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.
Dain is a graduate student at the University of Minnesota and is working towards a masters degree in civil engineering. He lives in a studio apartment in Hamline-Midway, a few blocks away from Midway Station. Dain bartends at a small pub in downtown St. Paul and is able to take the Green Line from his house to both work and school. On the weekends, Dain likes to take his dog Sydney to the Mississippi River to go for a run by grabbing the bus from Midway Station to meet up with the regions extensive set of recreational trails.

Grace and Allison met in college at the University of Wisconsin. They moved to Minnesota in 2009, and were married in 2013. They have adopted two kids since moving to Minnesota, Gabe (6) and Emma (4). They live in a house in Hamline-Midway, close to Galtier Community School, where Gabe and Emma attend. Grace works as a loan officer at 1st National Bank in downtown St. Paul, and takes the Green Line to work. Allison works as an analyst for MetroTransit, and works in their offices located on the second floor of Midway Station.

Francis lives in a low-income apartment building on University Avenue, next to Midway Station. He works at the Archer Daniels Midland elevator in St.Paul, and commutes to work using both the Green Line and bus transit; though, he looks forward to the proposed street car on Seventh Ave. Francis is taking night classes at Hamline University to finish his teaching degree, and the bus allows him to commute from Midway Station to the university in the evenings. Francis enjoys his close proximity to the fresh, local produce available in the Market at Midway.

Ole, a long time employee of the Ford factory in St. Paul, and his wife Harriet, a former school teacher, are now retired and live in an old, historic house in Hamline-Midway. They are active members of the H-M Neighborhood Association, and are involved with organizing events that bring neighbors together. Some of their favorite events include art and food fairs and seasonal festivals at Midway Station. They are also avid gardeners, and enjoy selling their produce at the weekly Midway Station farmers’ market.

Rosie grew up in the Como neighborhood of St. Paul, where her parents still live. She is a flight attendant for Delta Airlines, and is based out of the Minneapolis-St. Paul International Airport in Bloomington. Rosie chose to live in the Apartments at Midway Station because it was more affordable than many other locations in the Metro and it was also close to her aging parents. Thanks to the quick transition from the Green Line to the Blue Line in Minneapolis, she is easily able to utilize the full capacity of the light rail system for work. Rosie grew up in the Como neighborhood of St. Paul, where her parents still live. She is a flight attendant for Delta Airlines, and is based out of the Minneapolis-St. Paul International Airport in Bloomington. Rosie chose to live in the Apartments at Midway Station because it was more affordable than many other locations in the Metro and it was also close to her aging parents. Thanks to the quick transition from the Green Line to the Blue Line in Minneapolis, she is easily able to utilize the full capacity of the light rail system for work.

Shaun is a folk singer and songwriter from Fargo, ND who came to St. Paul to launch his music career. At night, Shaun performs gigs in small venues all over town, and likes to take the light rail when heading to his shows. When he isn’t singing, Shaun works at Wheels Bike + Repair, where he builds, fixes, rents, and sells bikes. Shaun lives in a residential high-rise in downtown St. Paul, and rides his bike to the Station whenever weather permits. Shaun also enjoys the proximity of Midway Station to his favorite shopping outlet, Midway Center.

These fictional characters represent the diverse user groups that our site caters to. They represent people from all walks of life – from musicians to bankers and students to retirees, our design provides the connecting link which brings these characters together at Midway Station. You can find these characters activating the spaces of our design in the perspectives at left and right.

Ole + Harriet
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.

**Problem Statements**

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?

**Collaborative Process**

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.
VITALITY + DIVERSITY

Site engagement plays a vital role in placemaking. Vitality, referring to the energy created through user experience, enhances site components and occupant programming. Accessibility and Legibility are site features and design components that go above and beyond universal design. Accessibility refers to the physical access that a site has in relation to other places while legibility refers to the energy created through user experience, enhances site components and occupant programming.

VITALITY

Site activity can be enhanced through the processes of transaction. Transaction, distinction, comfort and vitality are connected to the site and experience. The combination of multiple spaces and enclosures define the site’s character. The site activity interacts with the pedestrian network and programs the central pedestrian space. The station reflects the context of University Avenue. Importance is placed on the station’s relationship with the linear nature of the corridor. Its assessment is crucial in developing the site’s character. The site is true to the linear form of the site and linked closely to the pedestrian network. The station is true to the linear form of the site and linked closely to the pedestrian network.

DIVERSITY

Diversity, like vitality, refers to the energy created through user experience, enhances site components and occupant programming. Diversity, like vitality, refers to the energy created through user experience, enhances site components and occupant programming. Diversity, like vitality, refers to the energy created through user experience, enhances site components and occupant programming.

TEMPORAL RHYTHMS

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LOCATION

Midway Station is an element that must be decided upon before beginning any form of construction. Its assessment is crucial in developing the site’s character. The site activity interacts with the pedestrian network and programs the central pedestrian space. The station reflects the context of University Avenue. Importance is placed on the station’s relationship with the linear nature of the corridor. Its assessment is crucial in developing the site’s character. The site is true to the linear form of the site and linked closely to the pedestrian network. The station is true to the linear form of the site and linked closely to the pedestrian network.

MATERIALITY

Articulation of the materials used expresses the meaning of natural elements such as language or culture, and it often times is a very strong and unique way to show this identity. Our design capitalizes on this articulation by using both recycled and new materials. The station’s character is making the most of a site and all that it is worth. For example, brick所属的语句。
**FIRST LEVEL**
1. Main Entry + Atrium
2. Express Cafe
3. Cafeteria
4. Bus Stop Waiting Lounge
5. Metro Transit Ticketing + Security
6. Market @ Midway
7. The Midway Grill
8. Midway Bar + Grill Kitchen
9. Storage + Custodial
10. Residential Parking
11. Green Line Platform
12. Skyway Platform Access
13. Web Web Box and Repair Shop
14. Mechanical
15. Underground Parking Access

**SECOND LEVEL**
1. Open to Below
2. Greenline Waiting Lounge
3. Passenger Lounge
4. Bus Stop Waiting Lounge
5. Metro Transit Offices
6. The Midway Bar
7. The Midway Bar + Grill Patio
8. Studio Apartments
9. Skyway
10. Mechanical

**THIRD LEVEL**
1. Leasable Office Space
2. Presentation Space
3. Office Skyline Lounge
4. Storage
5. Studio Apartments
6. Mechanical

**SEASONAL USES**

**WINTER**
- Snowman Building Contests
- Ice and Snow Carving Displays
- Holiday Light Display
- Winter Bike Storage for Residents
- Food Carts - Hot Drinks
- Cross Country Skiing in the Alley Bike Lane
- 'North Pole' Display and Holiday Tree Sales
- Neighborhood Winter Festival
- Snowtire Bike Race

**SPRING**
- Lounge and Patio Furniture
- Local School Art Shows
- Standing Canopy Heaters around Furniture
- Fountains Begin in Late Spring
- Market Opens to Outside in Late Spring
- Bike Season Begins
- Street Performers
- Food Carts
- Gardening Fairs

**FALL**
- Farmers Market
- Market is Open through Early Fall
- Fountains Remain Active through Early Fall
- Lounge and Patio Furniture
- School and Local Art Shows
- Standing Canopy Heaters around Furniture
- Street Performers
- Food Carts
- Bike Season Closes

**SUMMER**
- Farmers Market
- Market is Open to Outside
- Fountains Remain Active
- Craft and Art Fairs
- Food / Cooking Contests
- Neighborhood Festival
- Concerts
- Street Performers
- Food Carts

**ACTIVATED SPACES**

- **LEGEND**
  - Offices: Office Spaces
  - Transit Spaces: Transit Spaces
  - Public Spaces: Public Spaces
  - Retail Spaces: Retail Spaces
  - Market: Market

- **TIME OF DAY**
- **PERCENT FULL OCCUPANCY**
  - 100%
  - 50%
  - 10%

- **ACTIVATED SPACES**
  - Offices
  - Transit Spaces
  - Public Spaces
  - Retail Spaces
  - Market

- **TIME OF DAY**
  - 6am 9am 12pm 3pm 6pm 9pm 12am 3am
Transit development in St. Paul began with the growth of residential suburbs outside of the city's downtown center in the late 19th century. In the era before the automobile, the Twin Cities Rapid Transit Company was formed to provide transportation for the residents of these suburbs. Though the streetcar was eventually phased out by the bus, and the tracks paved over, the framework it provided for the building of St. Paul remains to this day, supporting the city into the future. This thesis aims to bring that framework back to greater prominence by restoring the automobile-free lifestyle that the streetcar provided to St. Paul. By shaping the lifestyles of the residents of Hamline-Midway and all of St. Paul around the light rail rather than the automobile, public transit in the Twin Cities can transcend its role as a utility and become a symbol of the cities it serves. It is time for a return to a close association between a city and the way it is experienced.
PORTAL

The overarching goal of a TOD in Hamline-Midway is focused upon creating a transportation portal for the neighborhood. It is a place where people want to be. Our resulting design is oriented towards the node – this elevation successfully resolves the tension between the local and the regional scale. Our station will become a focal point on the street.

ENCLOSURE

Once a user has entered a public open space, two things affect the design of our spaces are therefore not geared to be a final destination that has been envisioned for Hamline-Midway. The station itself may need to be shielded from the noise and danger, must also relate to the neighborhood and the TOD station type by identifying the correct intended use. The space is not so large that users have no sense of scale, but not so large, they won’t function. Our design is scaled appropriately for its context. If spaces that require intimacy are designed too large, our design is scaled appropriately for its context. If spaces that require intimacy are designed too large, our design is scaled appropriately for its context.

SCALE

The design of our spaces are more likely to do so if food is being sold within. Finally, our design utilizes all four of these features. Trees provide protection from sun and noise and also can provide overhead enclosure. Water provides an interactive place to passers-by. People who might not otherwise utilize a public place features are those attributes of a public space that set it apart and are responsible for the existence of site structures, the space can become both more inviting and usable for pedestrians. This particularly applies to the creation of platforms was not a place or destination, it was simply a crossing of routes. Though our design still functions primarily as a portal – an elevated form of node – this elevation successfully resolves the tension between the local and the regional scale.

ACCOMMODATION

When creating a space to passers-by. People who might not otherwise utilize a public space, our design provides a permeable shield to reduce noise pollution and it is a landing point for those who come to visit the larger neighborhood. It accommodates for users who may need to be shielded from the noise and danger, must also relate to the neighborhood and the TOD station type by identifying the correct intended use. The space is not so large that users have no sense of scale, but not so large, they won’t function. Our design is scaled appropriately for its context. If spaces that require intimacy are designed too large, our design is scaled appropriately for its context. If spaces that require intimacy are designed too large, our design is scaled appropriately for its context.

PLACE FEATURES

Place is the third dimension that influences a user’s comfort in an open space. Different scales are appropriate for different types of open space. A neighborhood has different senses as a place than does a park. The degree of its sense is a scale that is to large, they won’t function. Our design provides a permeable shield to reduce noise pollution and it is a landing point for those who come to visit the larger neighborhood. It accommodates for users who may need to be shielded from the noise and danger, must also relate to the neighborhood and the TOD station type by identifying the correct intended use. The space is not so large that users have no sense of scale, but not so large, they won’t function. Our design is scaled appropriately for its context. If spaces that require intimacy are designed too large, our design is scaled appropriately for its context. If spaces that require intimacy are designed too large, our design is scaled appropriately for its context.

PLACE-MAKING

Place-making involves three main benefits to residents of the neighborhood when location efficiency is achieved. A high-level vehicle is more traveled and a high-level vehicle is more traveled. Our design provides a permeable shield to reduce noise pollution and it is a landing point for those who come to visit the larger neighborhood. It accommodates for users who may need to be shielded from the noise and danger, must also relate to the neighborhood and the TOD station type by identifying the correct intended use. The space is not so large that users have no sense of scale, but not so large, they won’t function. Our design is scaled appropriately for its context. If spaces that require intimacy are designed too large, our design is scaled appropriately for its context. If spaces that require intimacy are designed too large, our design is scaled appropriately for its context.

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MIX OF CHOICES

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