Hyper City
Architecture Generated by Future Cities

Talking about spatial experience, we believe that people’s perception about a city is based on time. When human travel by foot, an one-square-mile block might take one hour to traverse, but it will take one hour to traverse a one-mile block on a train. There are two simple examples but its implications keep increasing, what if we can get from point A to Point B (anywhere) in less than one hour.

The emergence of Hyper Loop will reconfigure our city, that of course, the architecture should respond to it. This design will focus on how does the future city shape architectures and how will the architecture restructure the city.

In this case, the city will be redefined and might be a city to them; As we have car, we can say person’s perception about a city is based on distance. When human travel by foot, the city is small, the city is a block; when we travel by car, the city is a city; when we travel by train, the city is a region.

The emergence of Hyper Loop will make the boundaries become less important; the city will be redefined and might be a city to them; As we have car, we can say person’s perception about a city is based on distance. When human travel by foot, the city is small, the city is a block; when we travel by car, the city is a city; when we travel by train, the city is a region.

Distance / Time Analysis

As we can see from the diagram, the “city” people experience is not like geographic scale. So what is the key element that defines city boundary?

This is the traveling distance by Hyper Loop in the region. This diagram / map are not in geographic scale. No matter what time of a day, People can reach all the destination in the region of Downtown LA by walking in an hour.

This is the traveling distance by Hyper Loop to other metropolitan regions to the center of Downtown LA. It is also a destination (work, entertain or live) and also an entrance to other cities.

As a direct destination, the building will hold the functions of public areas, office and apartment spaces. A high density open space from a reception to the hosted and the central urban site. Unlike typical green squares, the public program and space are organized within a single story floor of the building. The central urban site is controlled to the vertical transition space and maintains a consistent and coherent form.

The building also serves as a buffer zone when receiving huge amount of daily population flow. A transition system is a series of corridors and parks, it’s a space which people that are stopped to travel to the next zone of destination and public program. The urban site can be a public park or private vertical farm.

With a program designed, the building becomes a key element to reconfigure the whole region between Los Angeles and other metropolitan regions and an extension of other cities via intercontinental Hyper City.