Our work explores the design of a public square and transit station at the intersection of University Avenue and Hamline Avenue in the Hamline-Midway neighborhood of St. Paul, Minnesota. Our focus is on responding to the need for transit-oriented development (TOD) through the exploration of the neighborhood placemaking principles of identity and growth. This focus upon identity and growth at the neighborhood scale allows us to define methods for improving transit corridor connections between major urban centers. Our secondary focus is on the collaboration of architecture and landscape architecture and how they work together to accomplish environmental design goals.

How can the design of a public square and transit station influence the growth of transit-oriented development in a historically transit-based neighborhood?

What defines identity, and how can environmental design capitalize on it to influence transit-oriented development in a historically transit-based neighborhood?
GOALS OF TRANSIT ORIENTED DEVELOPMENT

- Mix of Choices
- Place-Node Tension Resolution
- Place-Making
- Location Efficiency
- Value Capture
Though our design is a site-scale intervention, its intention is the creation of growth and identity in Hamline-Midway. This Visioning Plan displays the development zone (green underlay) surrounding our site that our design will influence. It shows the existing amenities in this development zone and projects the patterns in which the induced growth of the TOD will occur.
The collaborative effort on our thesis was highlighted not by the separate duties we each took on as joint designers, but by the tasks we accomplished collectively. Site selection, conceptual work, layout development, and foundational programming were not separated into ‘architecture’ and ‘landscape architecture’ duties. Instead, we worked together as environmental designers to create a place that reads as one unified design. It was not until the development of site forms - the step after programming - that we took on our respective roles as architect and landscape architect. Even as we moved forward with specialized tasks, we continually consulted each other on our design decisions, and constantly revised our plans through discussion with each other. The collaboration was not always smooth - we encountered disagreements at nearly all stages of the design. Yet through our combined experiences, we were able to identify the better answer - or compromise - in every difficult decision.
STATION PROGRAM
1. Residential Parking
2. Bus Stop Waiting Lounge
3. Metro Transit Ticketing
4. Main Entry + Atrium
5. Market @ Midway
6. East Entry
7. The Midway Grill
8. The Midway Grill 2nd Floor Balcony
9. Wheels Bike + Repair Shop

SQUARE PROGRAM
1. Hamline Avenue Bike Lane
2. Stormwater Infiltration Swale
3. Bus Stop
4. Bike and Pedestrian Alley Access
5. Residential Alley + Bike Lane
6. Trash + Recycling Storage
7. Below-Grade Parking Ramp
8. Bike Lane
9. The Midway Grill Outdoor Lounge
10. Thomas Lowry Memorial Fountain
11. West Station Entry Gate
12. Open-Program Space
13. Lounging Terraces
14. Market @ Midway Corridor
15. West Tower Fountain
16. East Station Entry Gate
17. Skyway Platform Access
18. Green Line Platform
SUMMER AT MIDWAY STATION
MIX OF CHOICES

PLACE-NODE TENSION RESOLUTION

LOCATION EFFICIENCY

VALUE CAPTURE

PLACE-MAKING

GOALS OF TRANSIT ORIENTED DEVELOPMENT