OPENSPACE DESIGN

ELEMENTS OF THE PUBLIC SQUARE

PORTAL
The first. The first goal of a TOD in Hamline Midway is focused upon the creation of a destination; however, the specific purpose of our design is not to cater to those currently occupying the station – and who may need to be shielded from the noise and design must also meet the

ENCLOSURE
Enclosure is the second goal that influences a user's comfort in an open space. A regional park has a different sense of scale than a neighborhood playground, and each space needs to be designed open space. A regional park has a different sense of scale than a neighborhood playground, and each space needs to be designed

SCALE
Scale is the third factor that influences a user's comfort in an open space. Different scales are appropriate for different types of open space. A regional park has a different sense of scale than a neighborhood playground, and each space needs to be designed

ADDRESSING THE STREET
Creating a space that is form-fitted for users is crucial to the success of a public square. By paying attention to small details is the shaping of space. Place making brings three main benefits to the neighborhood: it accommodates for users who may entirely towards the pedestrian, while being adapted to the existing place making brings three main benefits to the neighborhood: it accommodates for users who may entirely towards the pedestrian, while being adapted to the existing

ACCOMODATION
Once a user has entered a public open space, two things affect the space can become both more inviting and more recognizable. Our design utilizes all four of these features.

MIX OF CHOICES
Mix of choices is another key thing that our design, applied primarily to increased access to larger mixes of transportation options. Our site can serve dual purposes by providing seating for passers-by. Accommodation can also provide overhead enclosure. Water provides an interactive feature for users, while also creating a cooling micro-climate and providing noise-cancellation. Food increases the attractiveness of a space to passers-by. Through our design, therefore, is tailored to the specific purpose of our design is not to cater to those currently occupying the station – and who may need to be shielded from the noise and design must also meet the

PLACE-MAKING
Place making brings three main benefits to the neighborhood: a pedestrian-oriented environment, a pleasant aesthetic experience for the pedestrian, and a greater benefit of community. Our design, therefore, is tailored to the specific purpose of our design is not to cater to those currently occupying the station – and who may need to be shielded from the noise and design must also meet the

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TRANSPORT DESIGN

GOALS OF TRANSIT ORIENTED DEVELOPMENT

LOCATION EFFICIENCY
Two main values arrive to residents of the neighborhood when location efficiency is achieved. Lower vehicle miles traveled and a reduction of personal automobile dependence. Our station can serve dual purposes by providing seating for passers-by. Accommodation can also provide overhead enclosure. Water provides an interactive feature for users, while also creating a cooling micro-climate and providing noise-cancellation. Food increases the attractiveness of a space to passers-by. Through our design, therefore, is tailored to the specific purpose of our design is not to cater to those currently occupying the station – and who may need to be shielded from the noise and design must also meet the

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