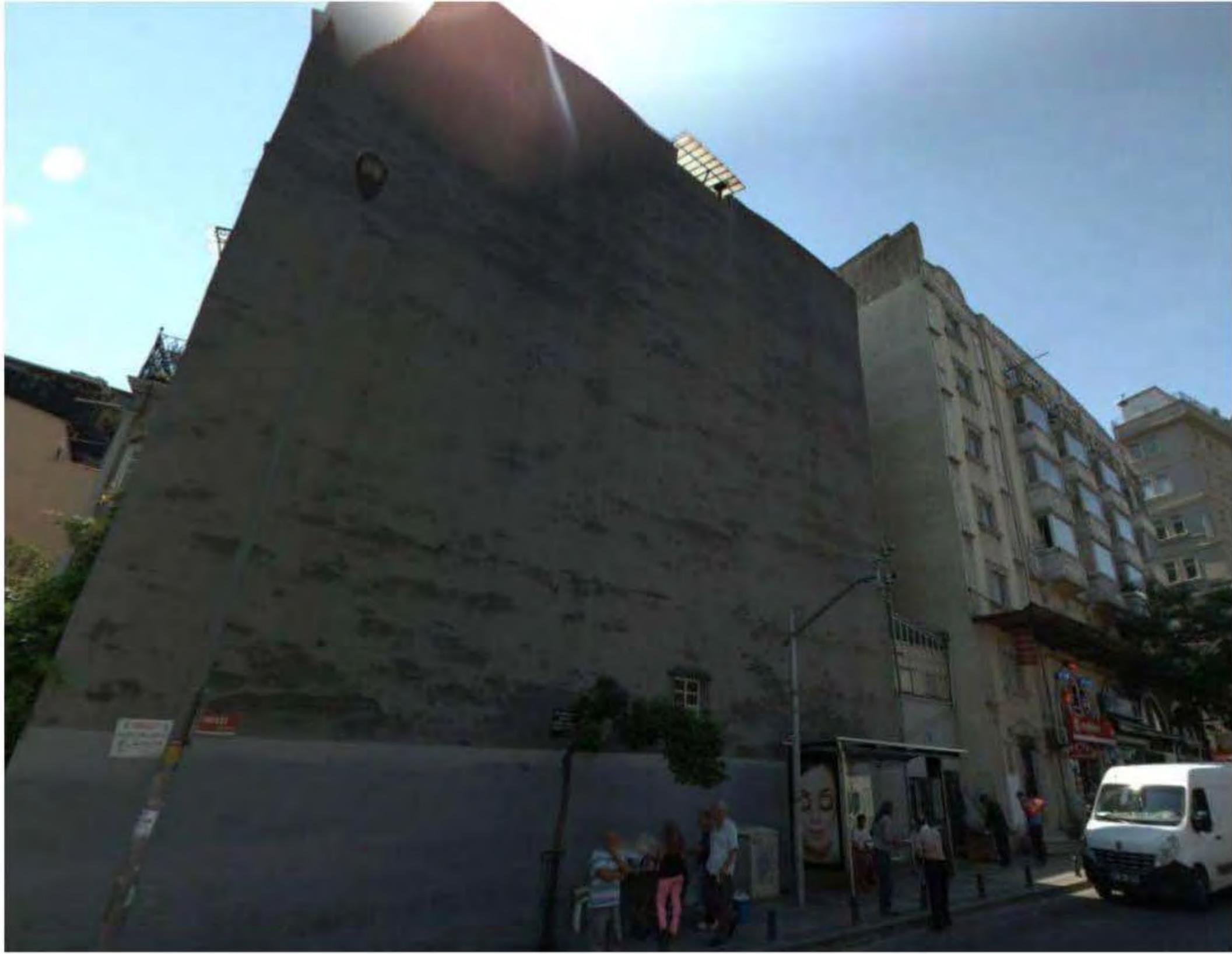


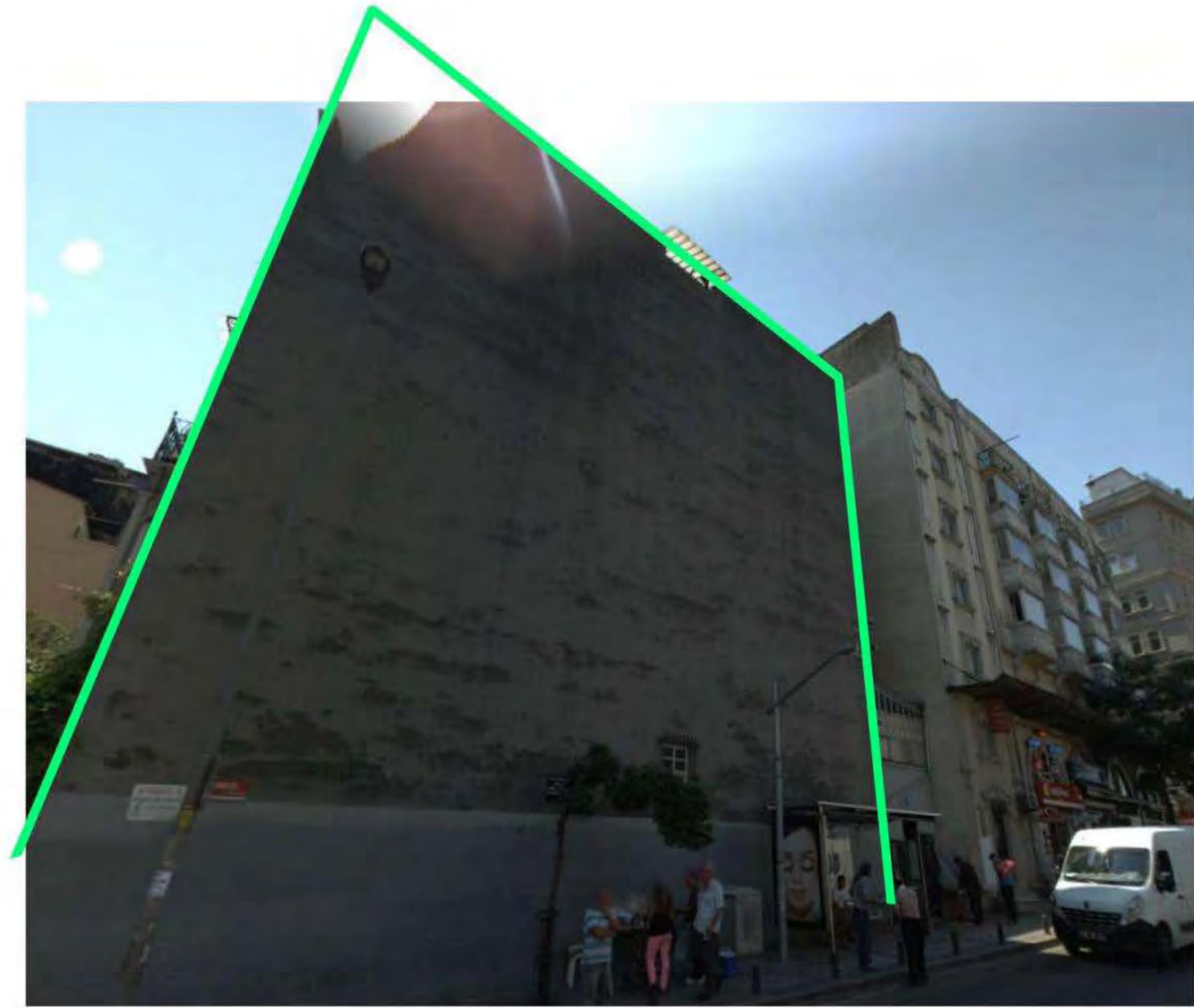


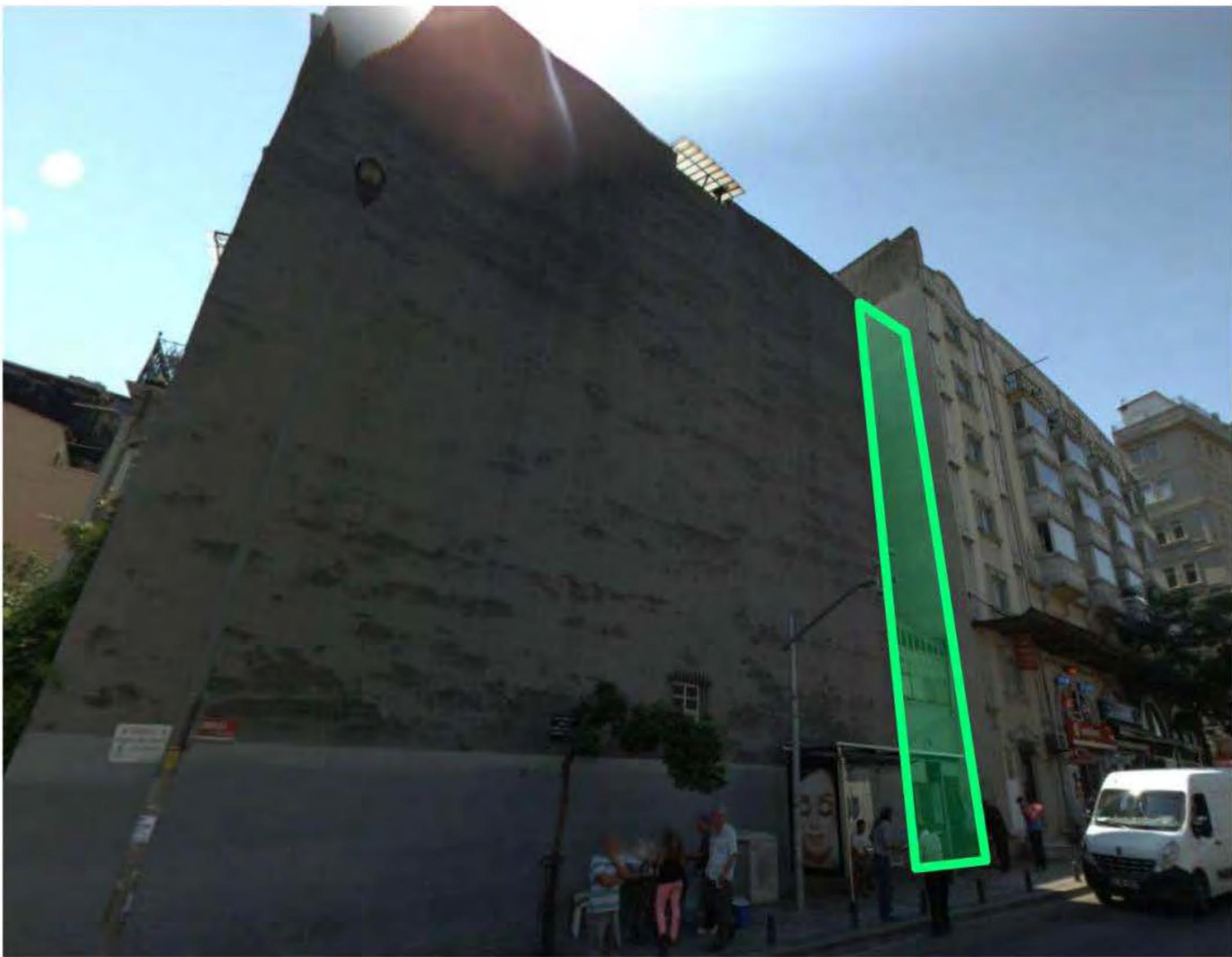
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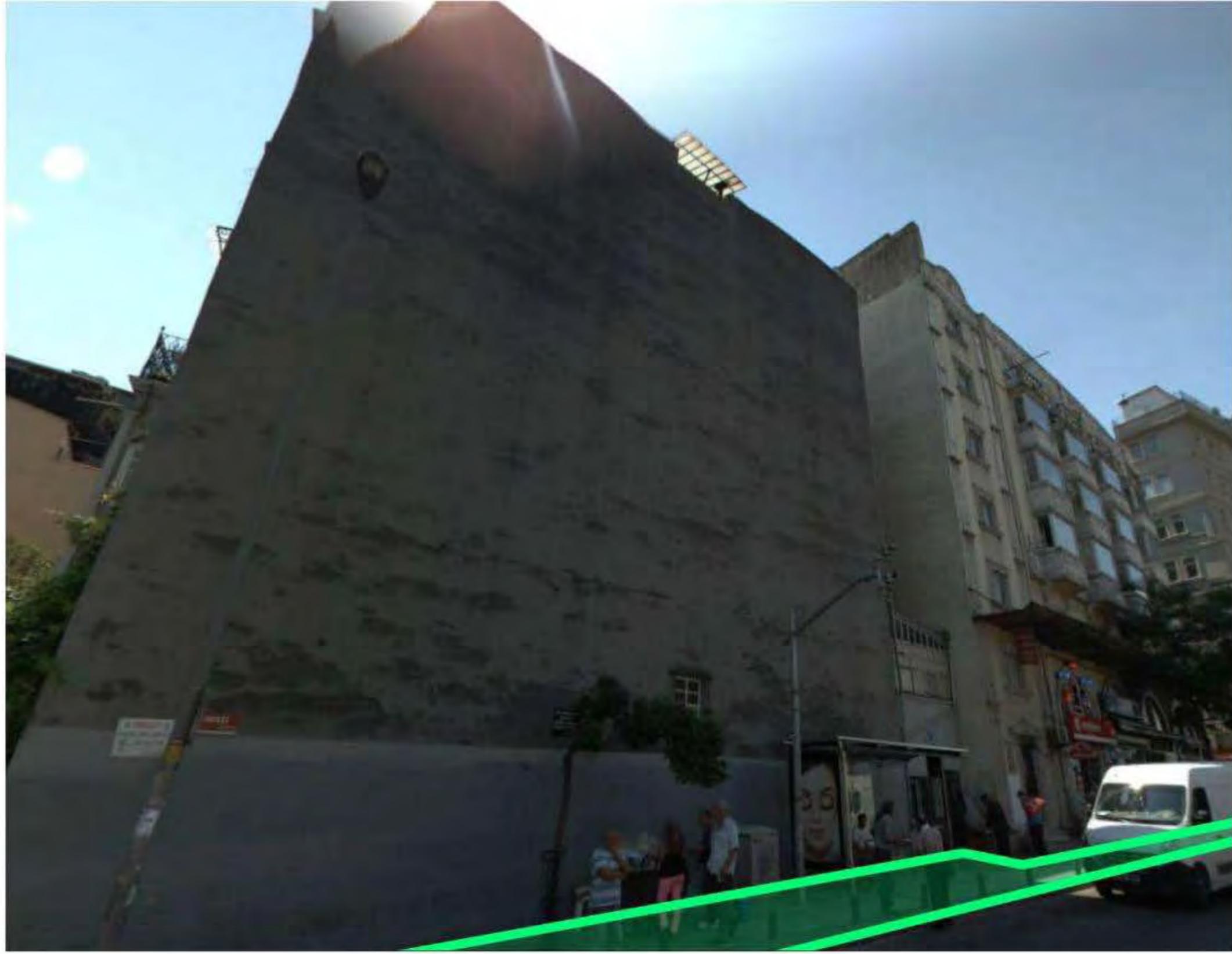


2014

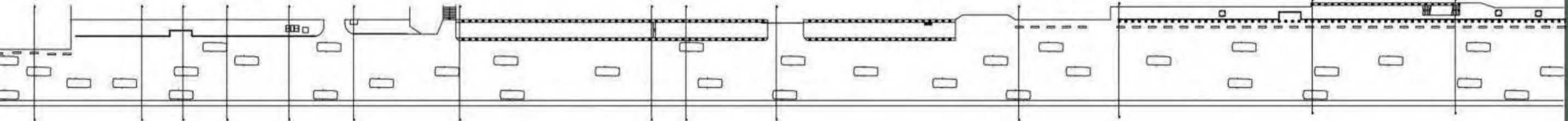




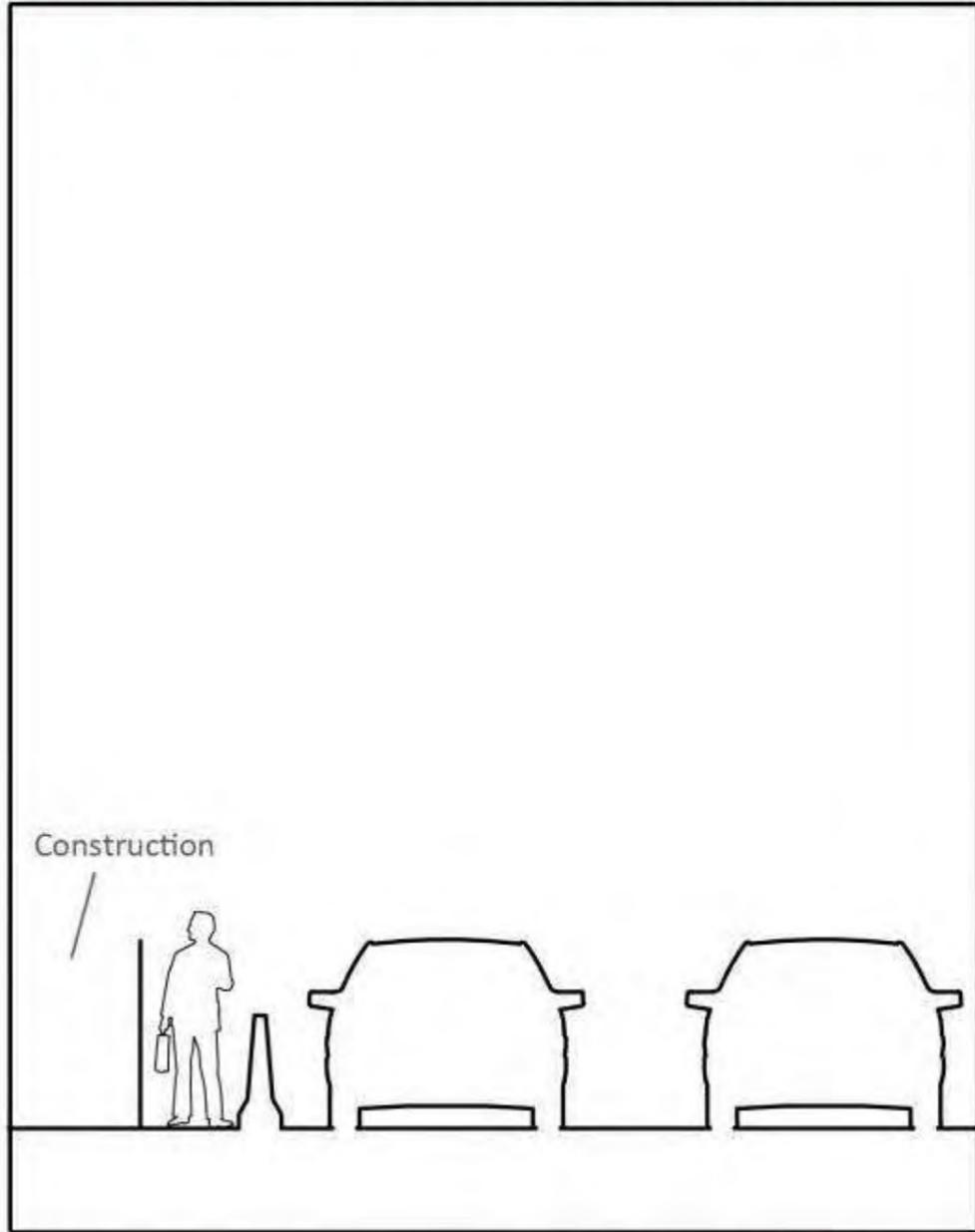




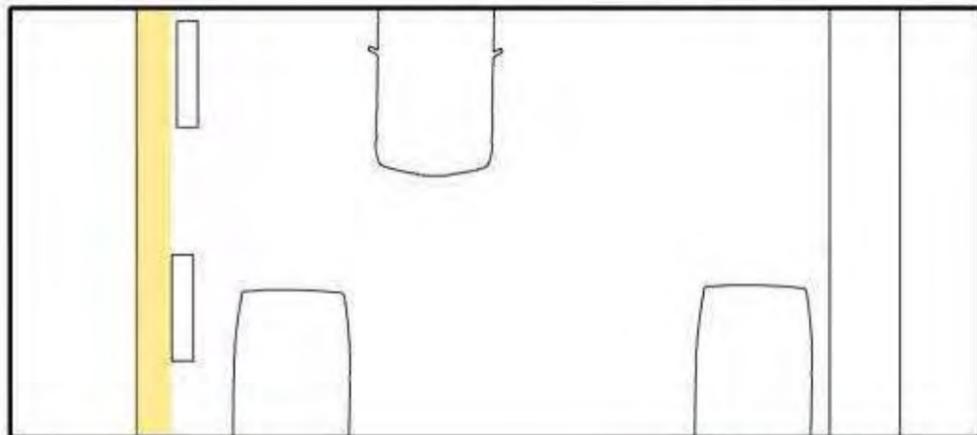
TARLABASI BOULVEARD



01 Distance left for pedestrians: 60 cm



SECTION

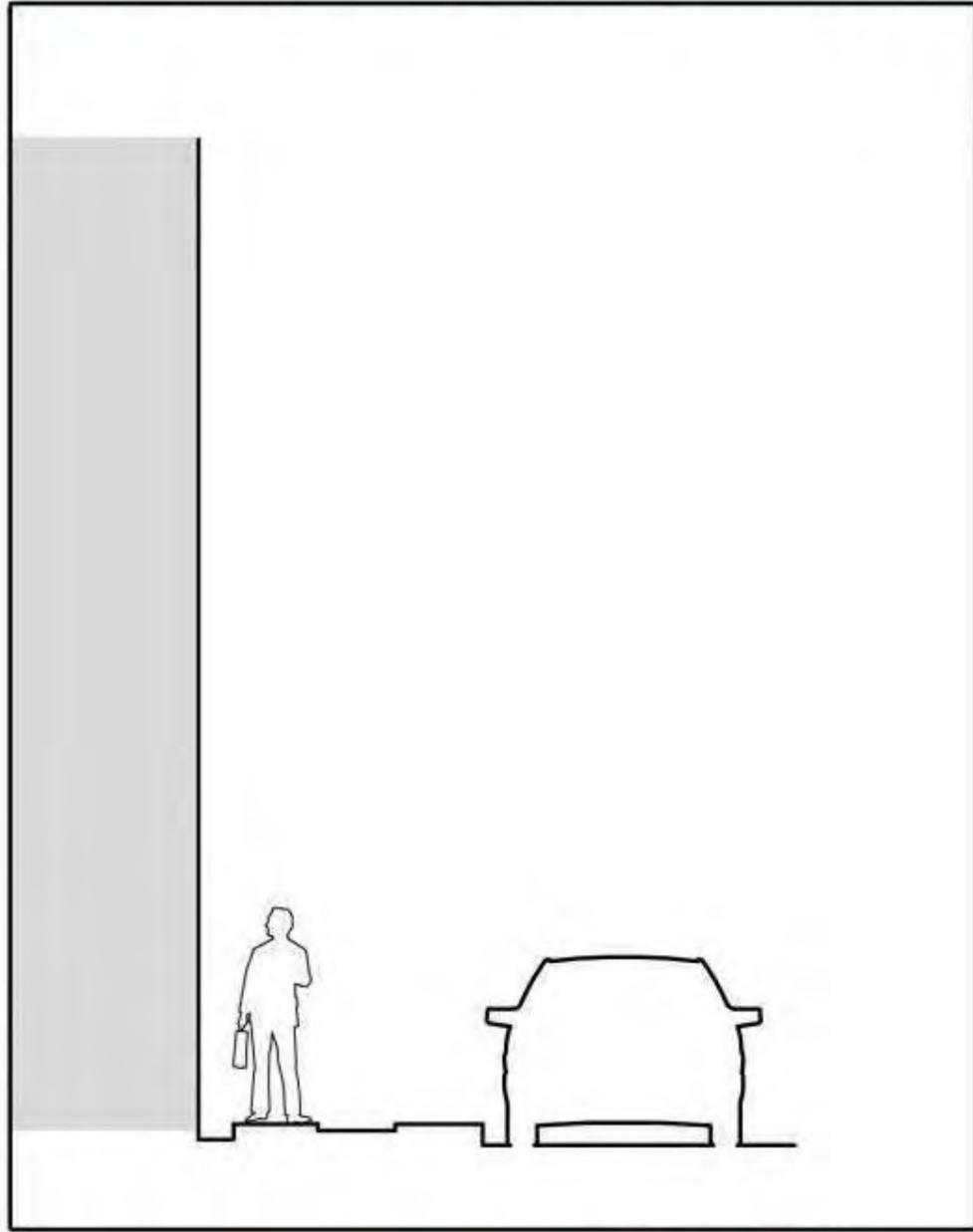


PLAN

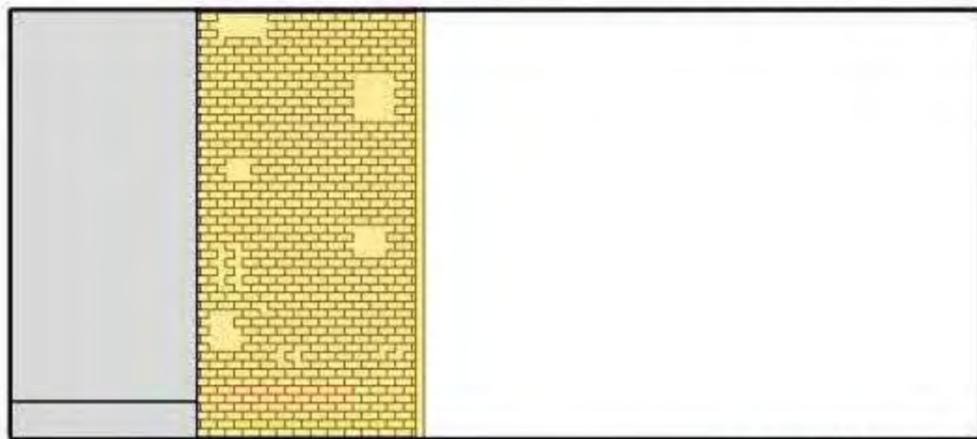


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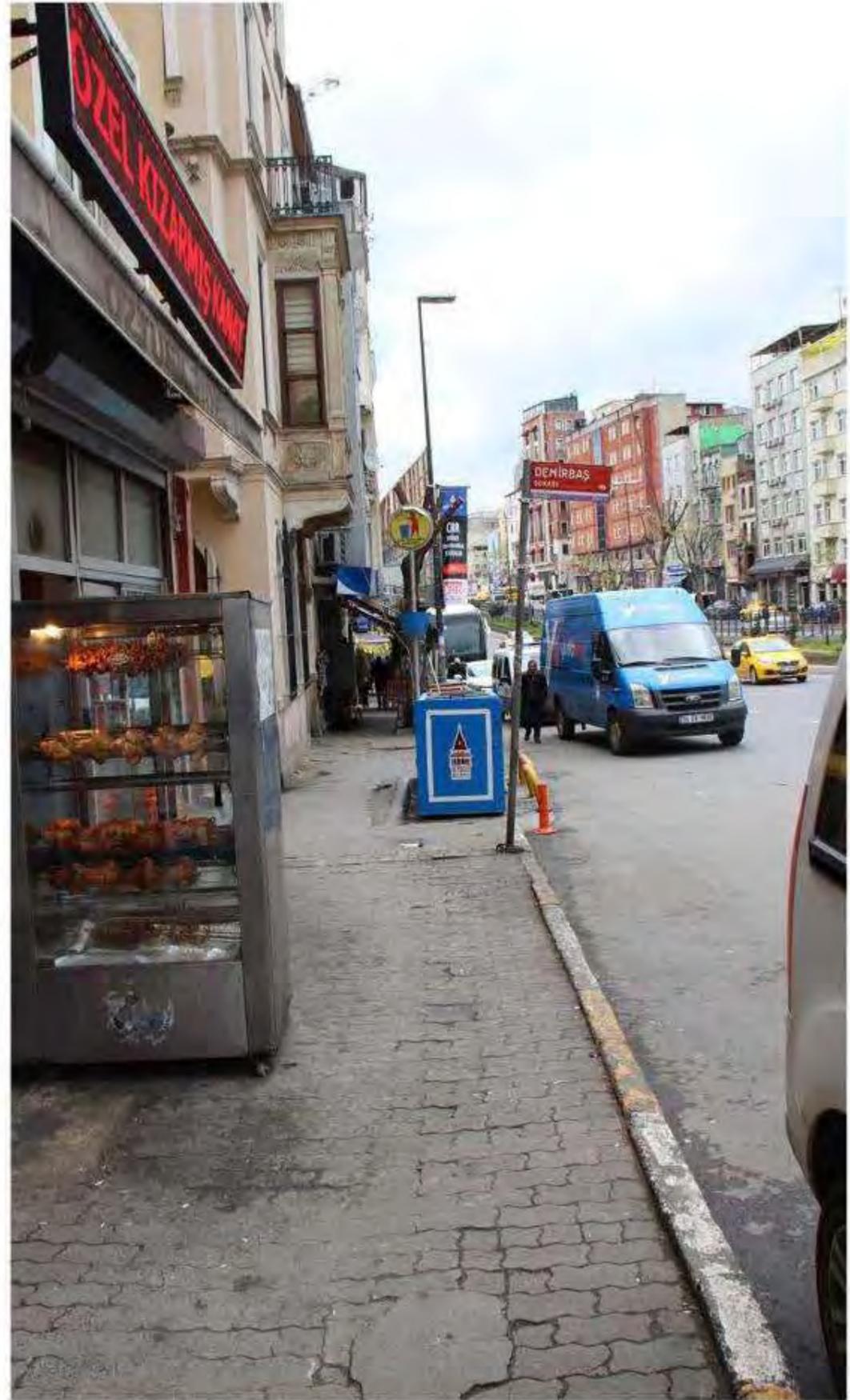
02 Distance left for pedestrians: 120 cm



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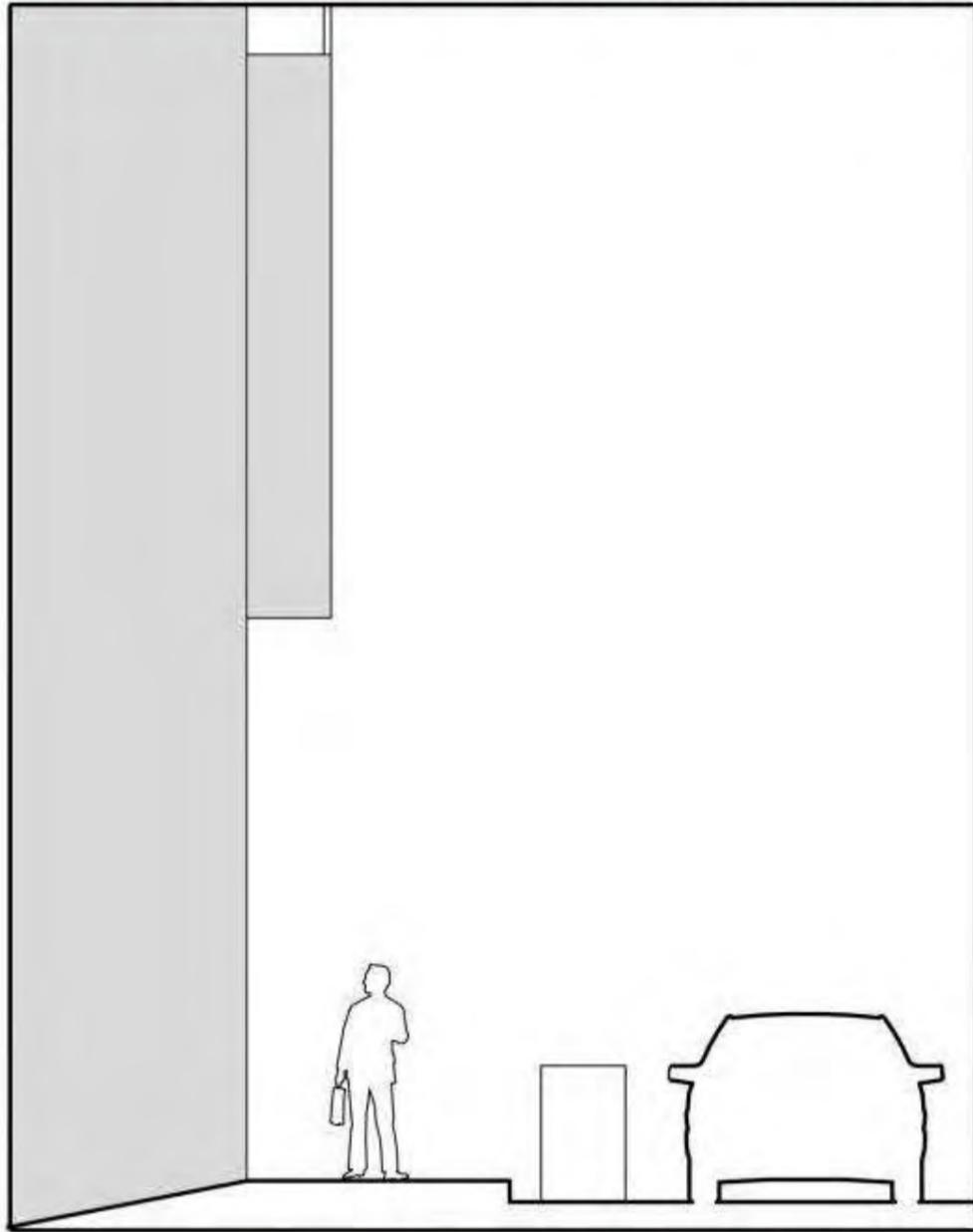


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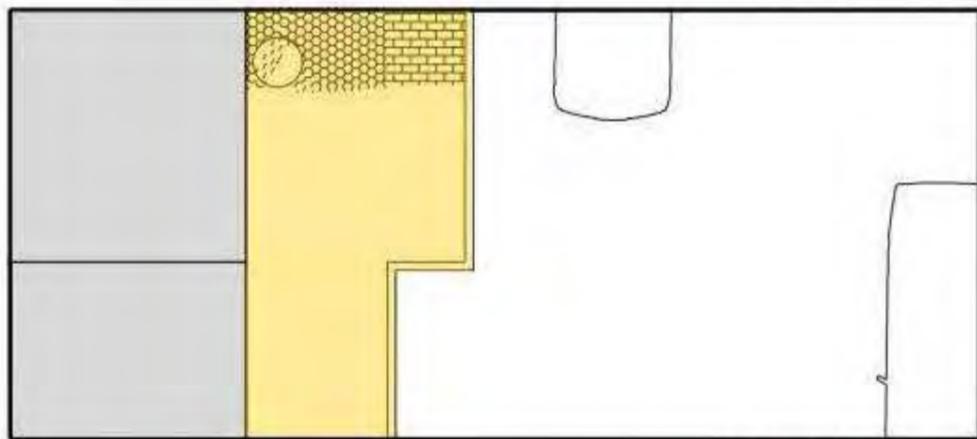


PHOTO

03 Distance left for pedestrians: 187 cm



SECTION

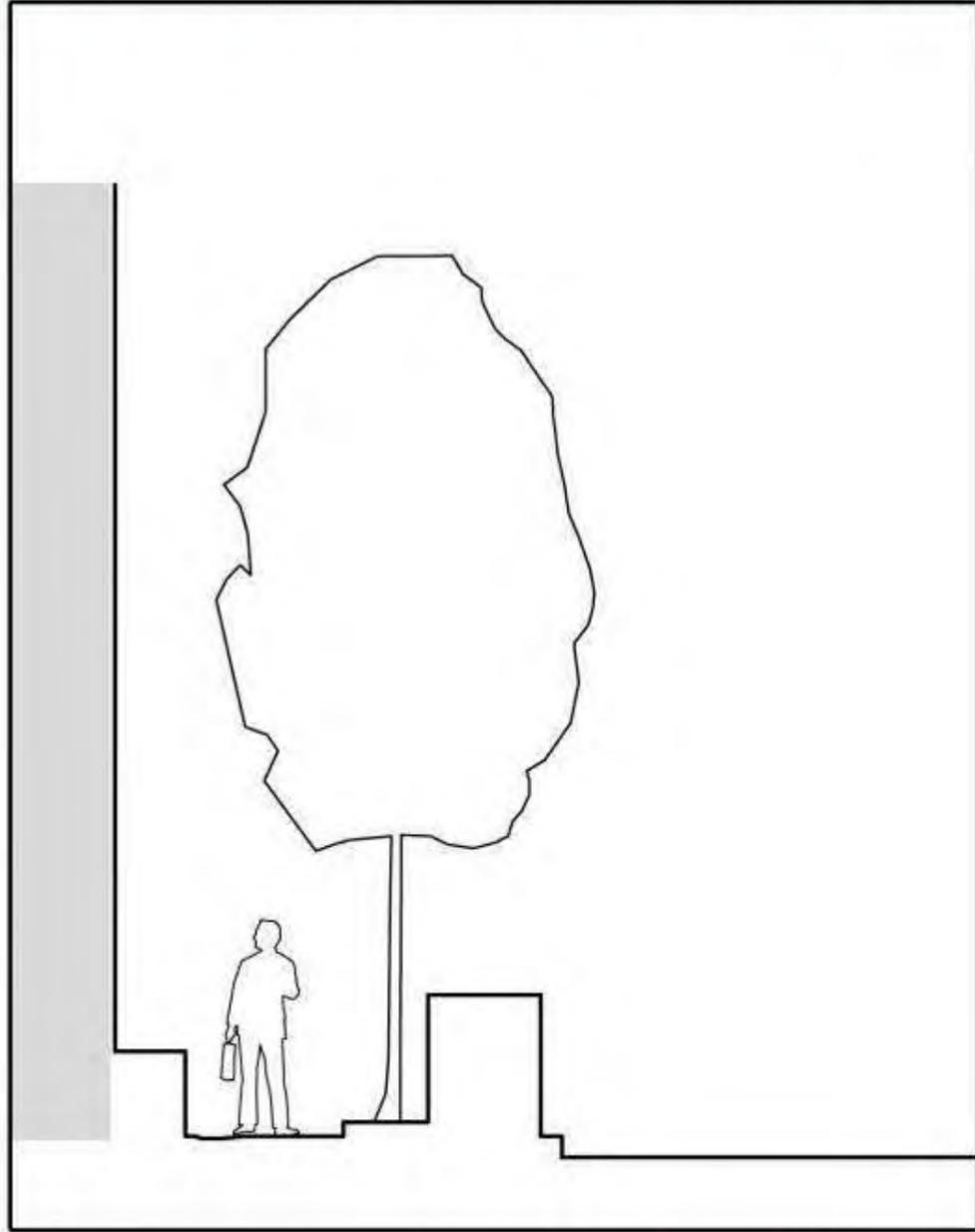


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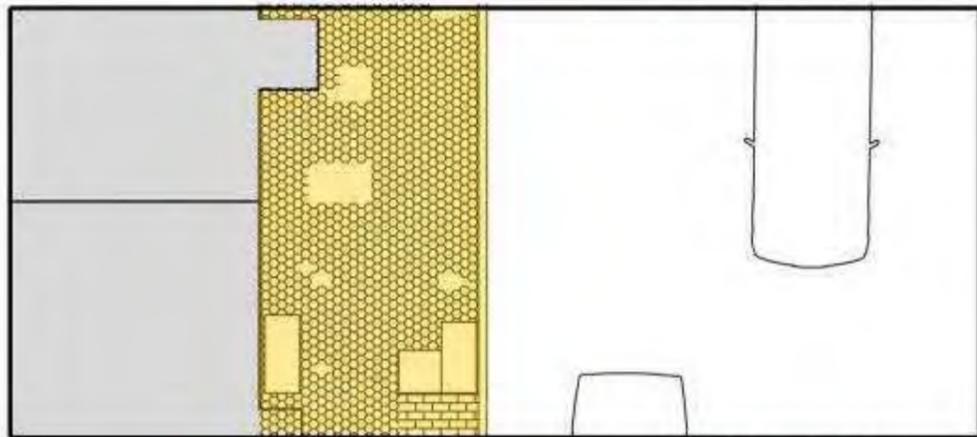


PHOTO

04 Distance left for pedestrians: 112 cm



SECTION

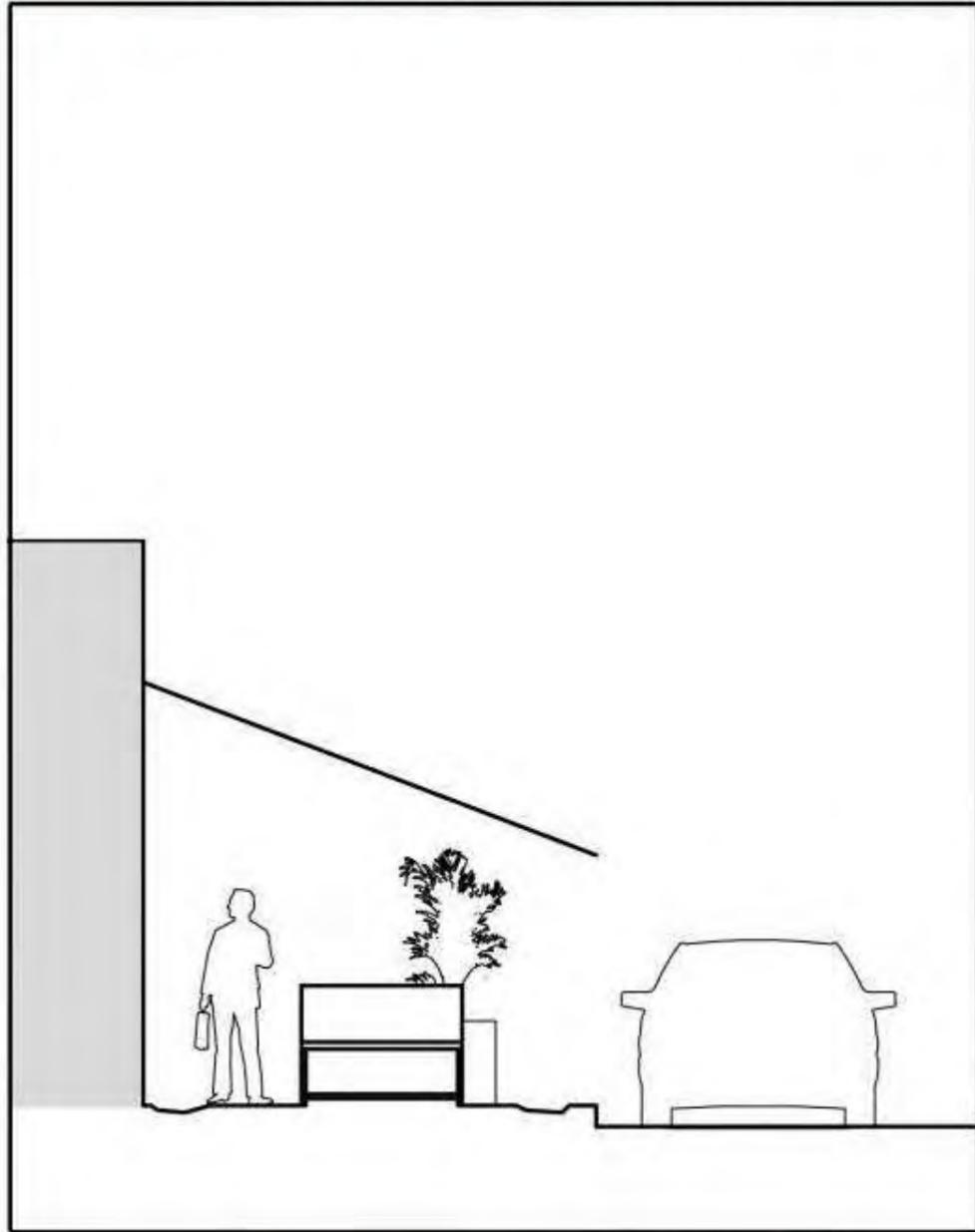


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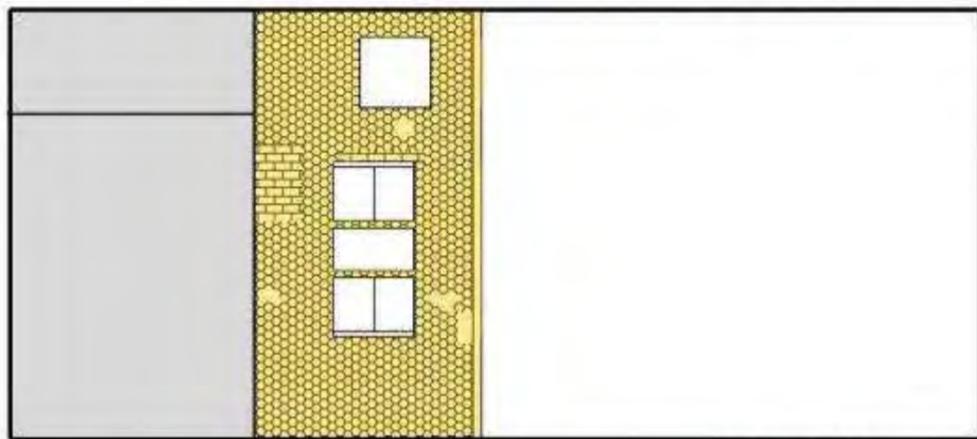


PHOTO

05 Distance left for pedestrians: 66 cm



SECTION

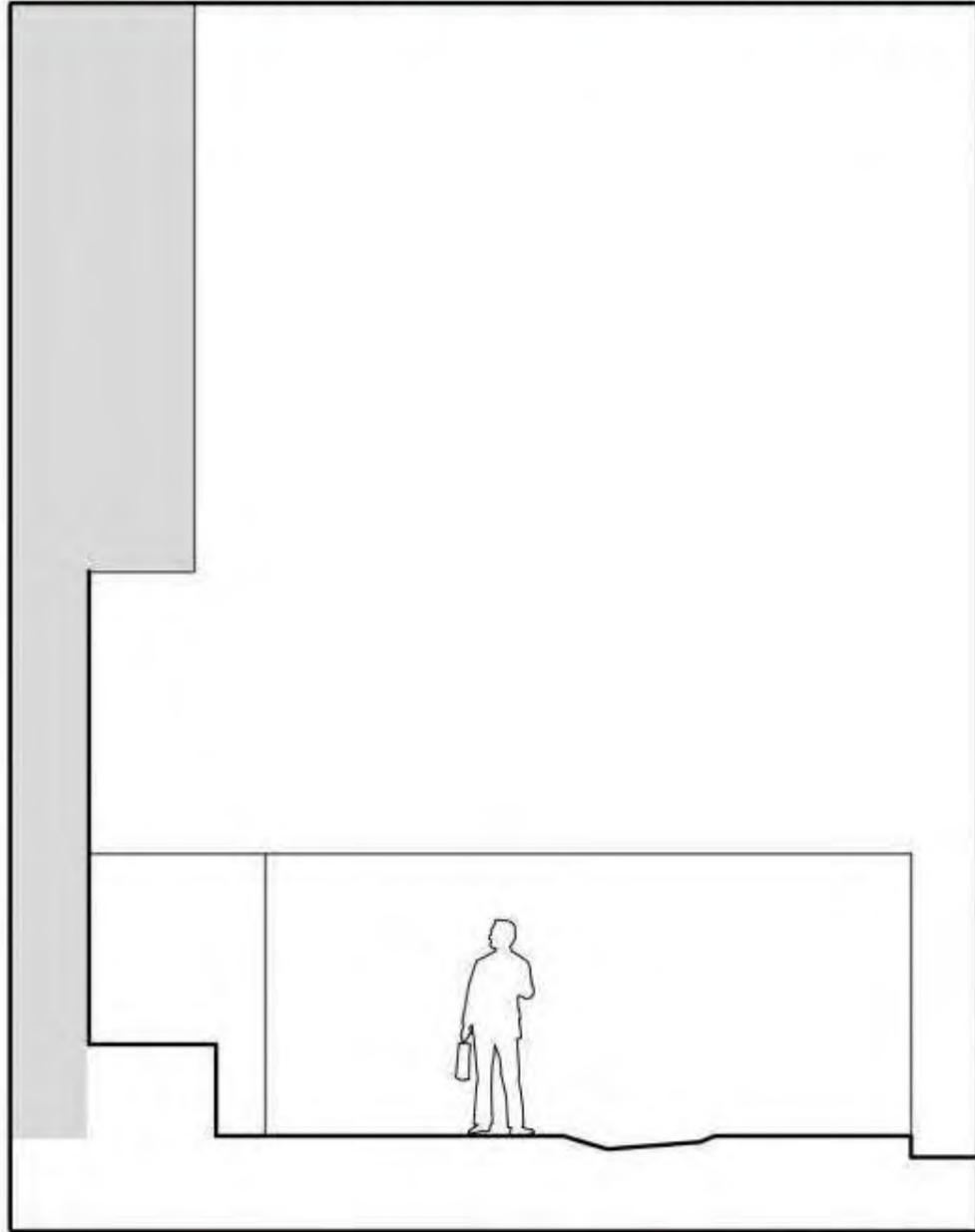


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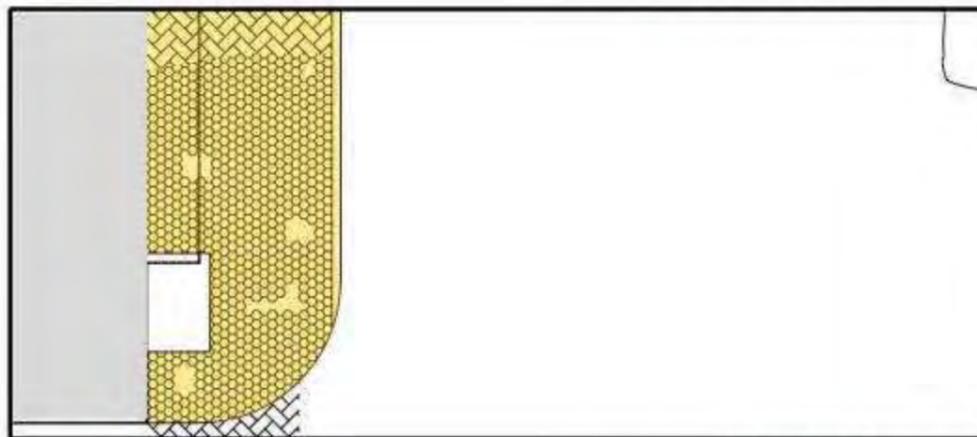


PHOTO

06 Distance left for pedestrians: 300 cm



SECTION

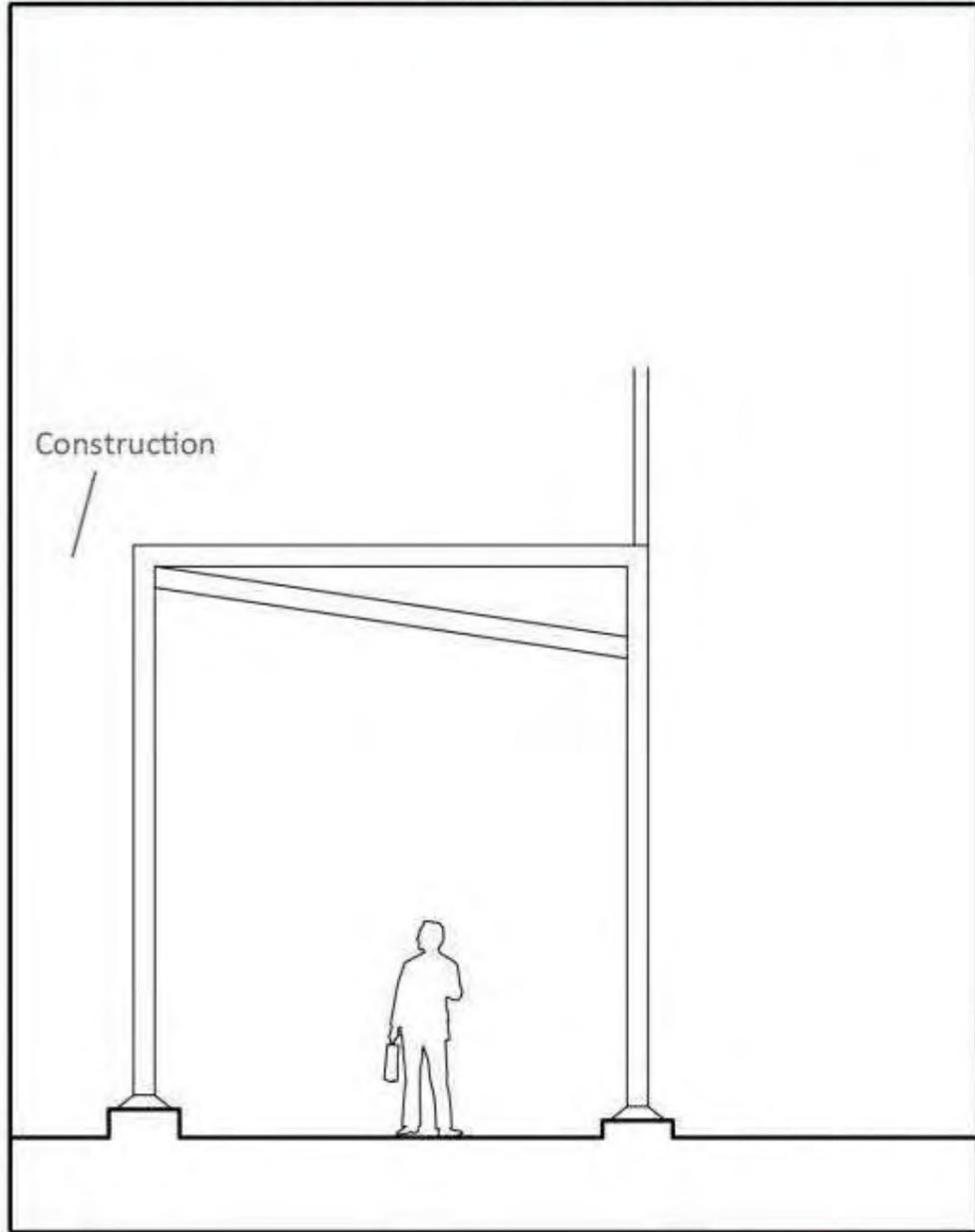


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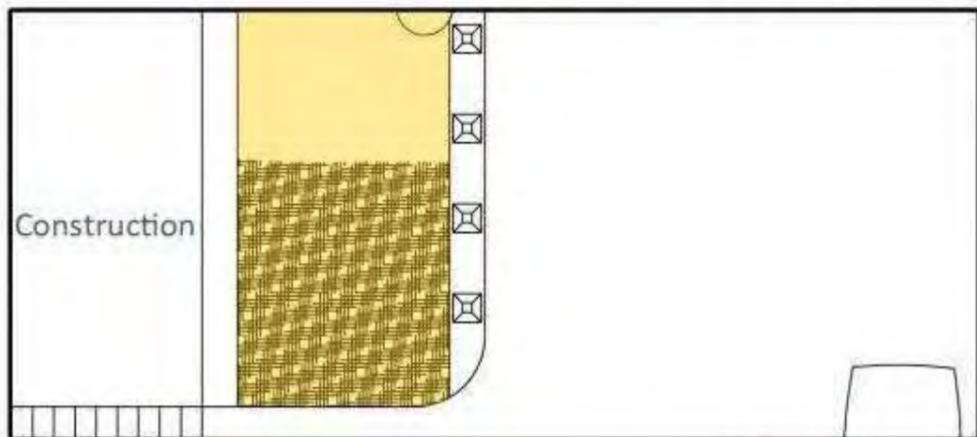


PHOTO

07 Distance left for pedestrians: 300 cm



SECTION

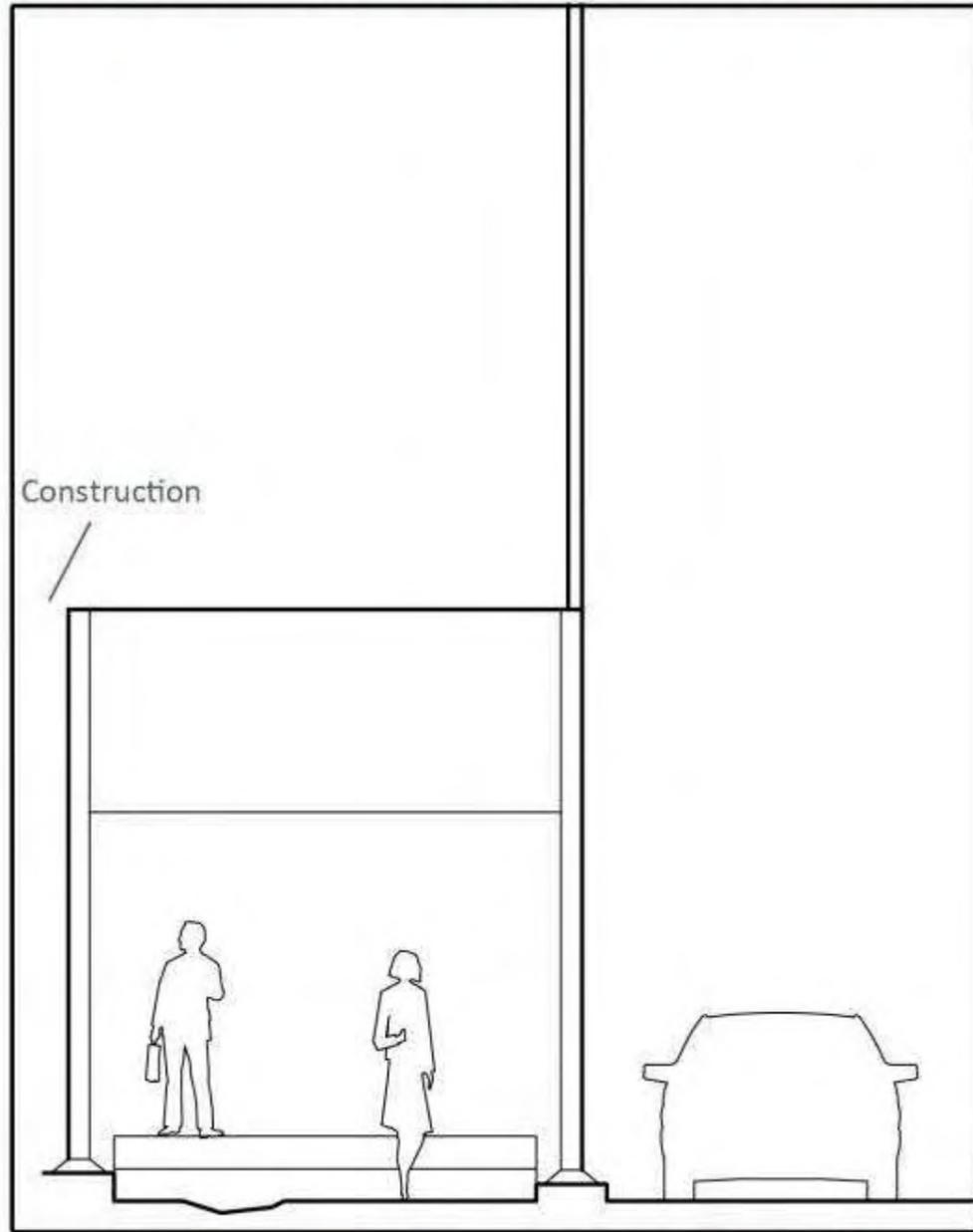


PLAN

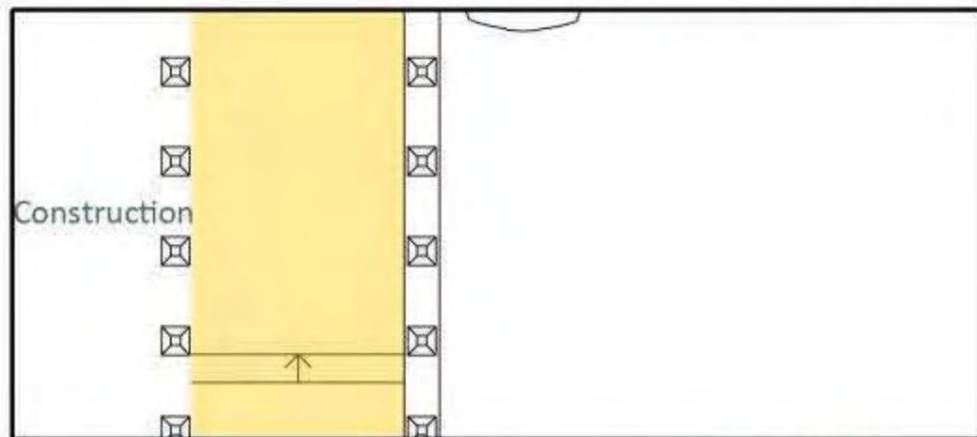


PHOTO

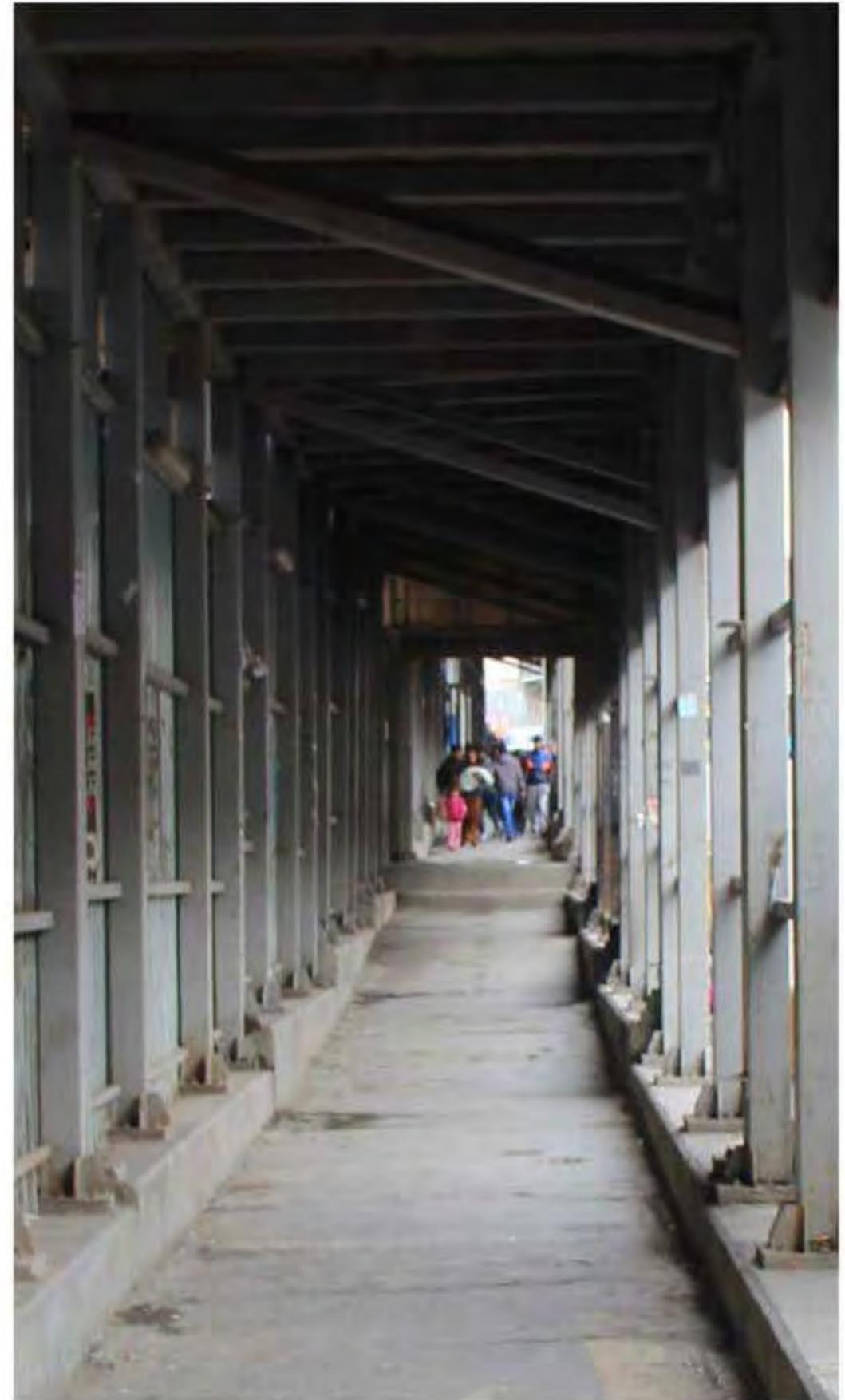
08 Distance left for pedestrians: 300 cm



SECTION

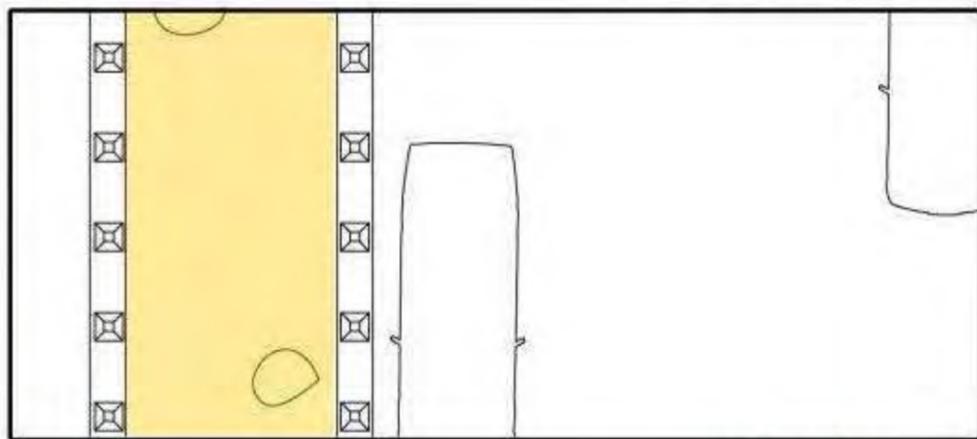
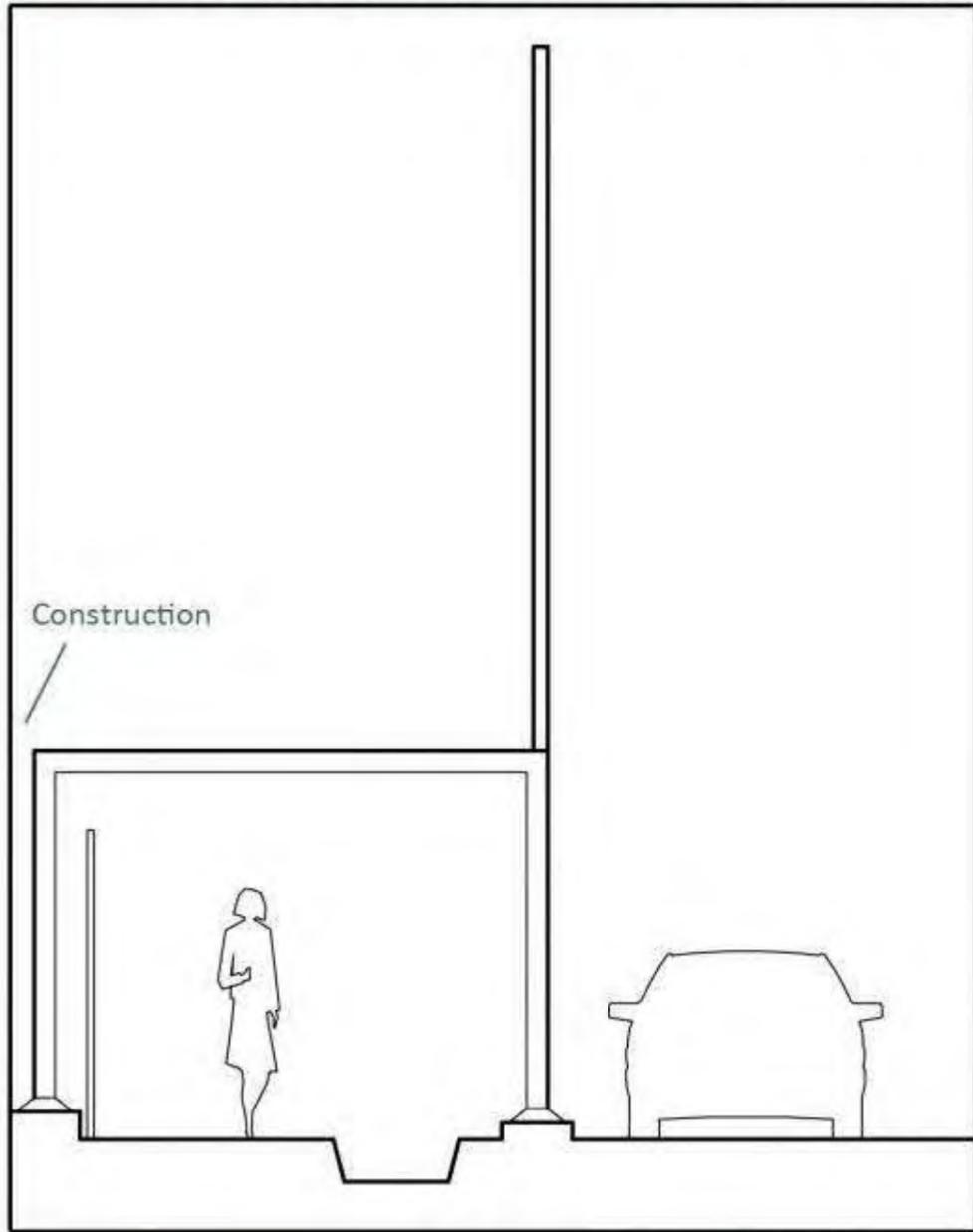


PLAN



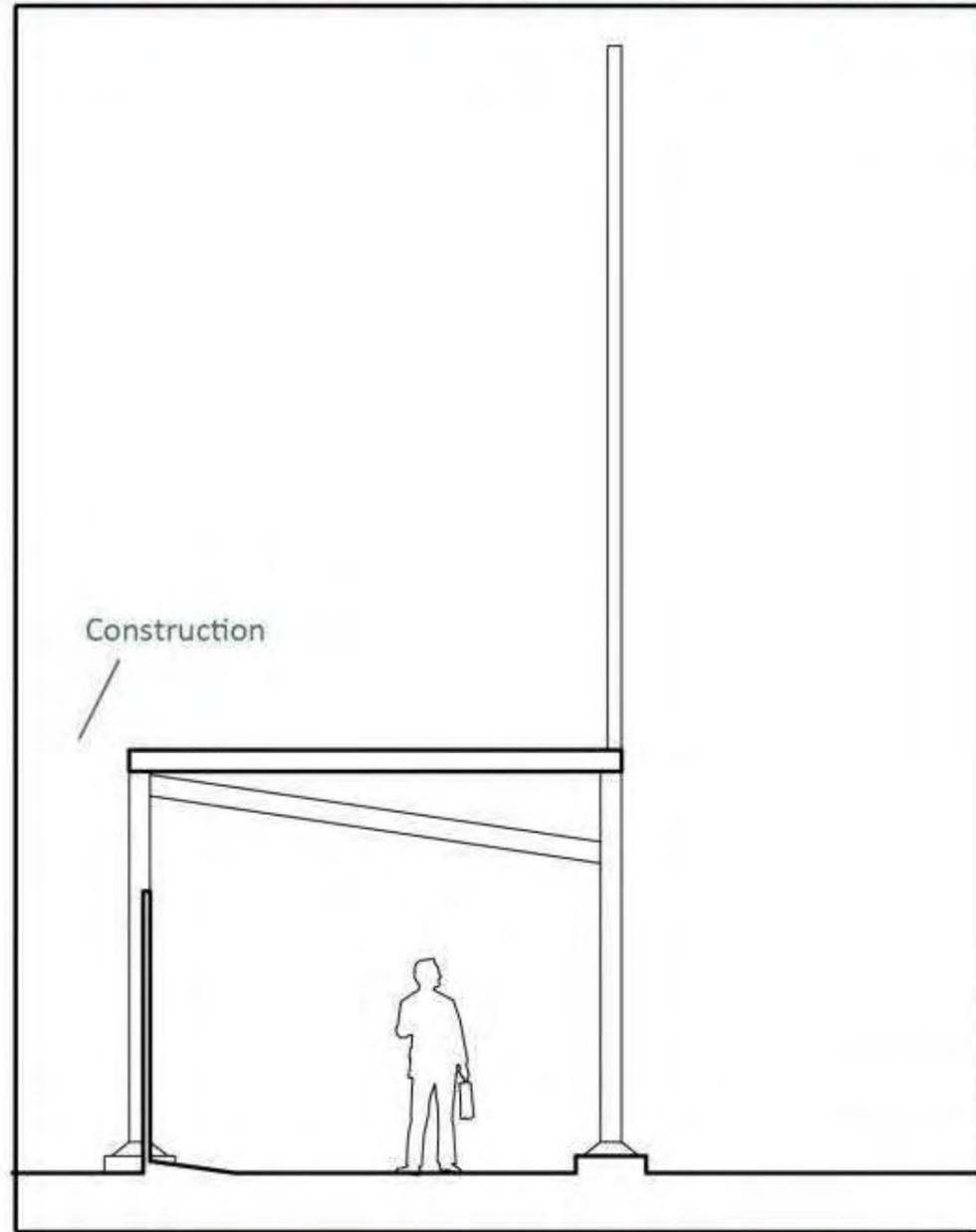
PHOTO

09 Distance left for pedestrians: 170 cm

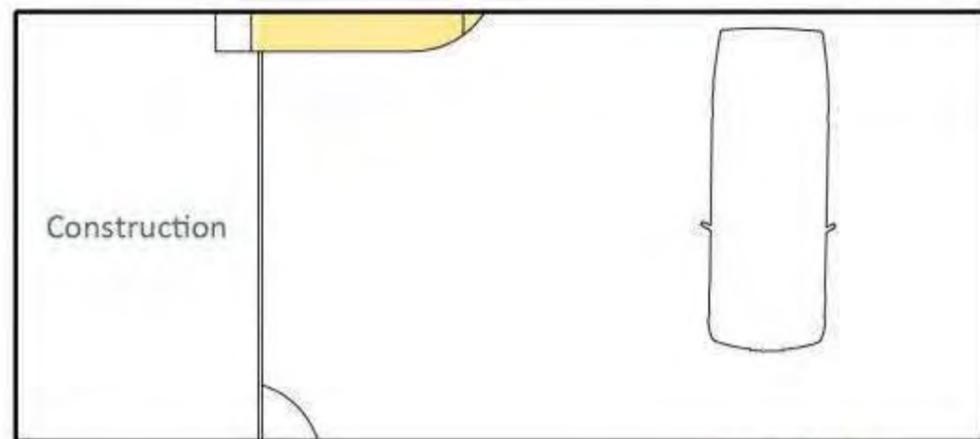


PHOTO

10 Distance left for pedestrians: 242 cm



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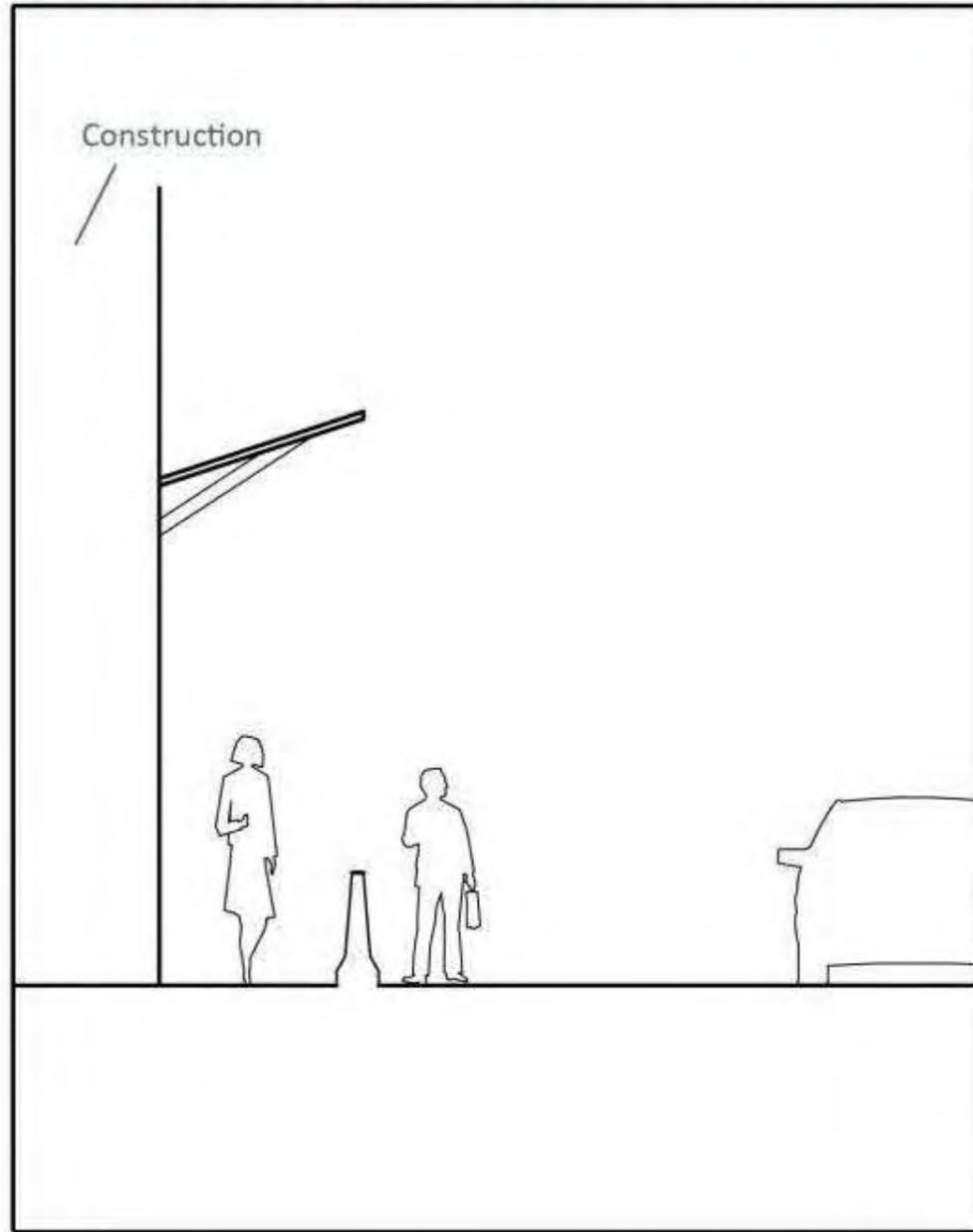


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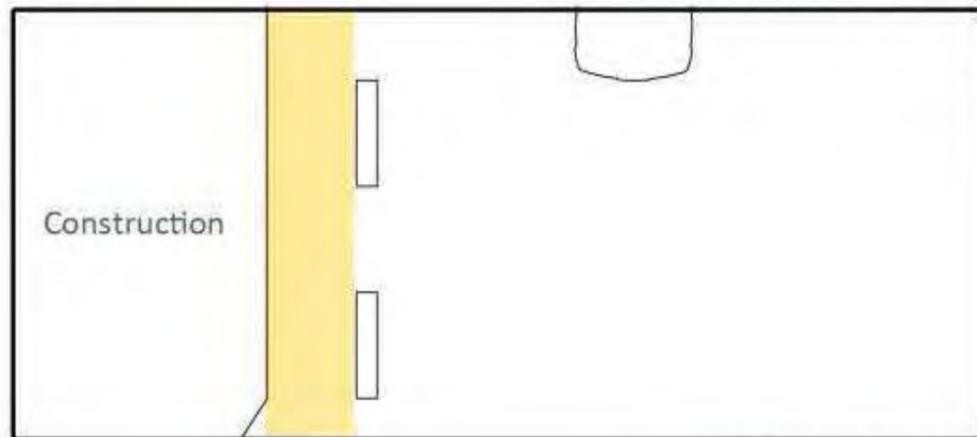


PHOTO

11 Distance left for pedestrians: 126 cm



SECTION

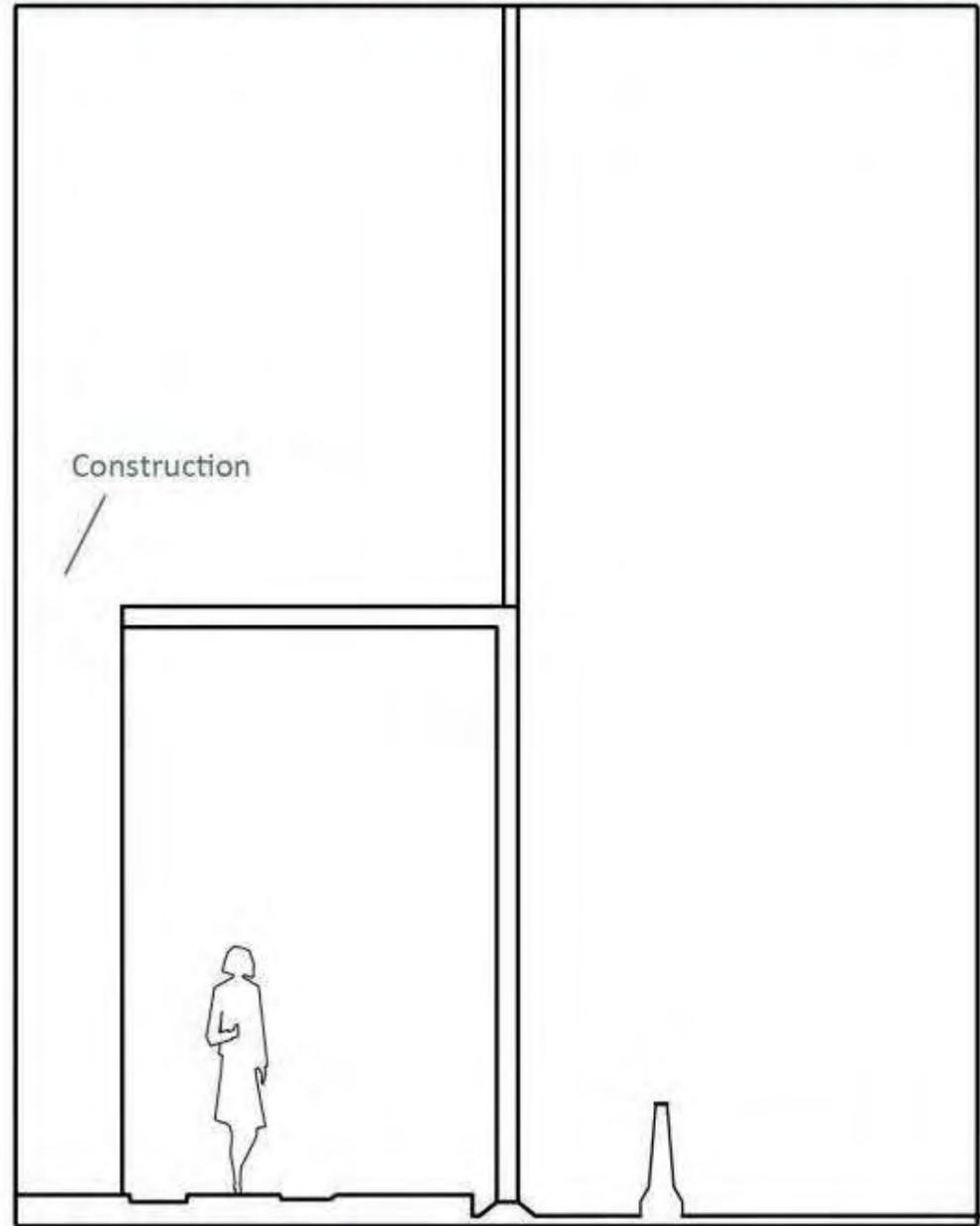


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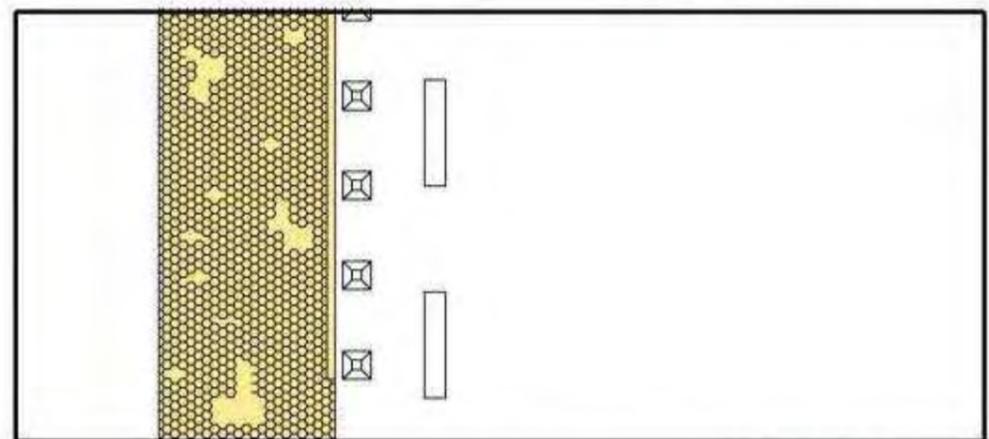


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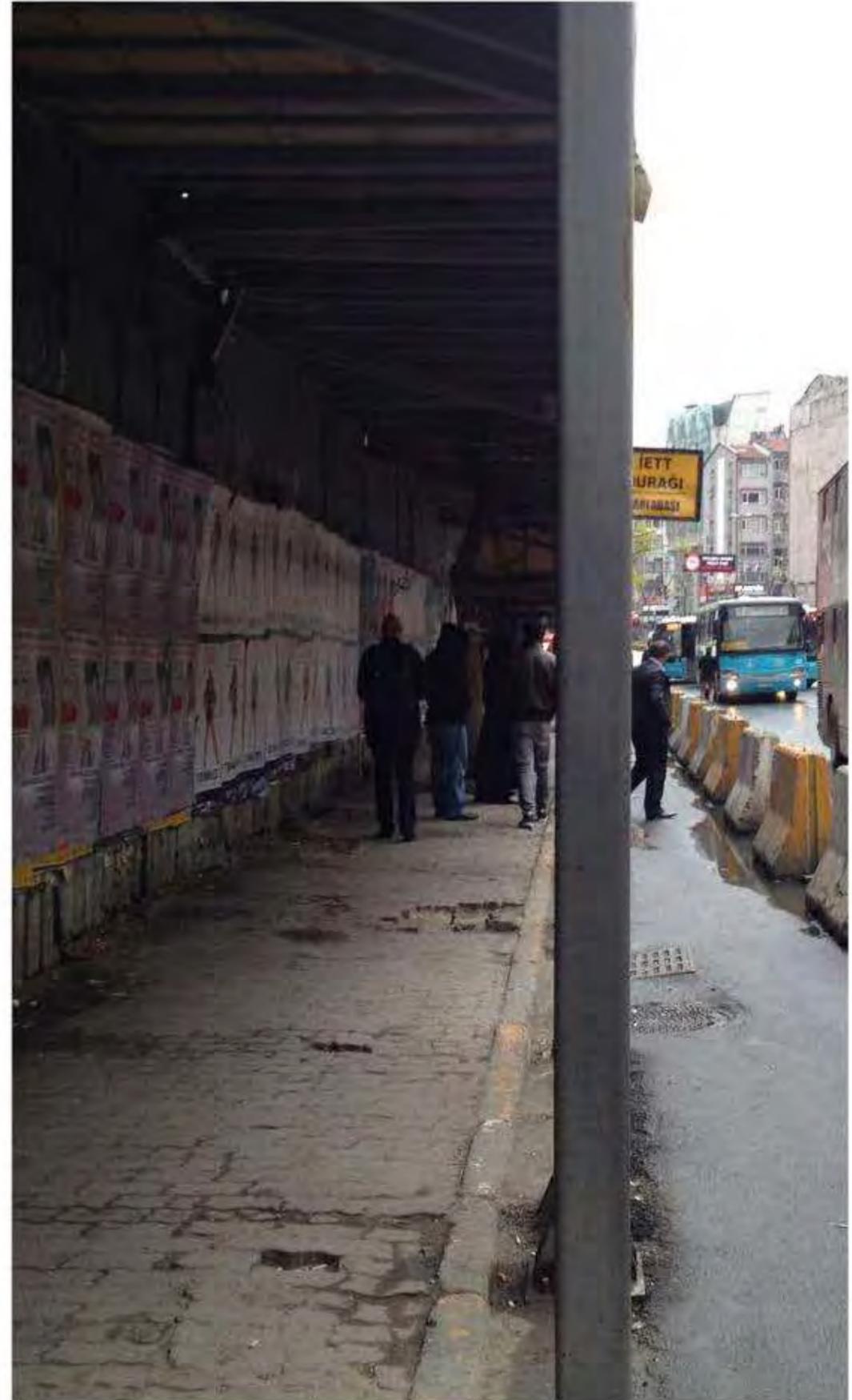
12 Distance left for pedestrians: 250 cm



SECTION



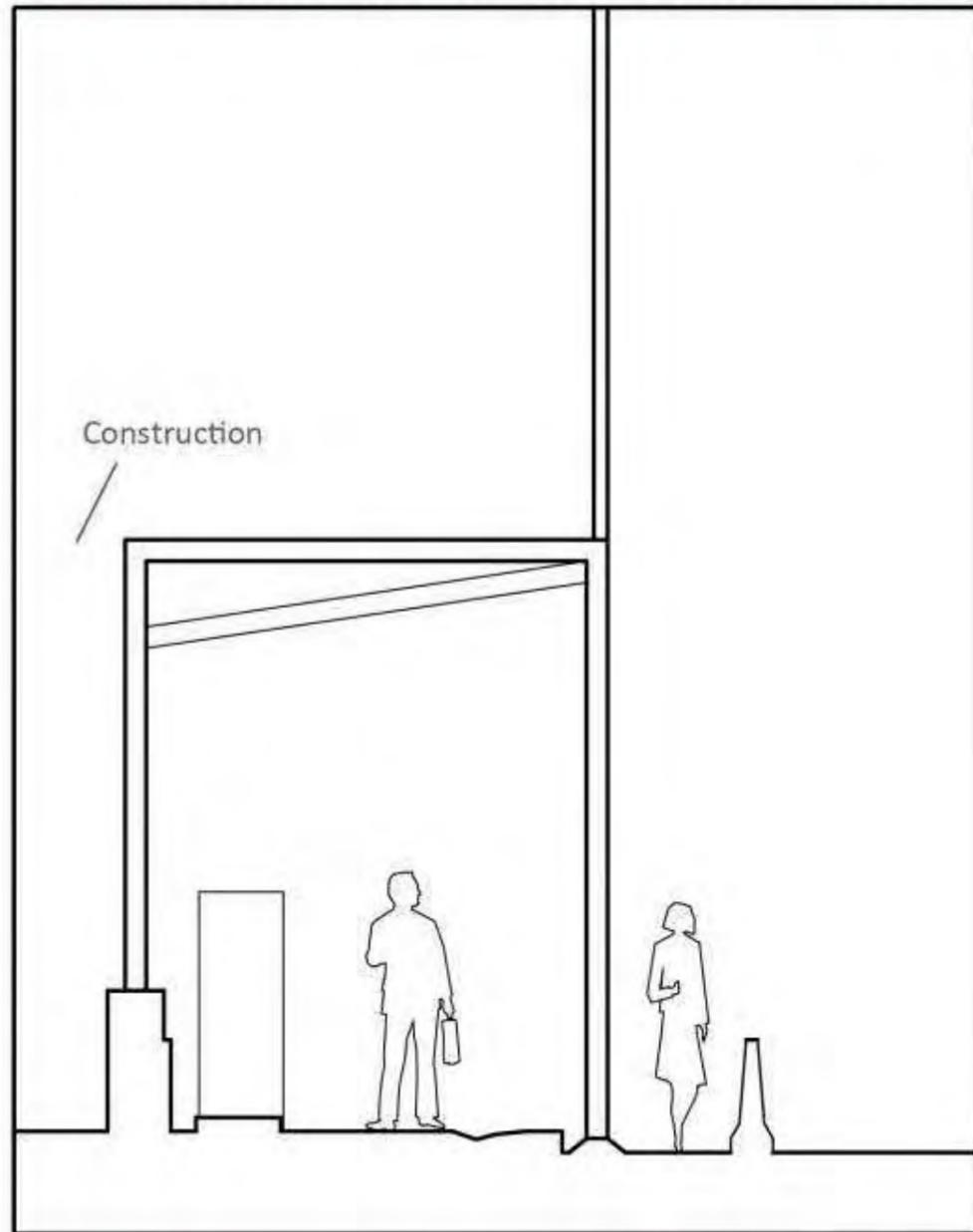
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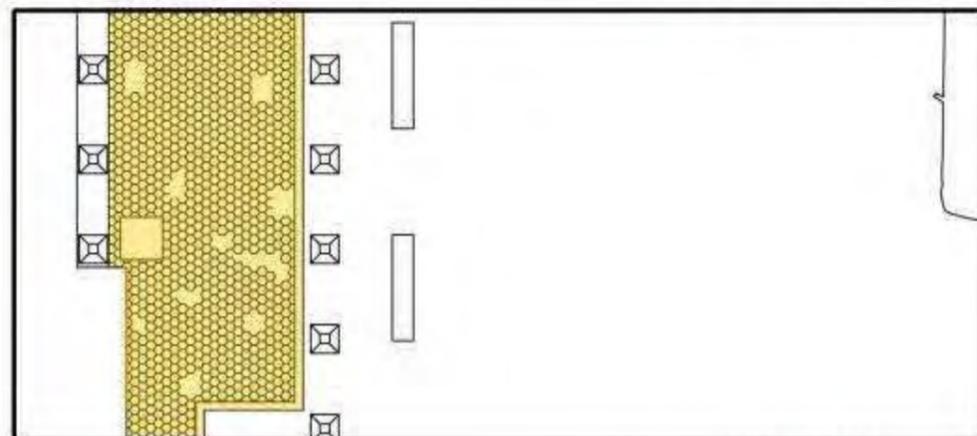
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13

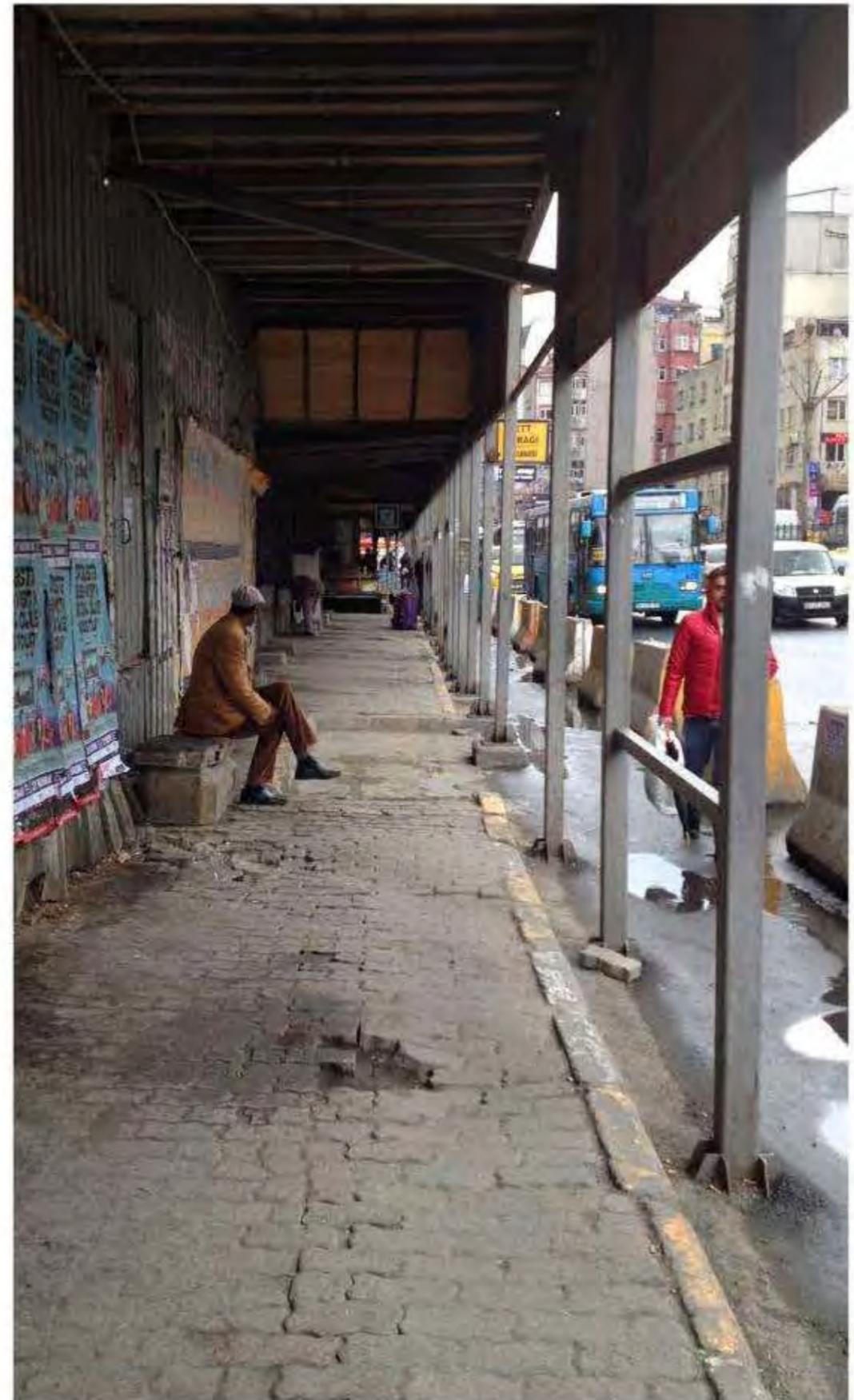
Distance left for pedestrians: 130 cm



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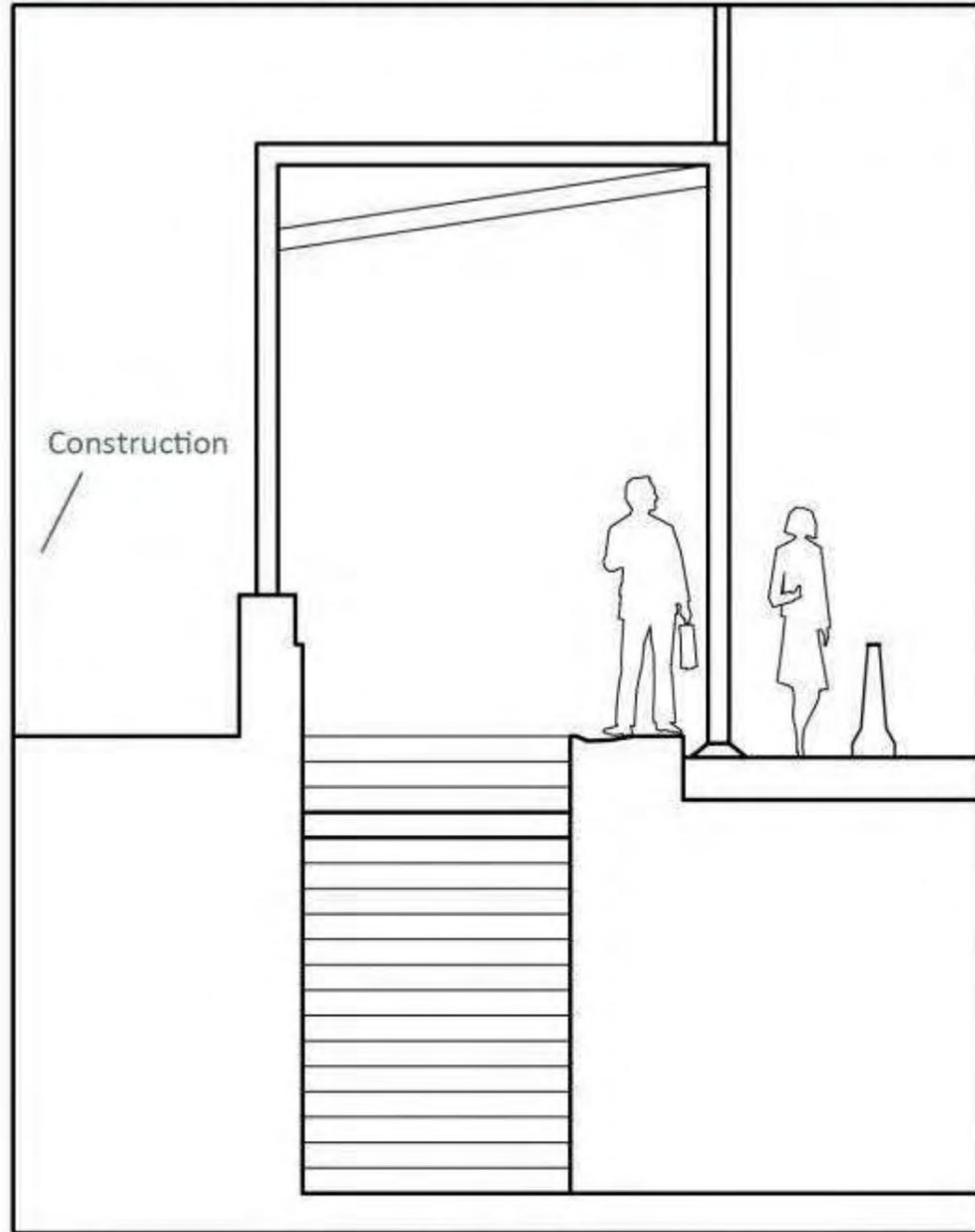


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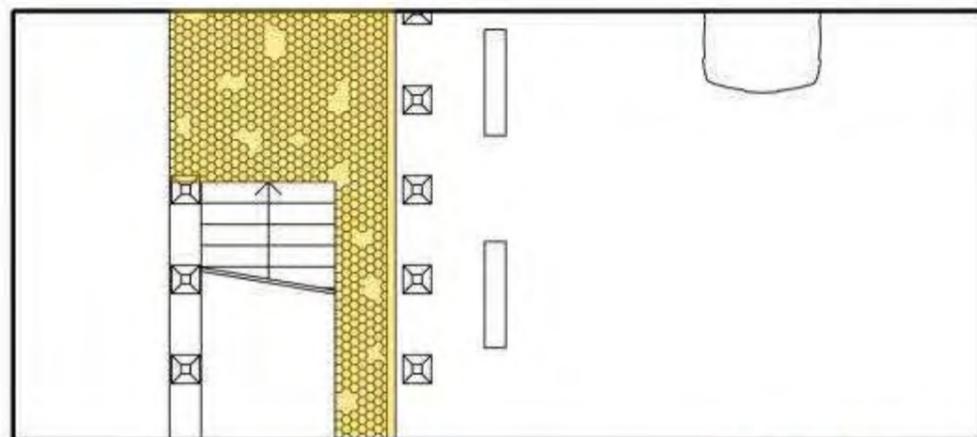


PHOTO

14 Distance left for pedestrians: 75 cm



SECTION

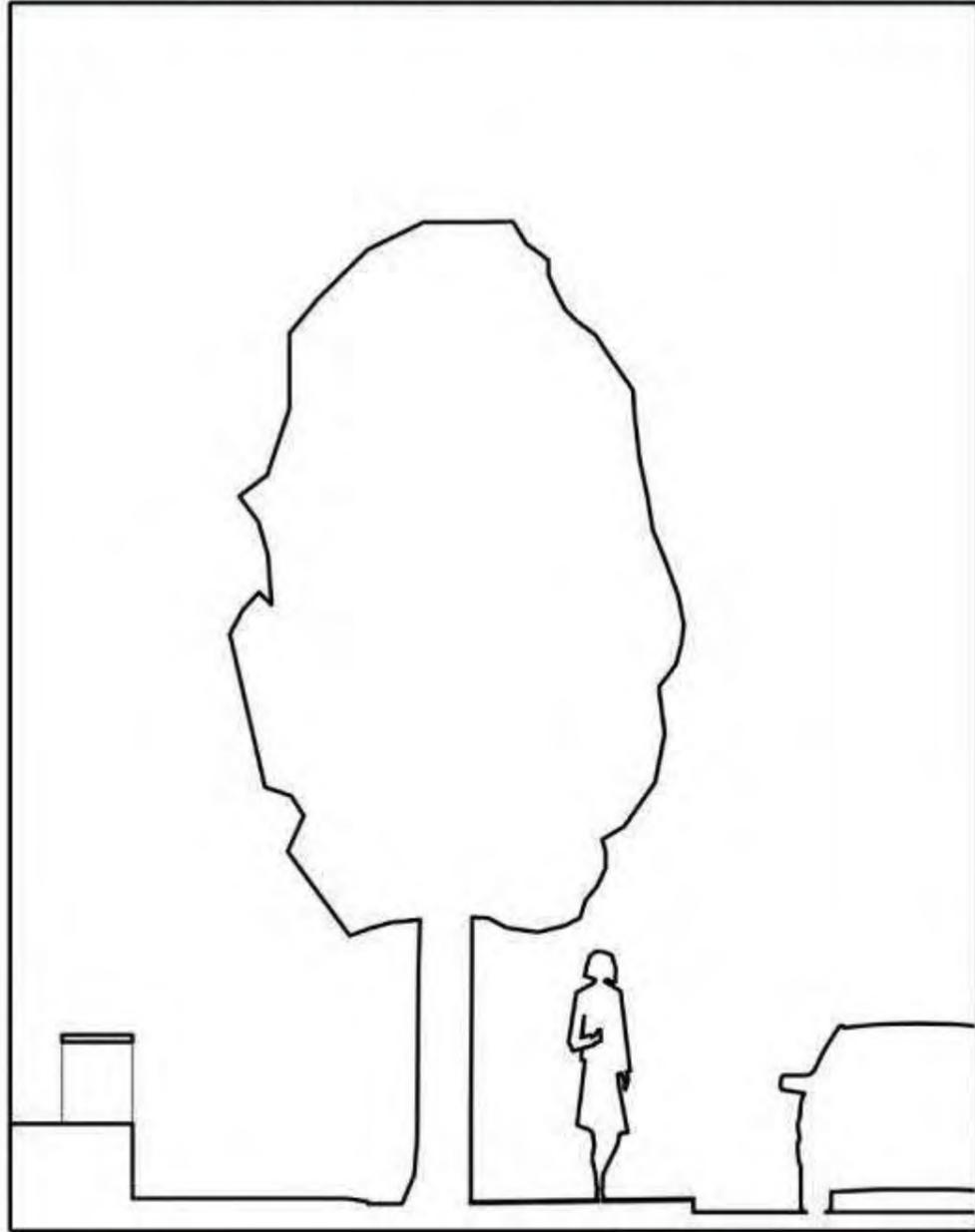


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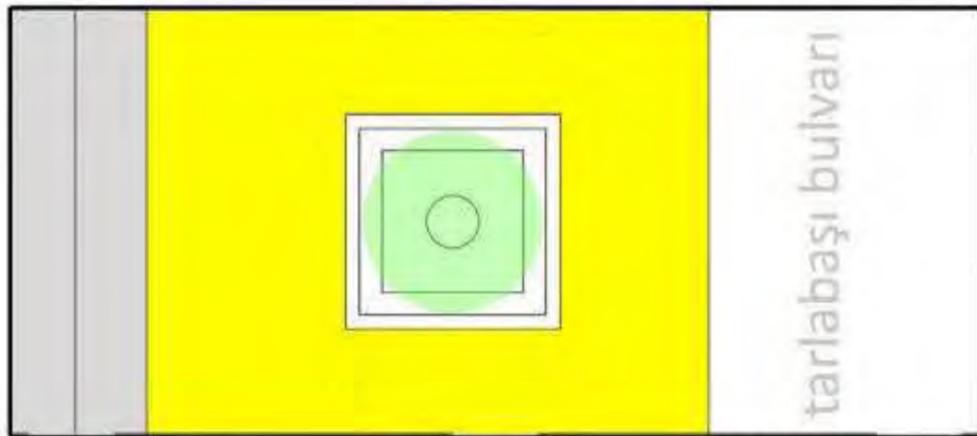


PHOTO

15 Distance left for pedestrians: 105 cm



SECTION



PLAN

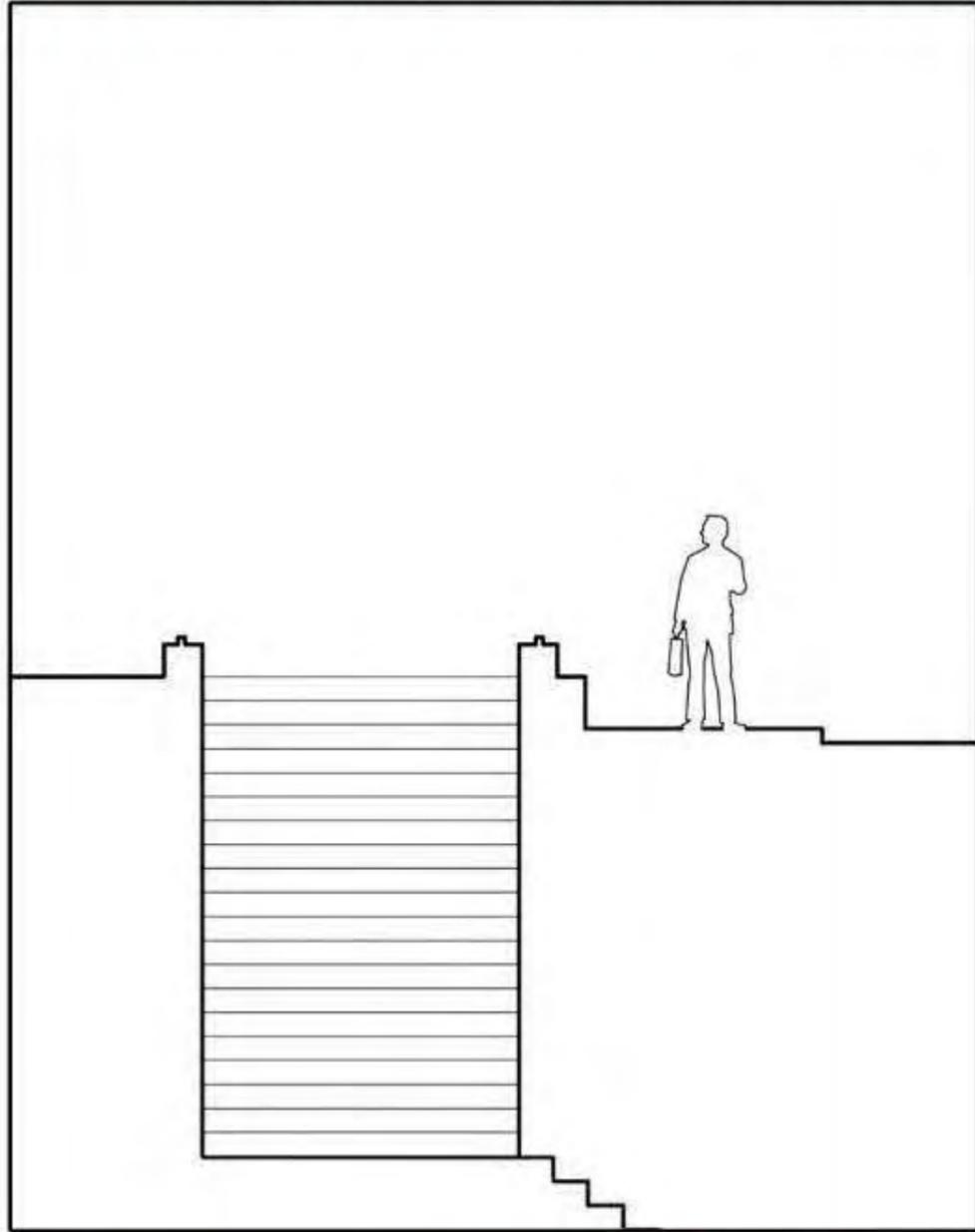
tarlabaşı bulvarı



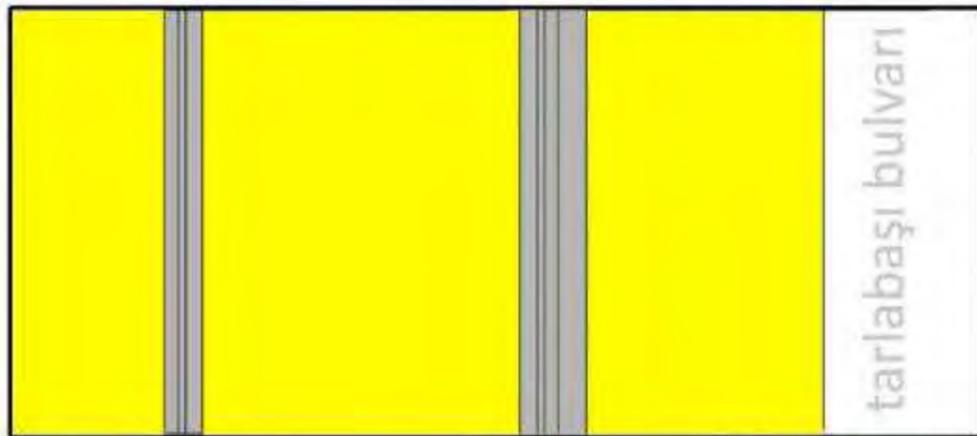
PHOTO

16

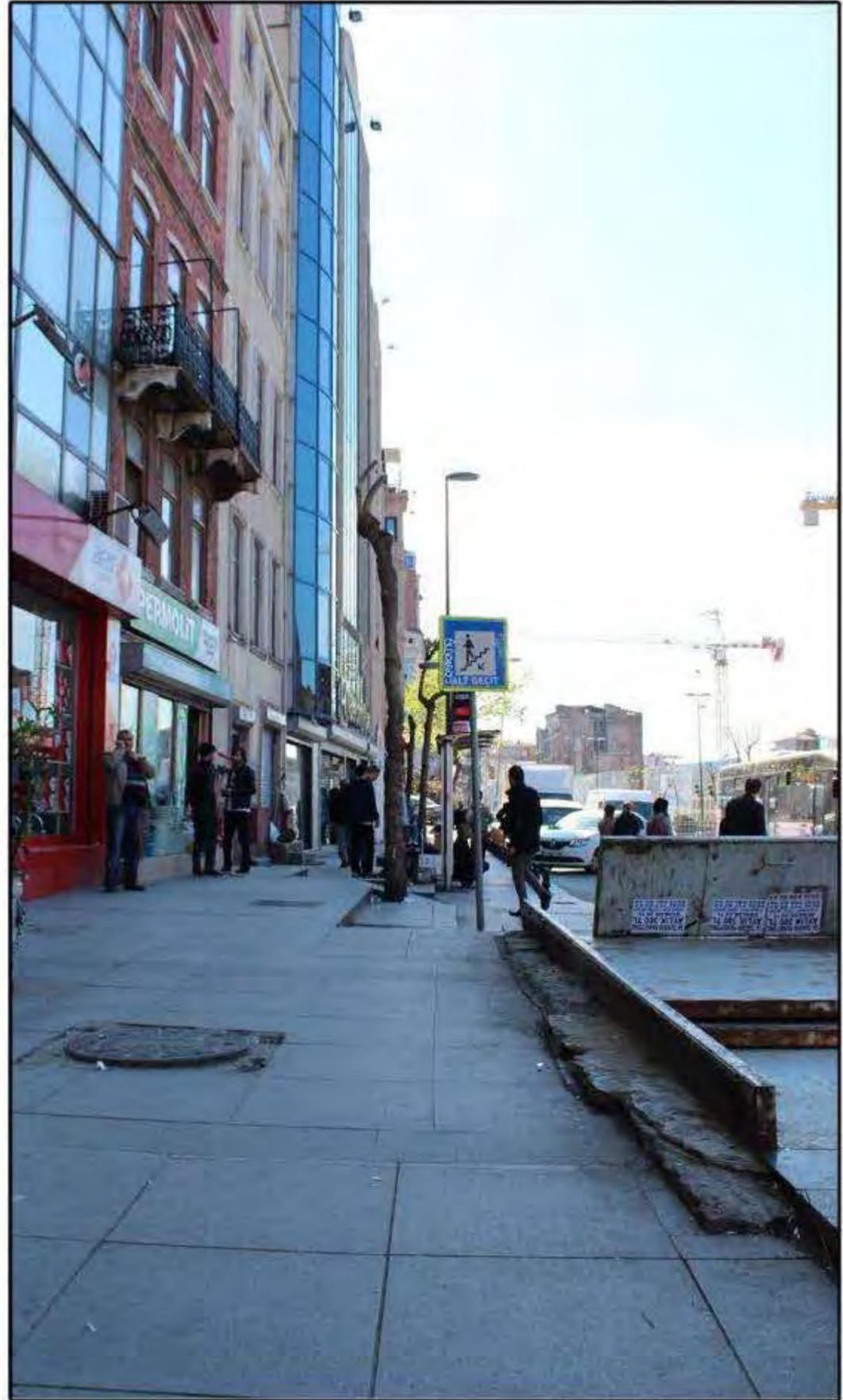
Distance left for pedestrians: 168 cm



SECTION



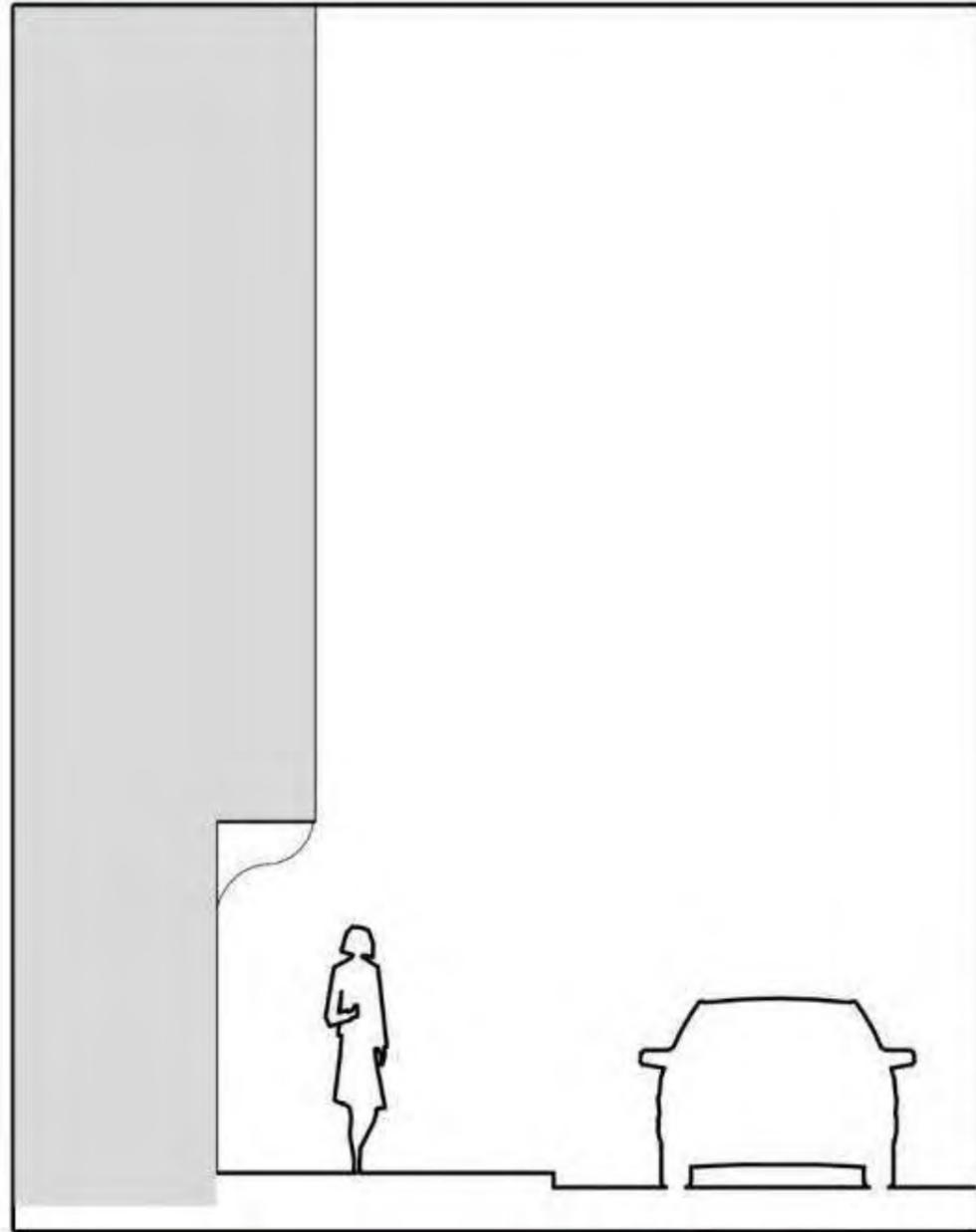
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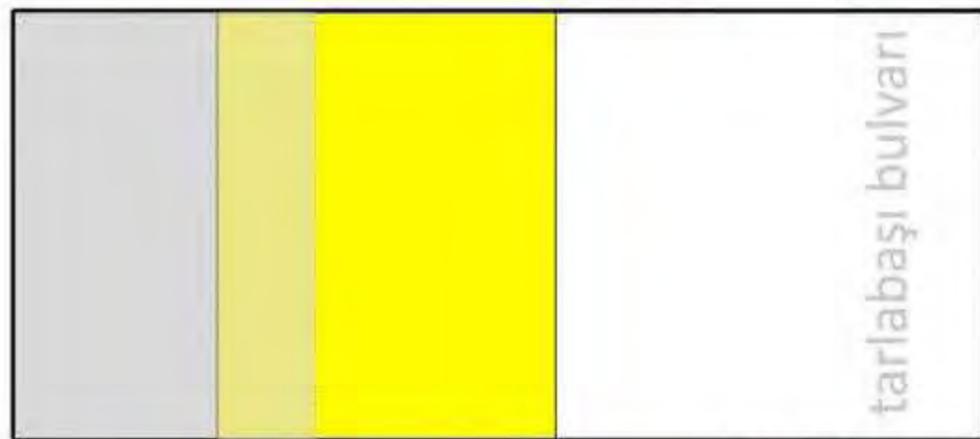
PHOTO

17

Distance left for pedestrians: 240 cm



SECTION



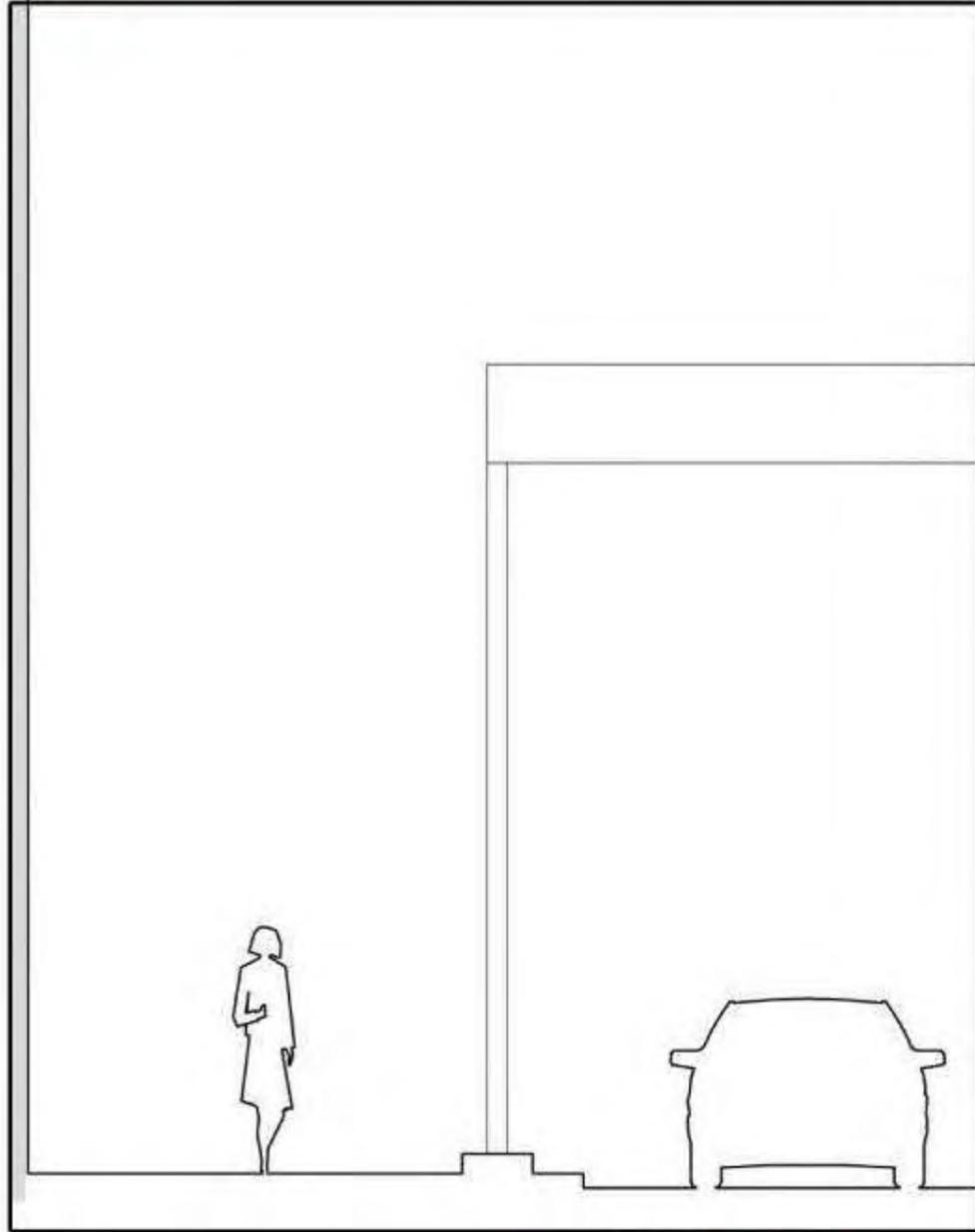
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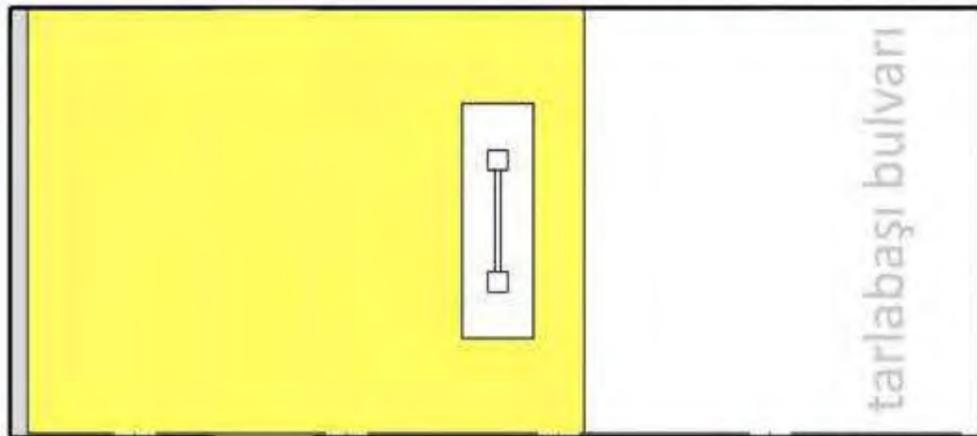
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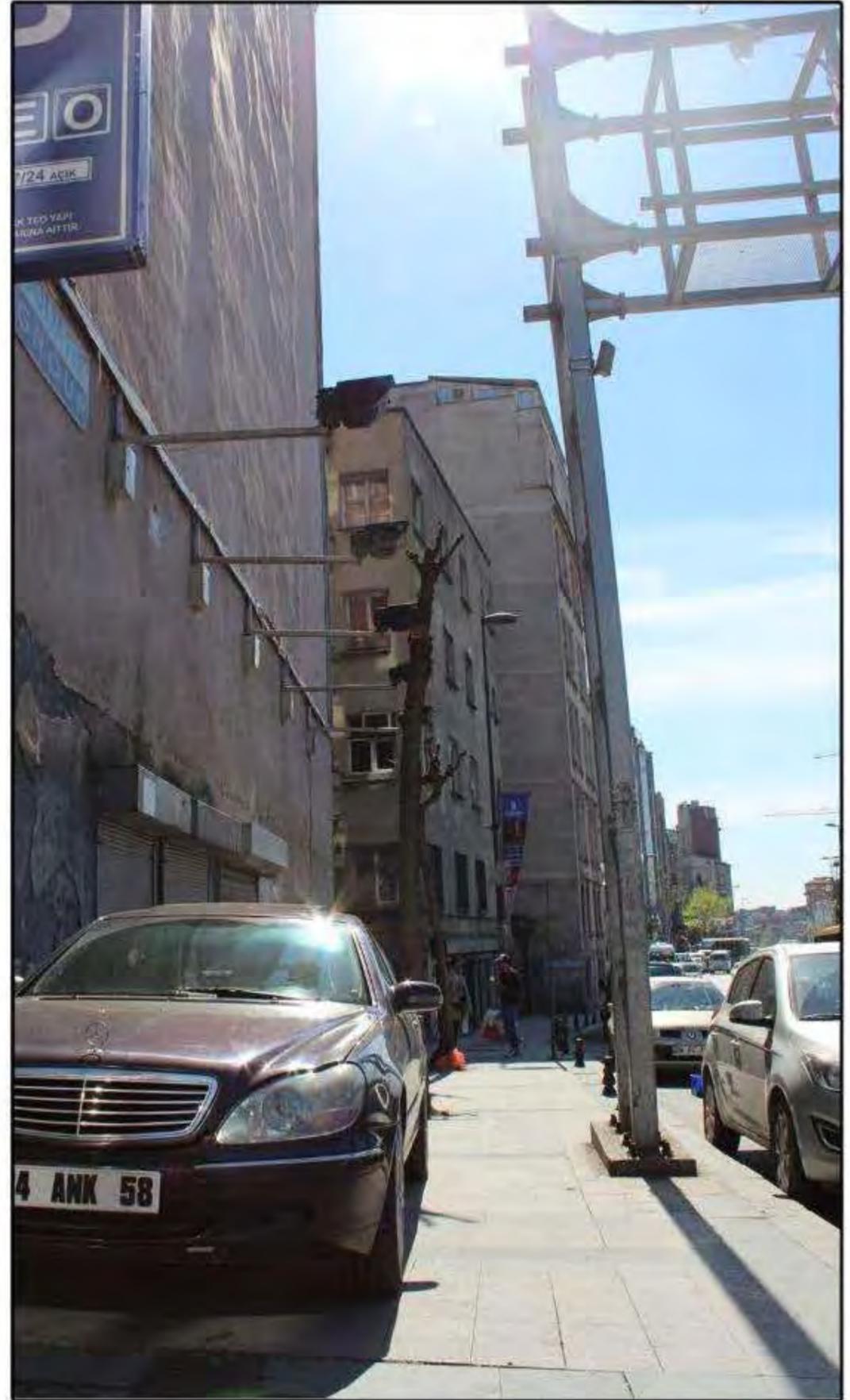
Distance left for pedestrians: 300 cm



SECTION



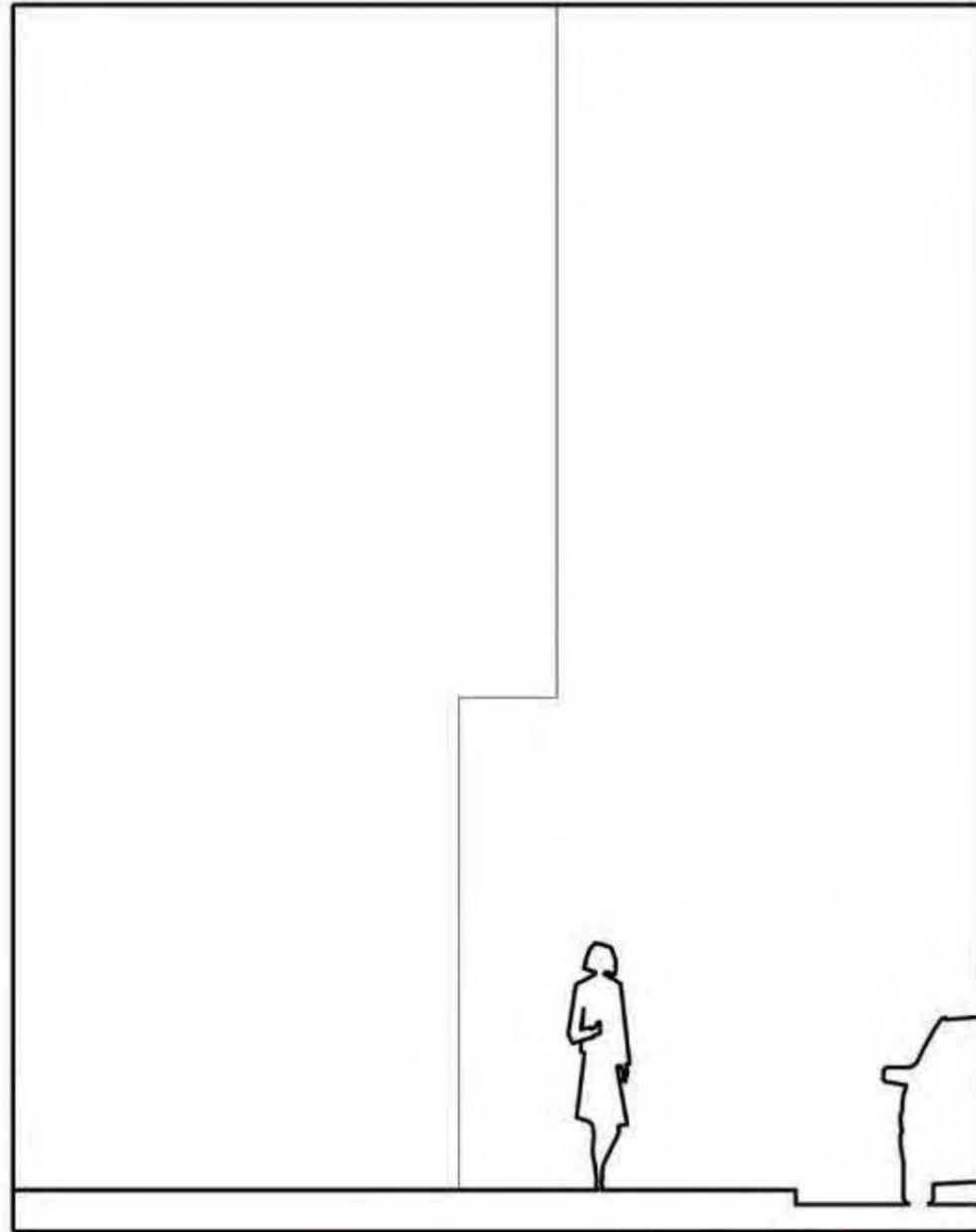
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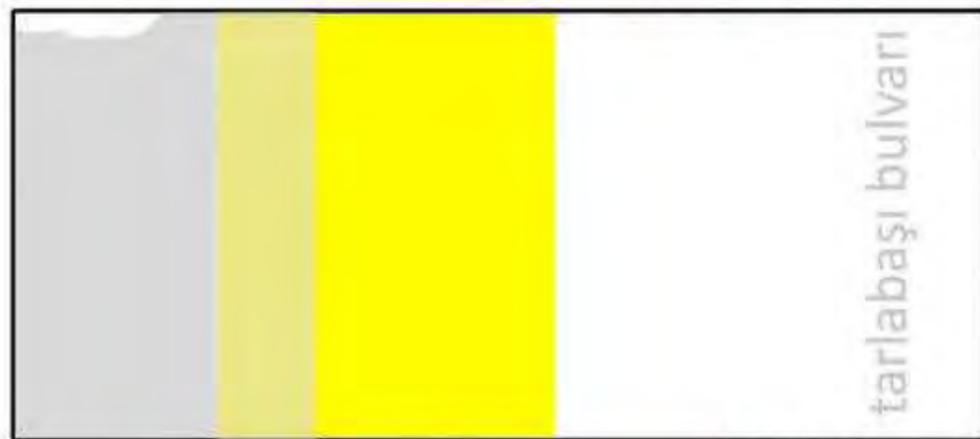
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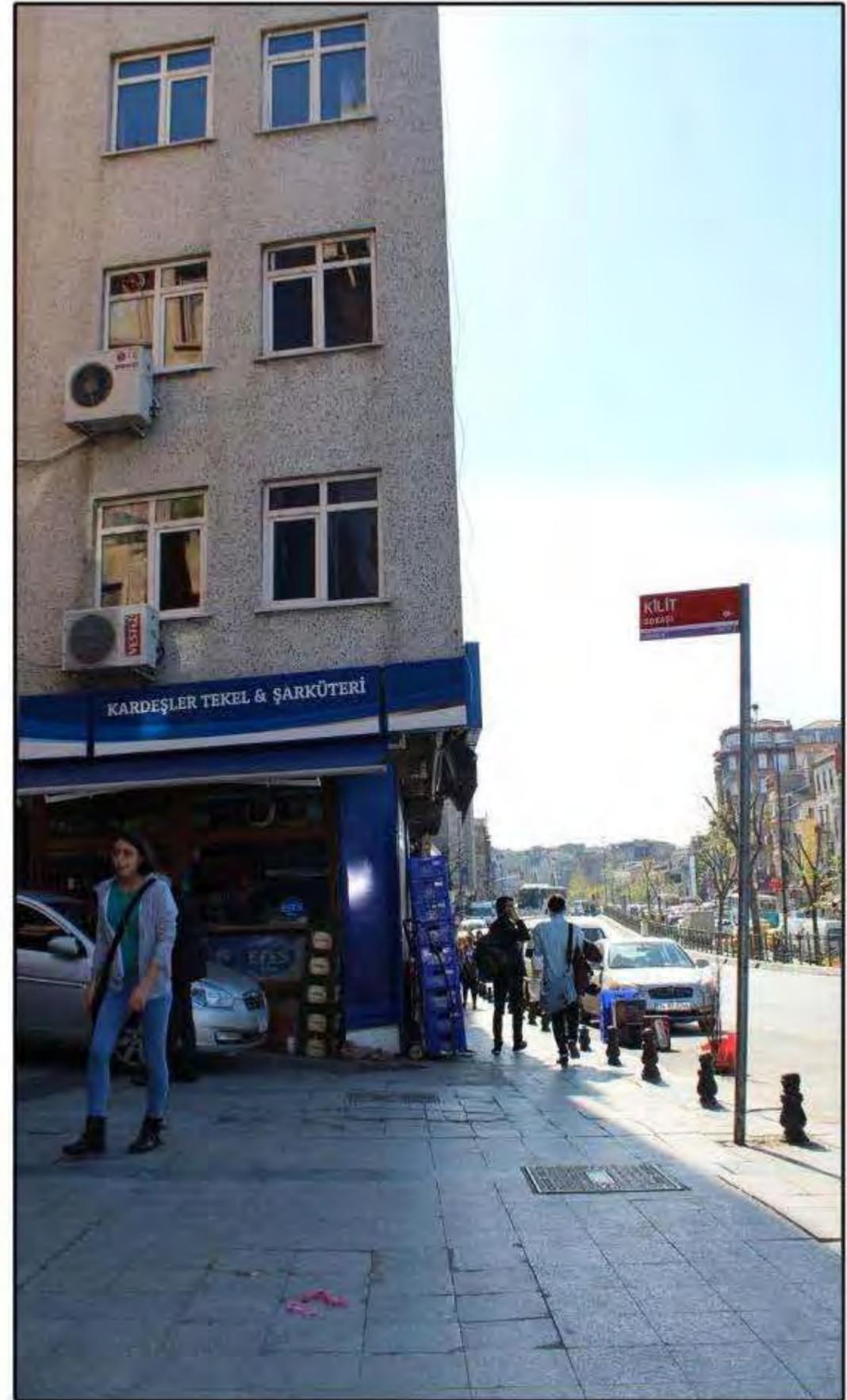
Distance left for pedestrians: 240 cm



SECTION



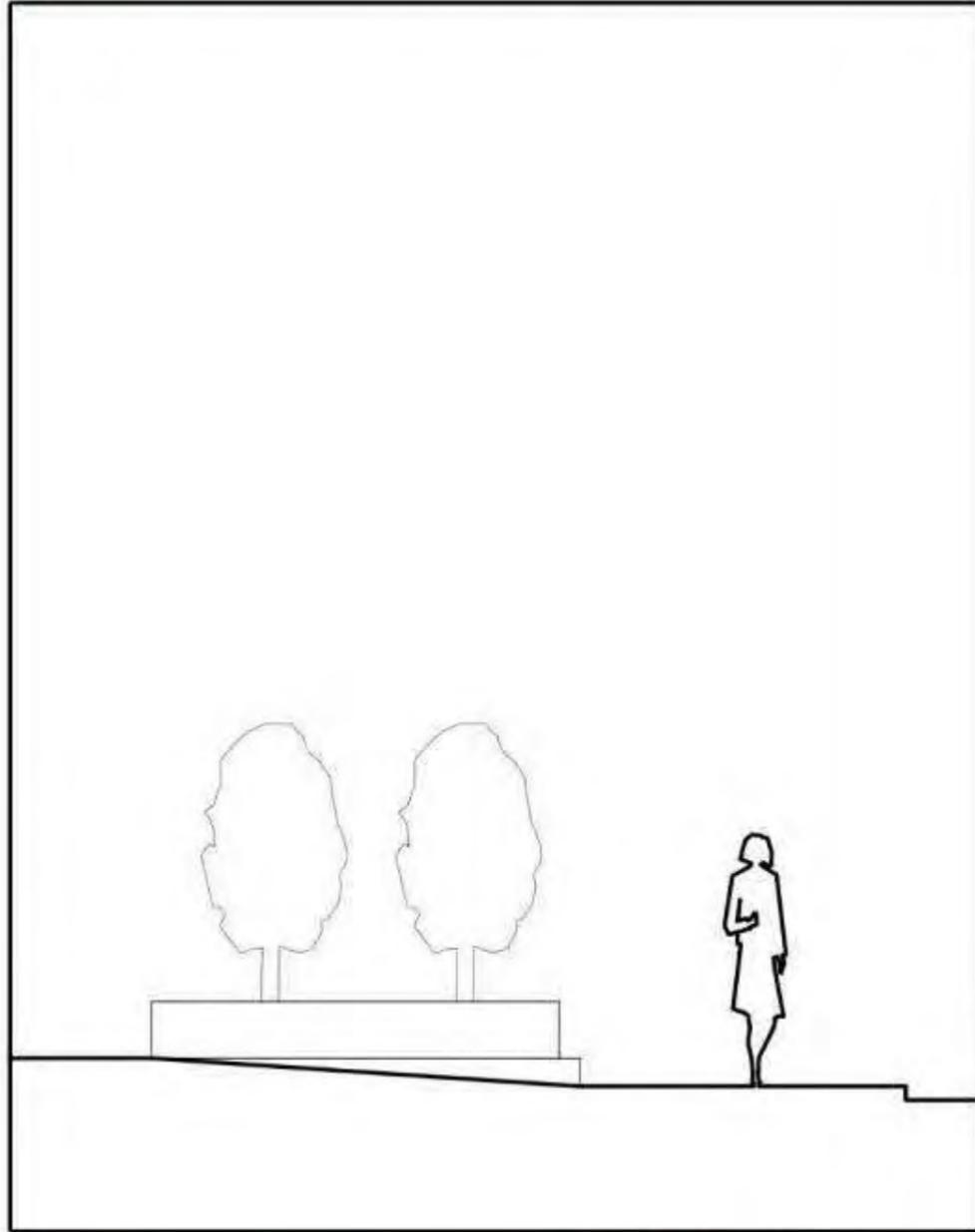
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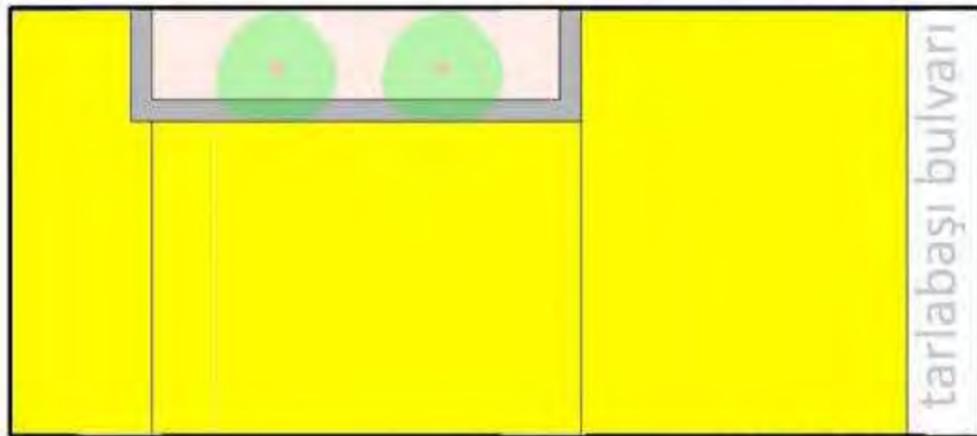
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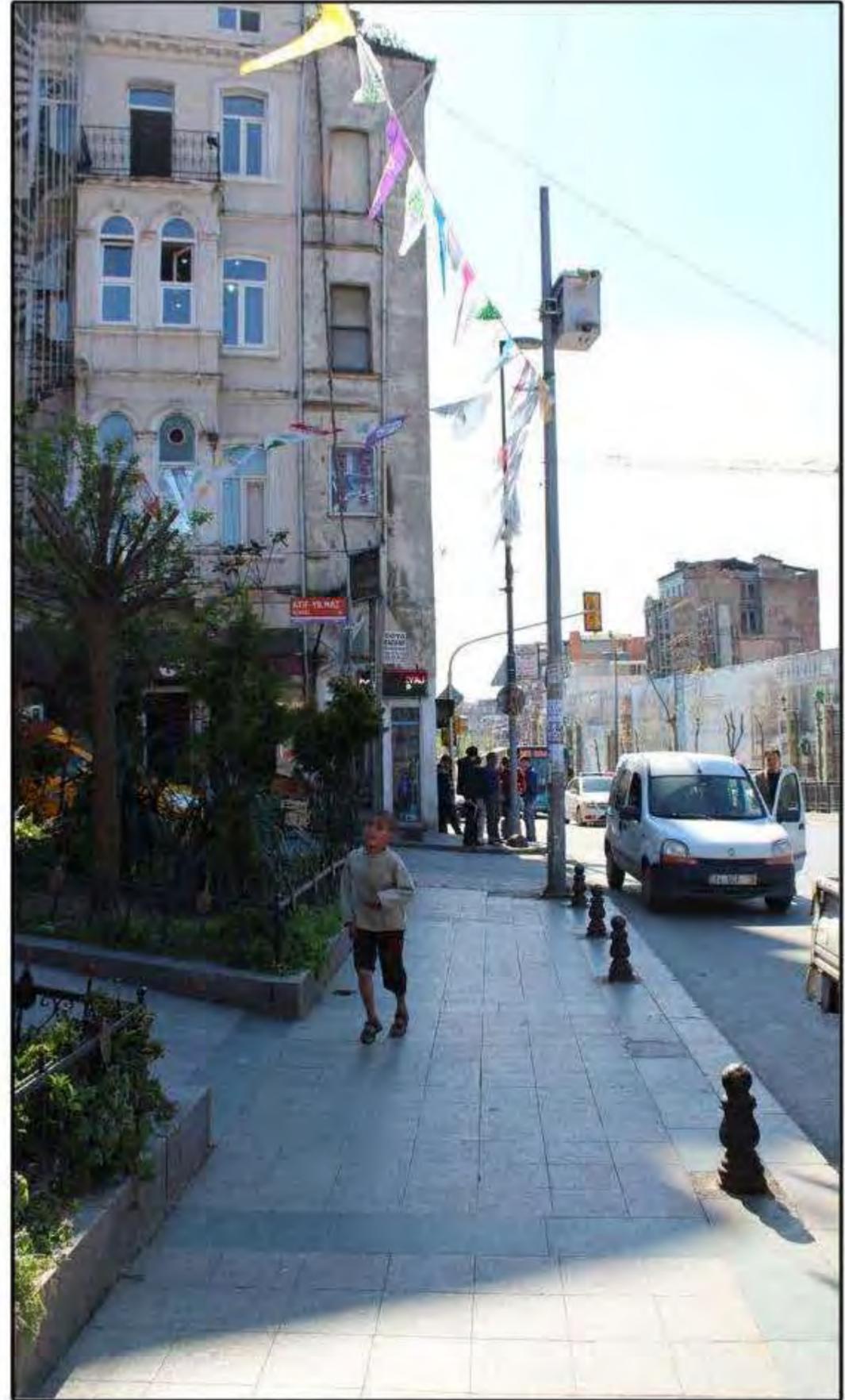
Distance left for pedestrians: 231 cm



SECTION



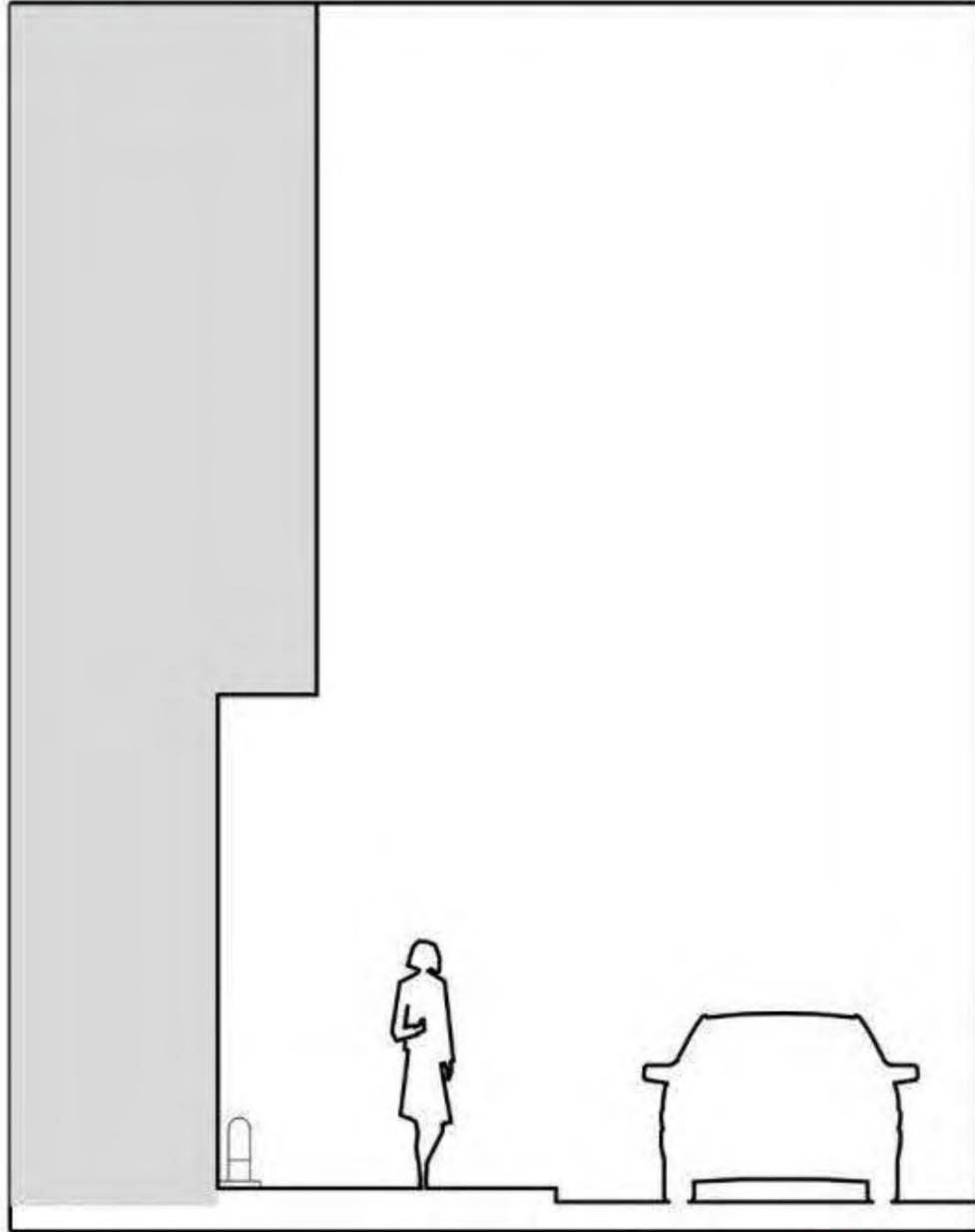
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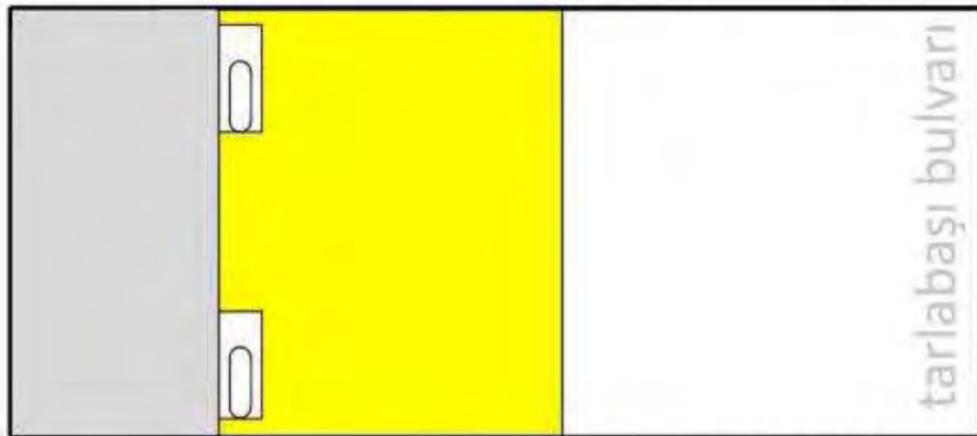
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21

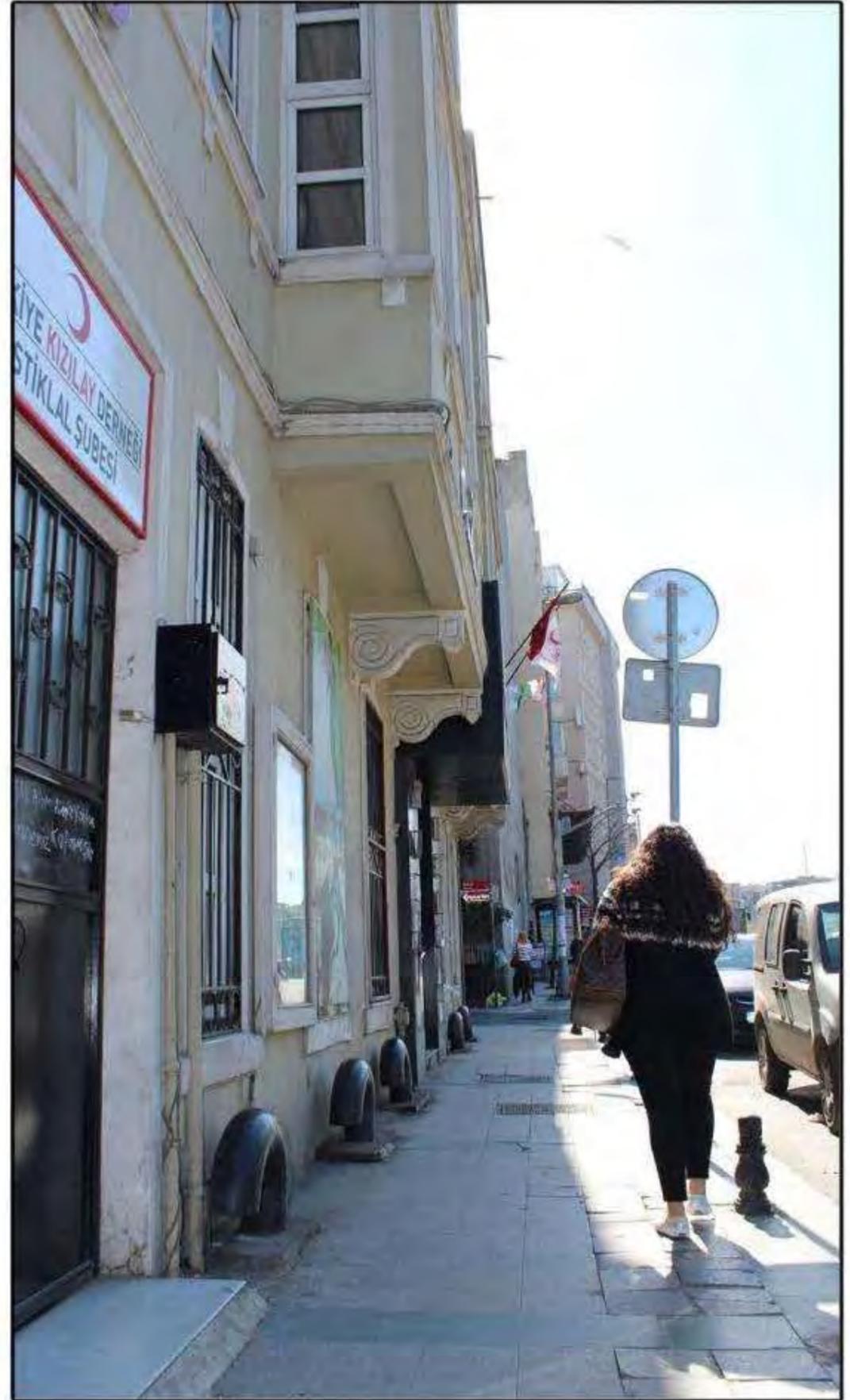
Distance left for pedestrians: 231 cm



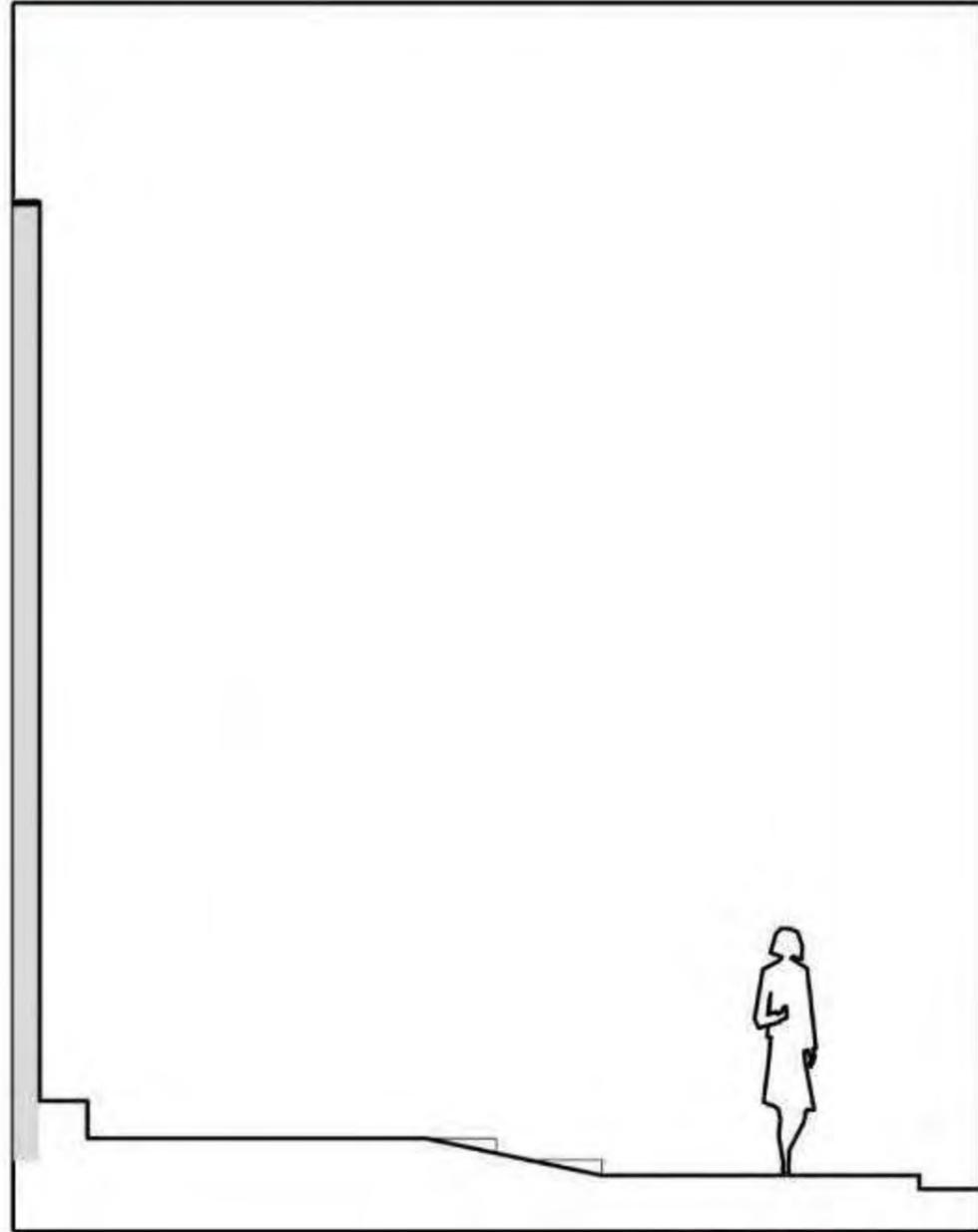
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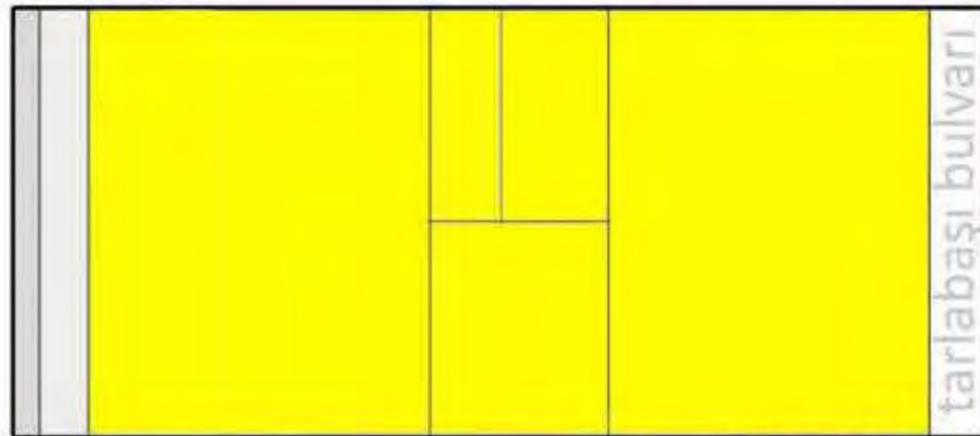
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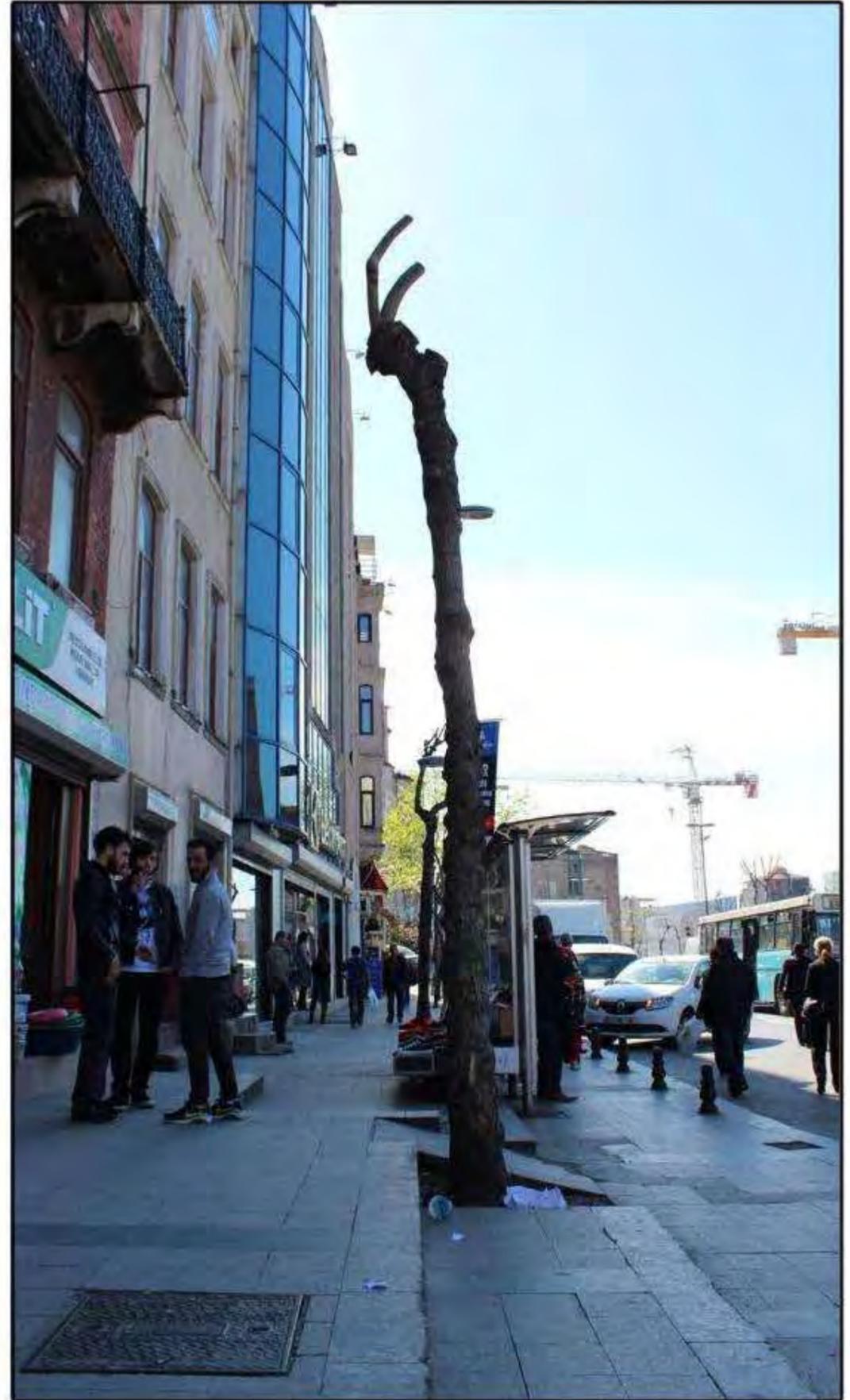
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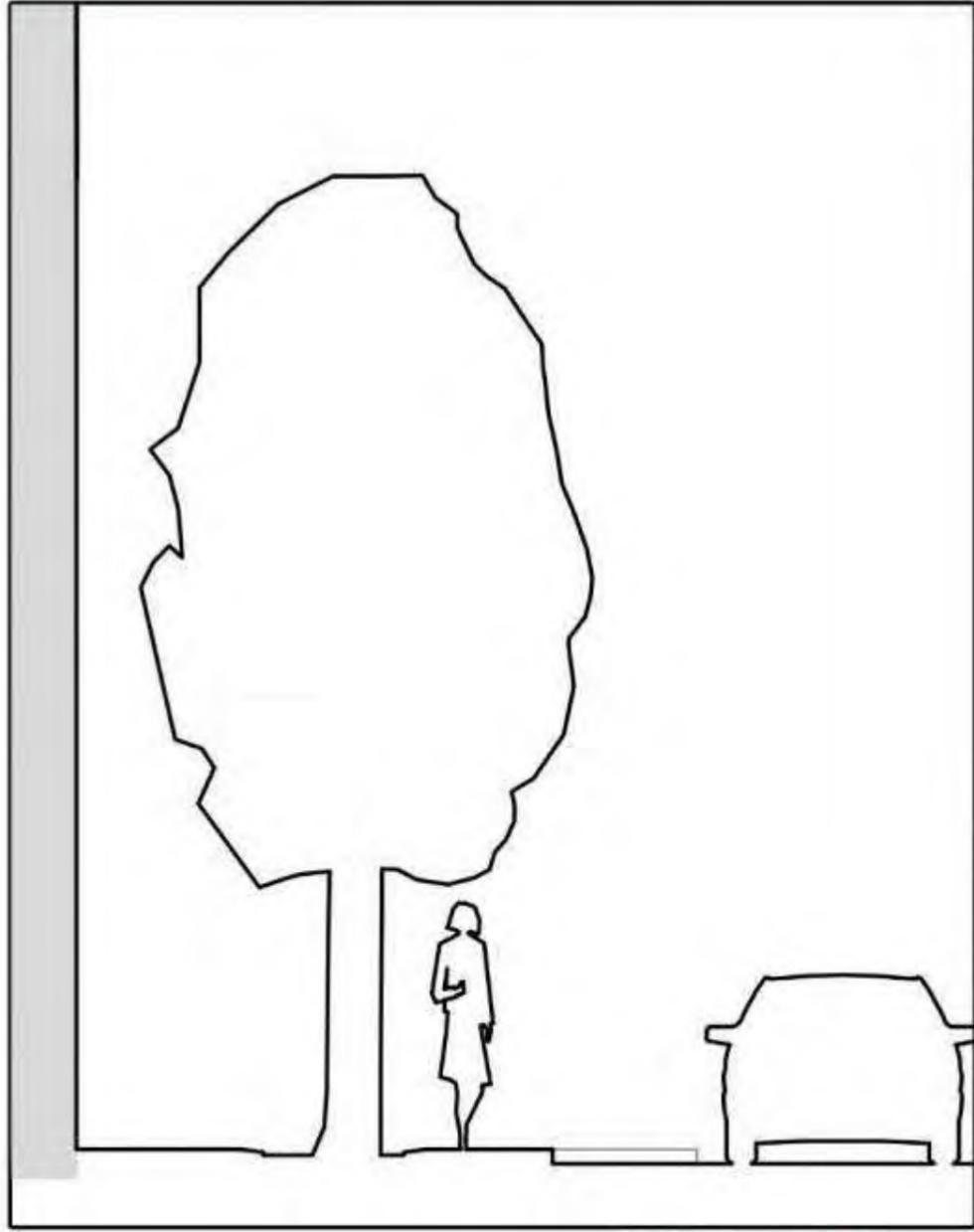
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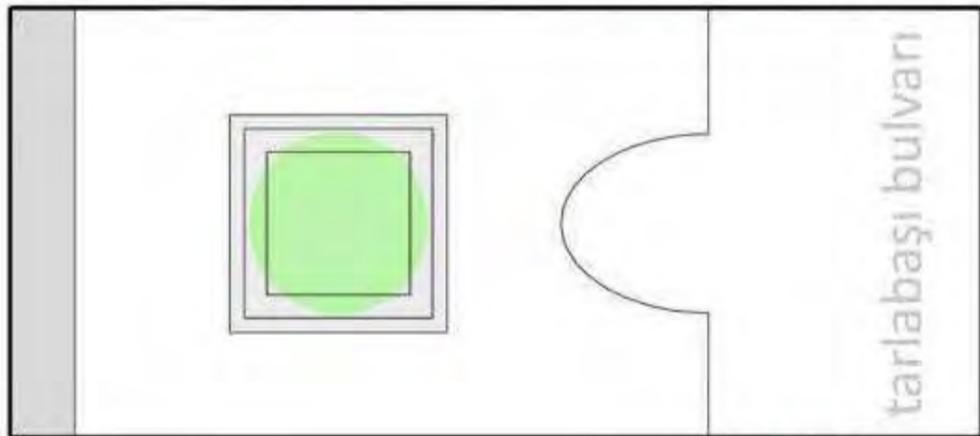
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23

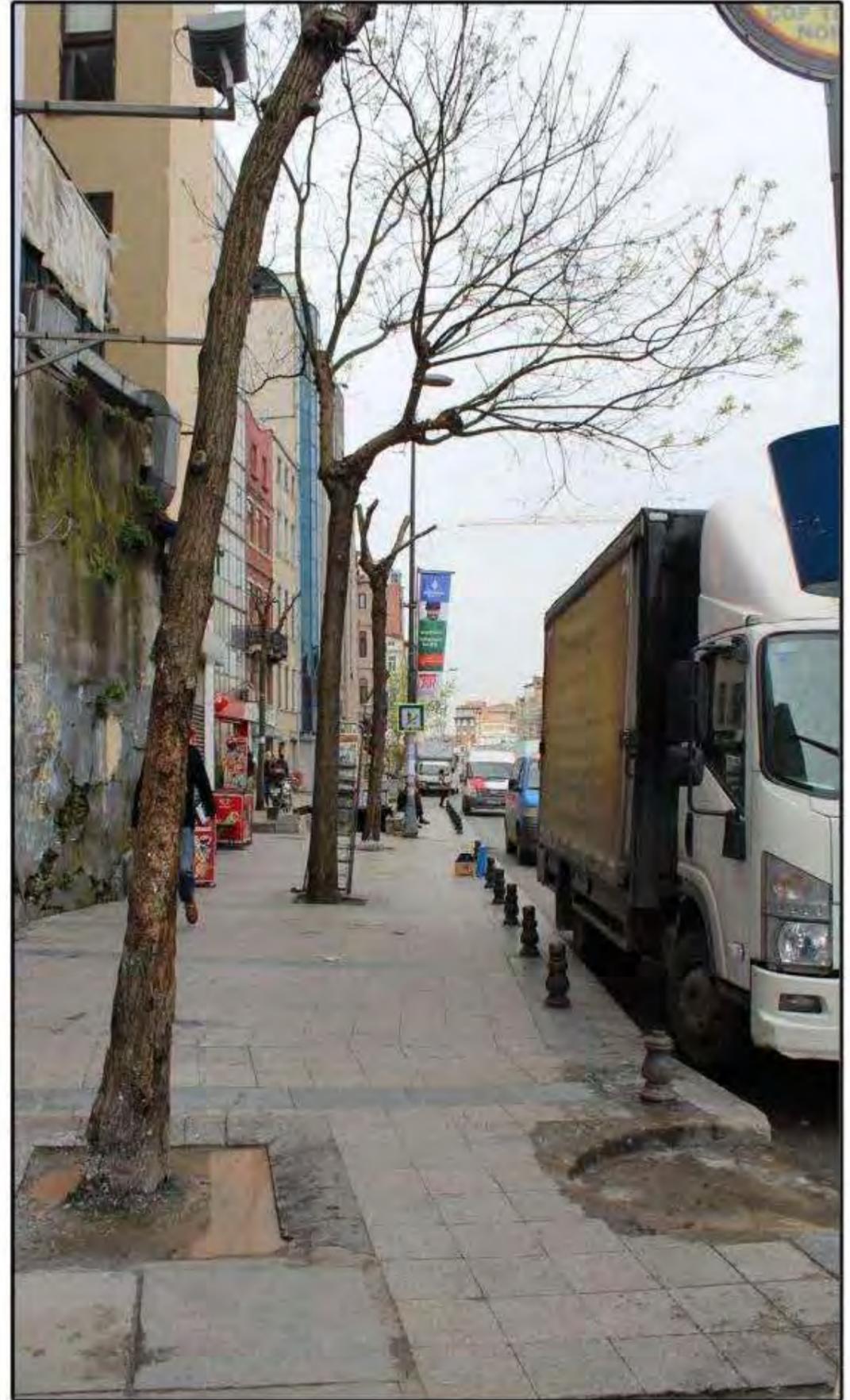
Distance left for pedestrians: 90 cm



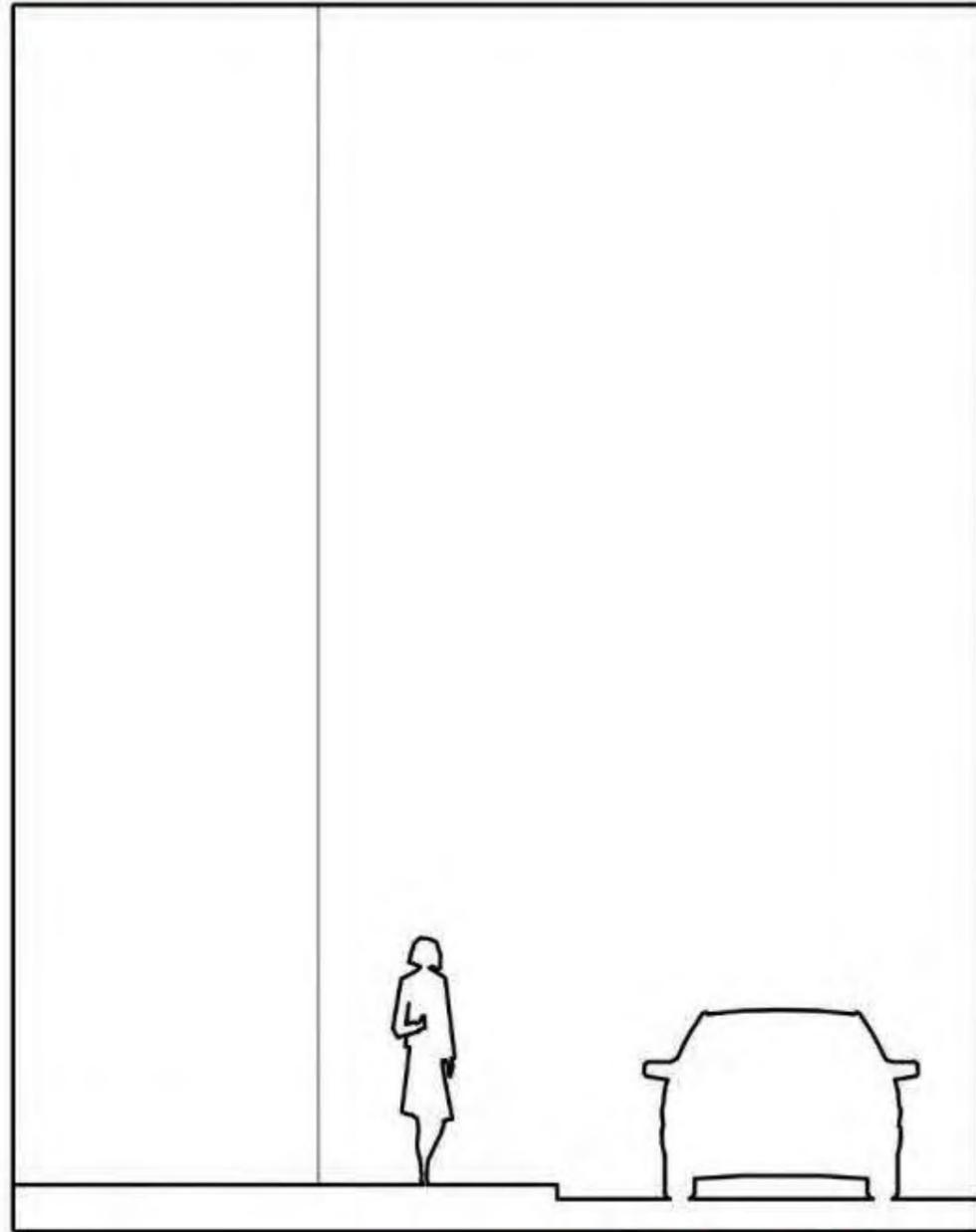
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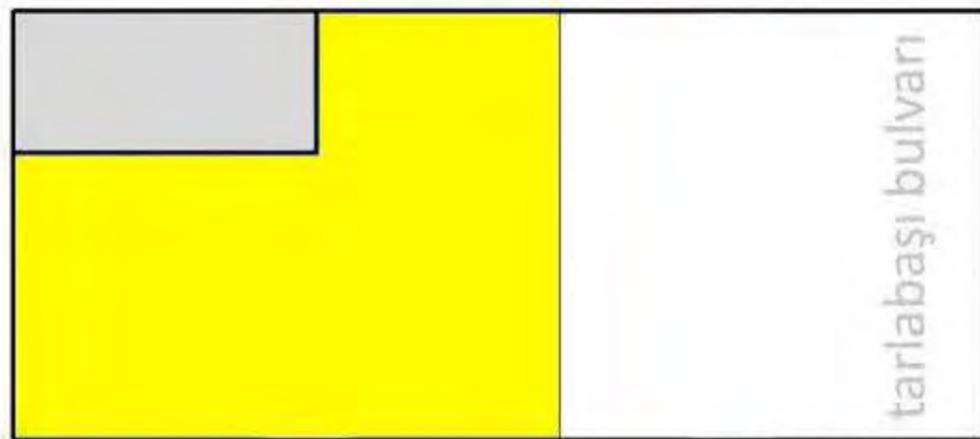
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PHOTO



SECTION



PLAN



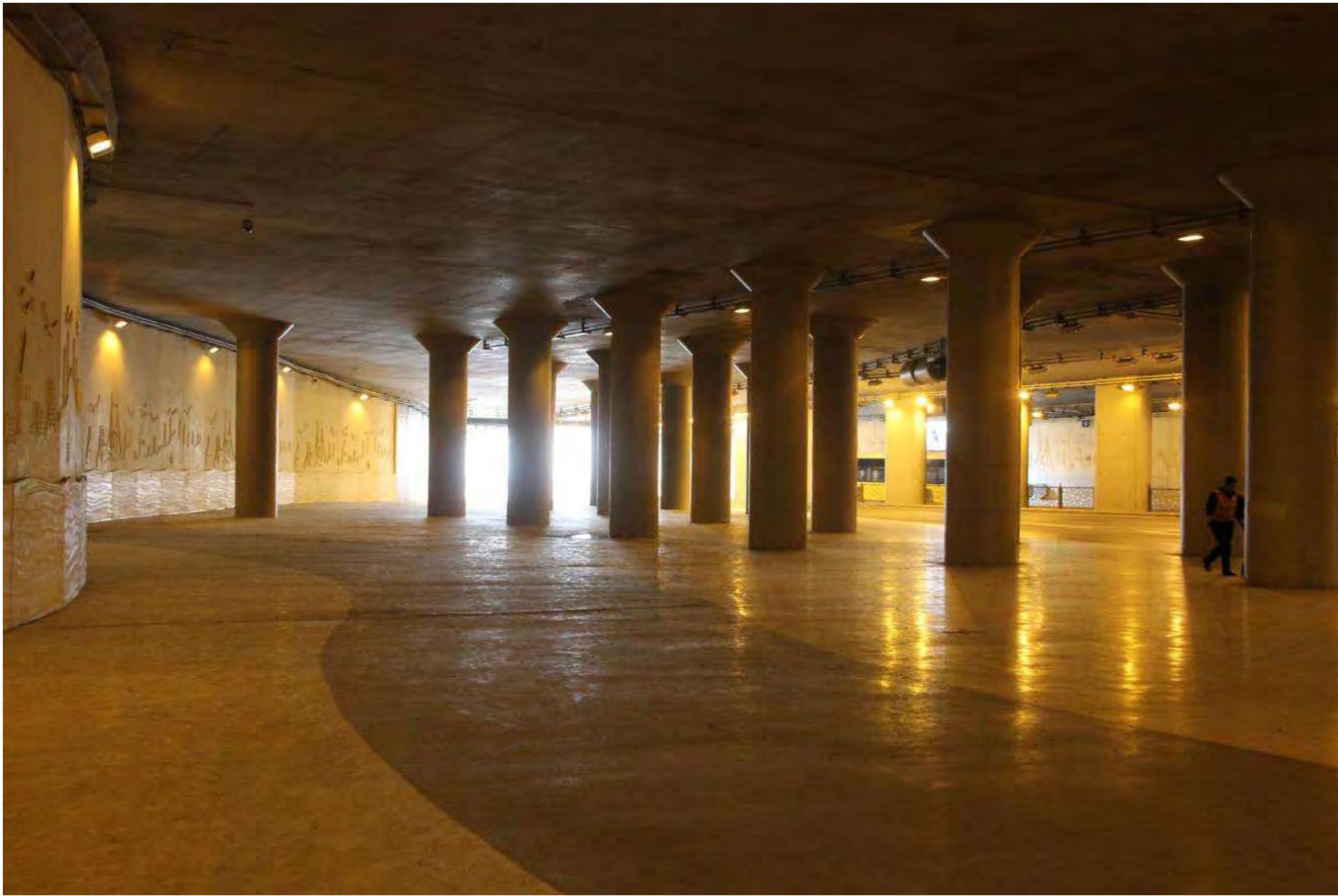
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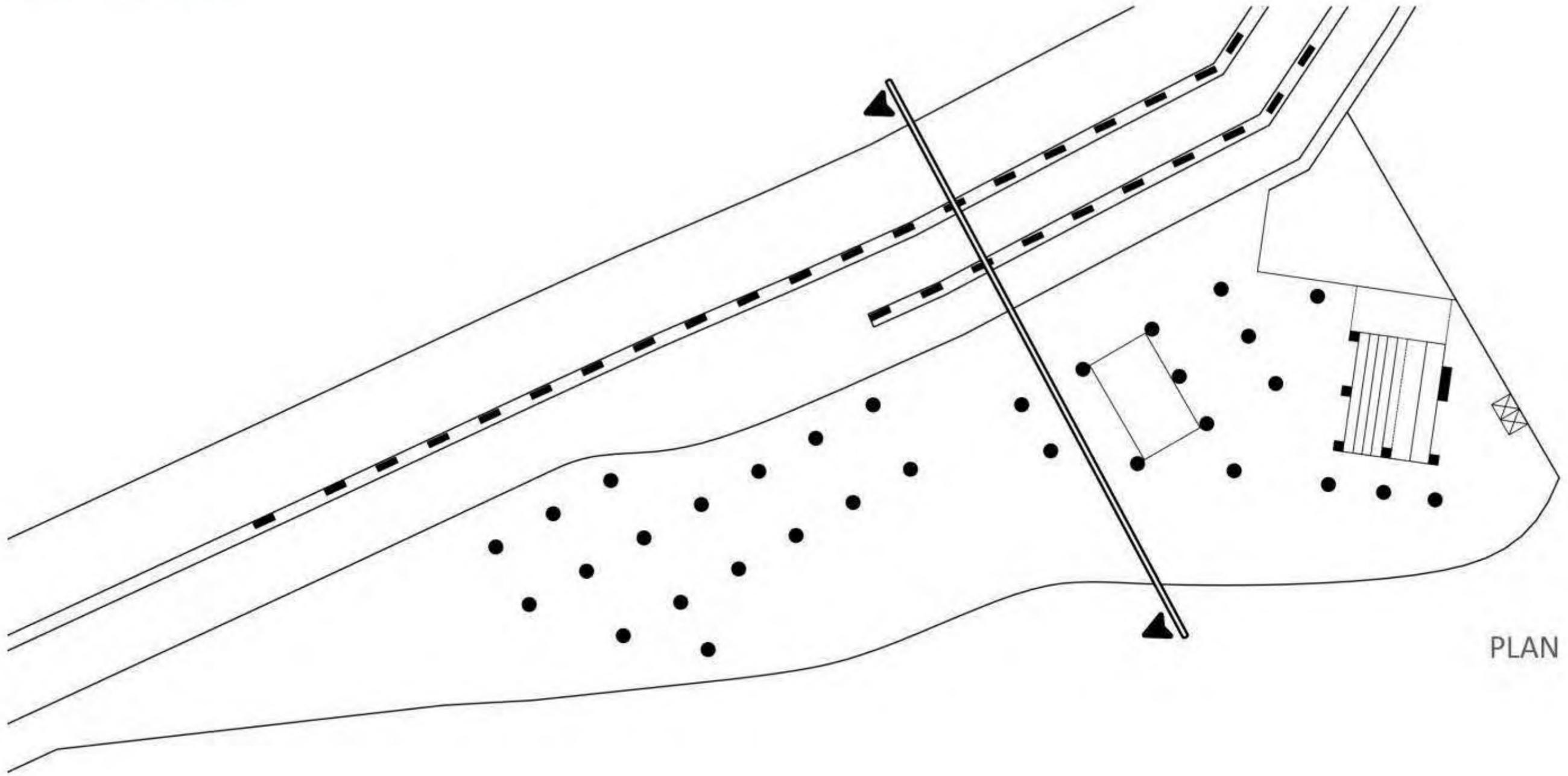




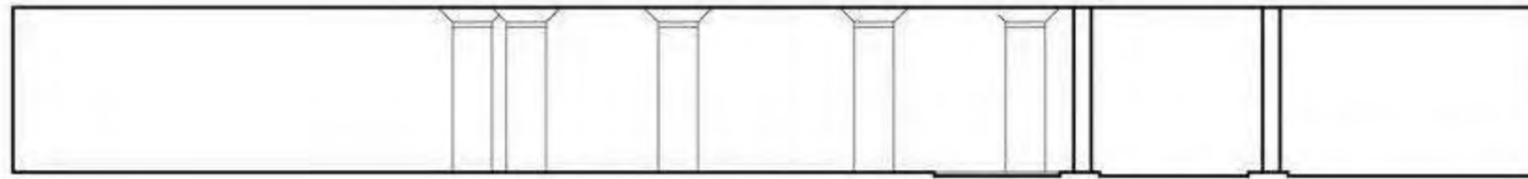




TAKSIM TUNNEL



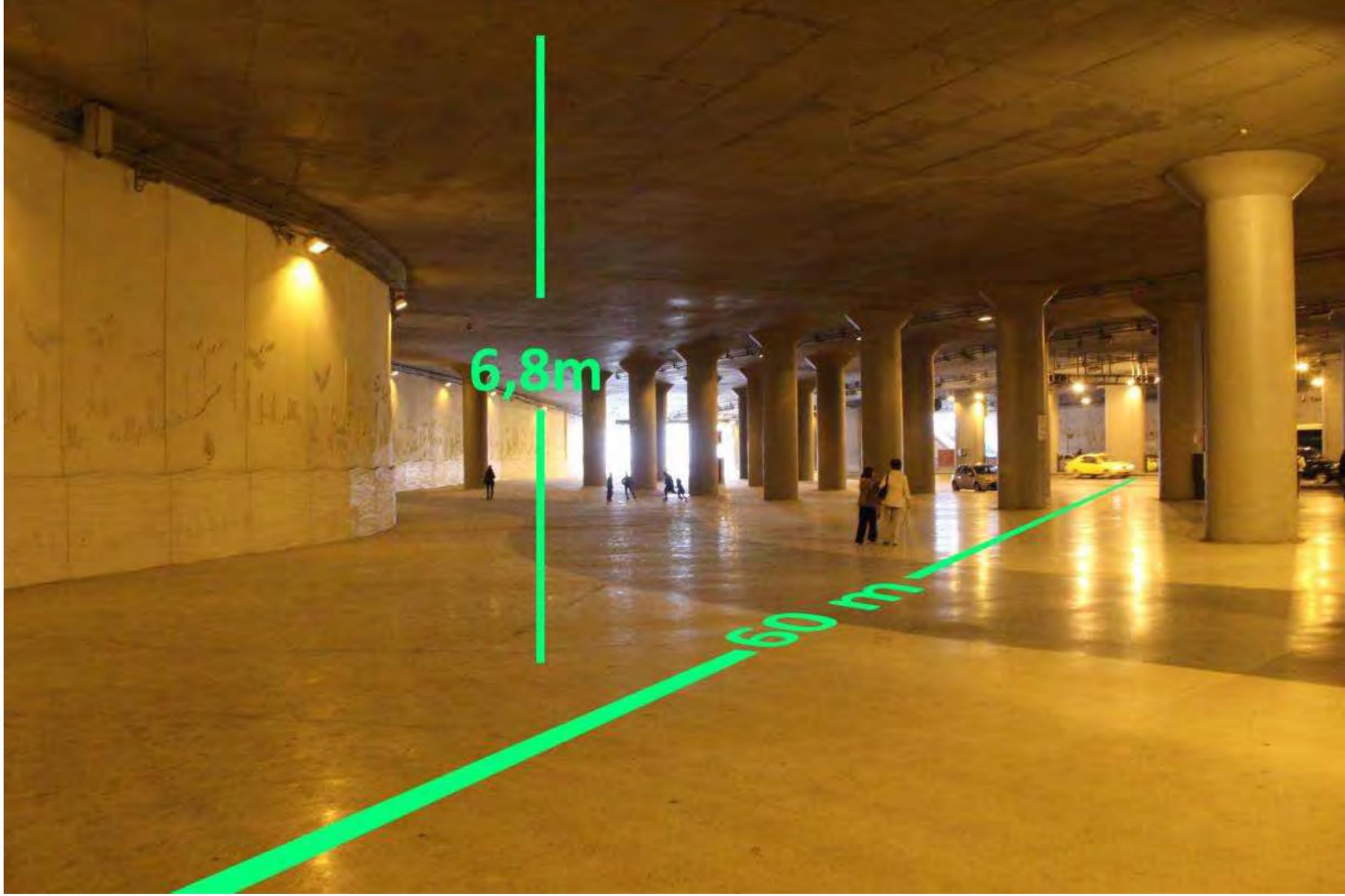
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SECTION



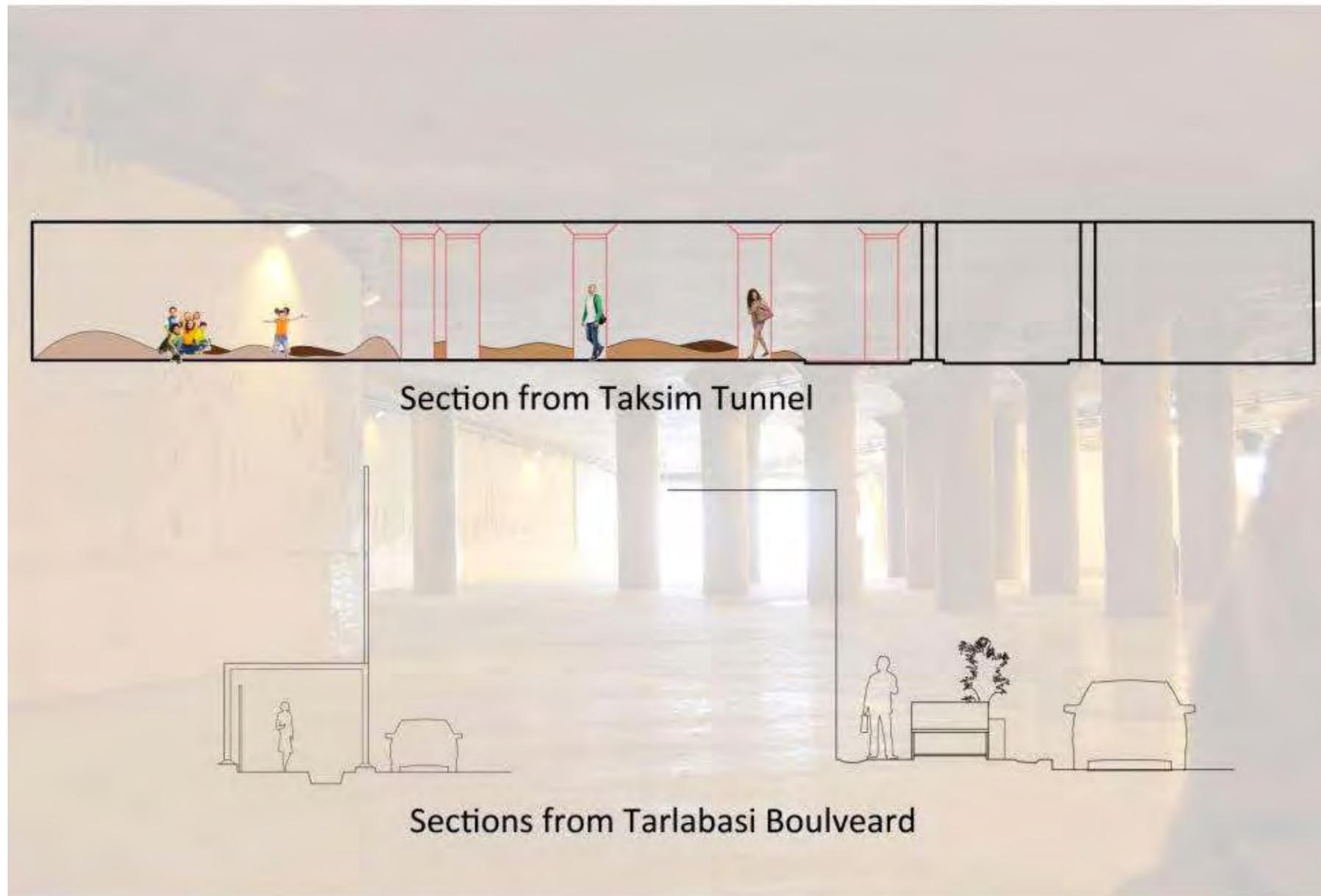






ARTIFICIAL FOREST

In the Tunnel, we see a **HUGE** and **UNFUNCTIONAL** space. Because of most of the people go to the bus, the metro station and Taksim square, using the shortest way, they don't even notice this unfunctional and big space. To show them this space's magnitude, we can create an **ARTIFICIAL FOREST** there. Normally it is impossible to grow any plant because the conditions are so disadvantageous. Because of the reasons like the place doesn't get light or there's no air circulation and there's a lot of exhaust smoke etc. growing a plant becomes impossible in the Tunnel. By creating an artificial forest, we can **GET ATTENTION OF PEOPLE** and we can **MAKE THEM UNDERSTAND** the hugeness and unfunctionness of place. We can compare the Tunnel's area with the closest big green area, **Gezi Park**. We can calculate that if the tunnel has better conditions, **how many trees or plants can we able to grow there?, How cubic meter of oxygen do these plants create? How many people's oxygen need do these plants supply?** In the end, we will remark the ecological reflections of this area in the Tunnel.



TOPOGRAPHIC LEVELS

The width of the pavements which are located between the Tarlabasi Boulevard and the Taksim Tunnel **decrease to 10 cm** in some points. People have some difficulties when they are walking because of the **HOLES AND ROUGHS** and at these points they have to walk on the vehicle road which cars pass quite fast to walk. Beside that, when people arrive at the Taksim Tunnel, they find themselves in a huge, nonproportional and **smooth area**. In order to emphasise the **CONTRAST** of the rough pavement structure between the Tarlabasi Boulevard and The Taksim Tunnel, some TOPOGRAPHIC LEVELS can be added to the wide area in the Taksim Tunnel. By the way the people's attention can be taken and the people understand the contrast between these two areas with the help of these topographic levels.



HOLOGRAMS

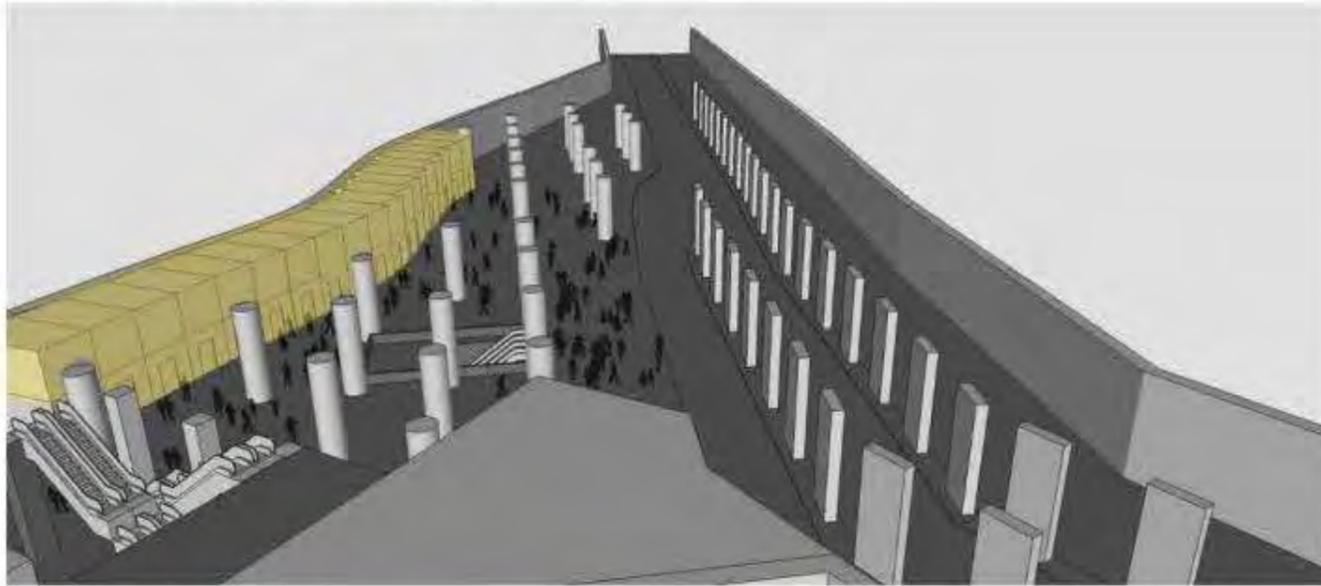
Those columns are the most striking thing of this space, but the space has **no interaction** with the people since they have no reason to go there. In fact, the space is **EMPTY**, without any function. People pass without even giving a look at this enormous volume. They go from the bus to the stairs, and that's all. Thus, we could gain the attention of people so they realize the size of this **GIGANTIC VOLUME**. It could be used as a stage for dancers. But the **columns would be the dancers**. A ballet of columns could welcome the passengers. How to do that ? Shut down some lights in the unused area, enlight the columns, and create some more columns as **HOLOGRAM** clones. Or as mapping animation, on the surface of the wall. This whole enlightenment animation, synchronized and intermittent, could create an effect of movement among the columns, a kind of choreography. The people would then pay attention to those columns, and then to the size and of this space, and maybe ask why it is empty, and unused.



TOMA STORAGE

First we thought about putting all the stuff on the Tarlabasi pavement in this space instead of the sidewalk. After, walking around Taksim meydanı, we thought **putting the TOMAs into there**, if they need to be here, alright, but let's store them in a place where they will **NOT IMPACT** the circulation!

MIND BREAK ROOMS



People need places where can make minds relaxing, leaving all **electronic vehicles, shoes** etc. outside the room, sound isolation, airy and creating under favorable light.

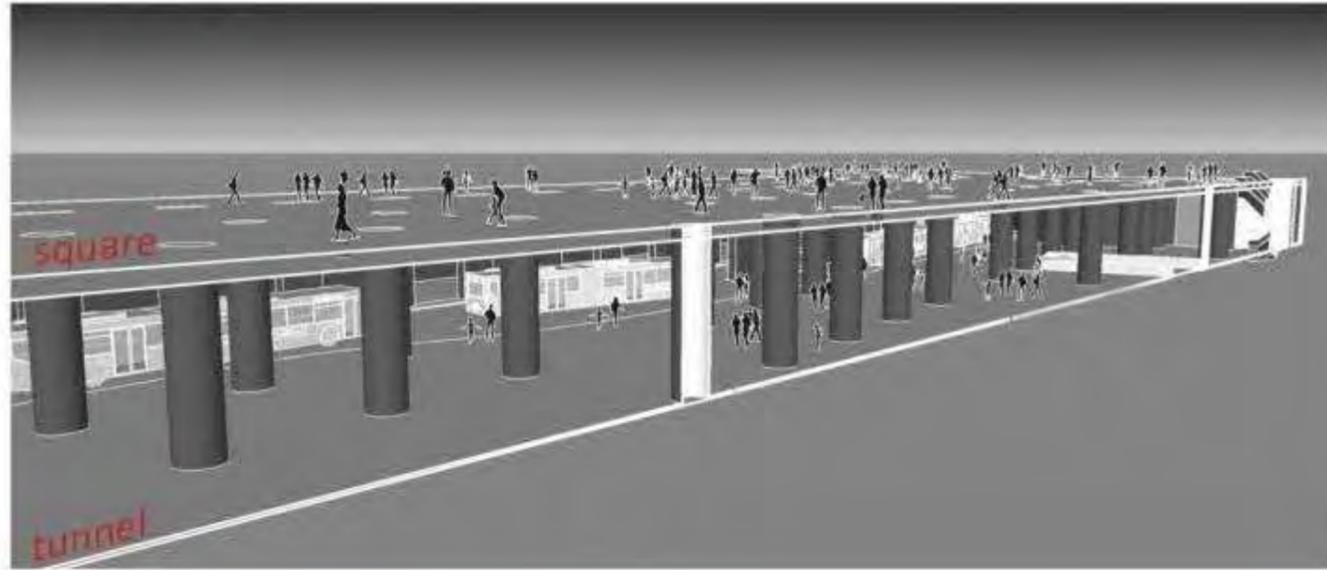


Let's think about these places are not in **quiet** places, on the contrary, in **dense** places



Tunnel has volumetrically a grand advantage and important situation. So mind break rooms might become places that can be preferred by people who use Tunnel for their transportation

LOOK UP



In the section which include the square and the tunnel;

This idea has purposes like;

to transfer the dynamism of the square, the existing of the sky and the existing of the people

to make people are aware of what's going on the top



SPACE SHOP



What if we divide a volume to the users and everyone have equal volumes?

SPACE SHOP

