Current Crossroads.
Analogous Crossroads.
Analogous Condition.
The new urban logic includes movement patterns that grow in every dimension of the city and they relate with different speeds and scales. The underground movement is related with the scale of the city and supports automotive movement of high speeds. The ground floor is freed from the biggest part of the built mass representing a continuous global surface without any fixed boundaries where all diverse speeds intersect.

The Spine is the primary vertical element of the Megaform. The name derives from the fact that it is meant to facilitate high speed vertical movement within it. It is also the only element that unifies directly all levels of the Megaform. It forms the vertical structure of the network while its circular shape allows connection from every direction. Its structural composition is of great importance. It is composed by multiple rings of variable sizes and porosity. When superimposed, the rings form a structural element that exposes it interior program to the city. Finally, the ring construction provides the opportunity for assembly and disassembly of the structure, thus increasing the mobility of the most fixed element of the proposal. It is regarded as an inversion of the current dominant column which is characterized by its small scale, its solid and fixed nature and its crisply shaped form.
.Pedestrian.
Pilotis.
Courtyard.
Furthermore, the model introduces new movement patterns that penetrate the urban mass and create the most labyrinthine movement conditions. This level accommodates the scale of the Atom promoting slow speeds that literally do not allow the users to move great distances. It is meant to create a local network that enhances social interaction between the inhabitants. For Heidegger, nearness is a fundamental aspect of human experience. Nearness can be achieved through the tactile, cognitive and sociological familiarity of things as formed through the particularities of life’s daily experiences.

In terms of low speed movement, the key element introduced is that of the Auditorium. These elements are used as connectors between the multiple levels of the built mass. Instead of acting as mere circulation elements, their principle role is to form spaces of negotiation between the inhabitants. In the ground floor, they become accumulation points where they observe and participate in the play of everyday life. Placed in multiple locations and directions, they create an elevated plinth that invites human activity. The nature of the Auditorium transforms according the levels it connects. Its scale and directionality should adapt to the levels of activity or tranquility. Most importantly, they become key elements for the formation of the dynamic labyrinth since they provide the ground for spontaneous interaction as well as for multidirectional movement.
.Dwellings.
Auditorium.
.Cells.
Finally, the new network is composed by the movement patterns above the city level. These elevated streets take the form of bridges that act as connectors between different Sectors. They are completely autonomous from the automotive movement and span over the pre-existing urban structure. These bridges, instead of being just functional connectors between end-points, are perceived as places where people negotiate their relationships with the others. Finally, the bridges take the role of observatories for a level of the city which hold great potential but never the less still remains unexplored.

In addition, the Core is the vertical street that facilitates both medium and low speeds and takes the form of the rational combination of an elevator and a staircase. In the current condition, this element is located within the structure and allows access to every floor of the Polykatookia unit. The project suggests that these vertical elements should be positioned outside the unit and placed either on the pedestrianized street or in the courtyards. This decision has two very important consequences. Firstly, it liberates the levels of the city from a component that limits the flexible appropriation of the space. Most importantly it renders these vertical streets as part of the city experience and not as exclusive, hidden and protected inner circulation elements.
Automotive.
Storage.