# EMERGING CONNECTIONS

DEVELOPING TRANSIT CORRIDORS IN MINNEAPOLIS - ST. PAUL

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.

Hamline-Midway Neighborhood,
St. Paul, Minnesota
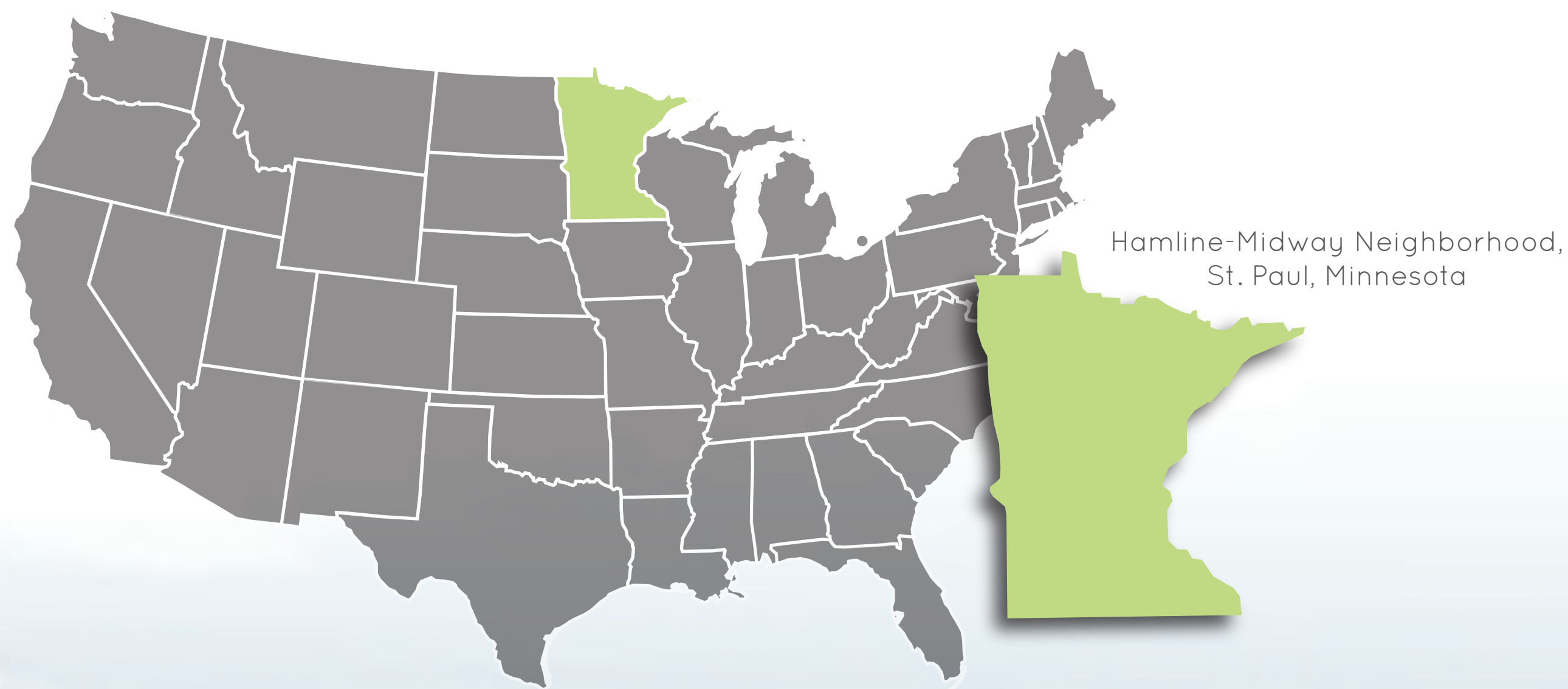
PROBLEMSTATEMENTS

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?

Parti Diagram | Path and Node
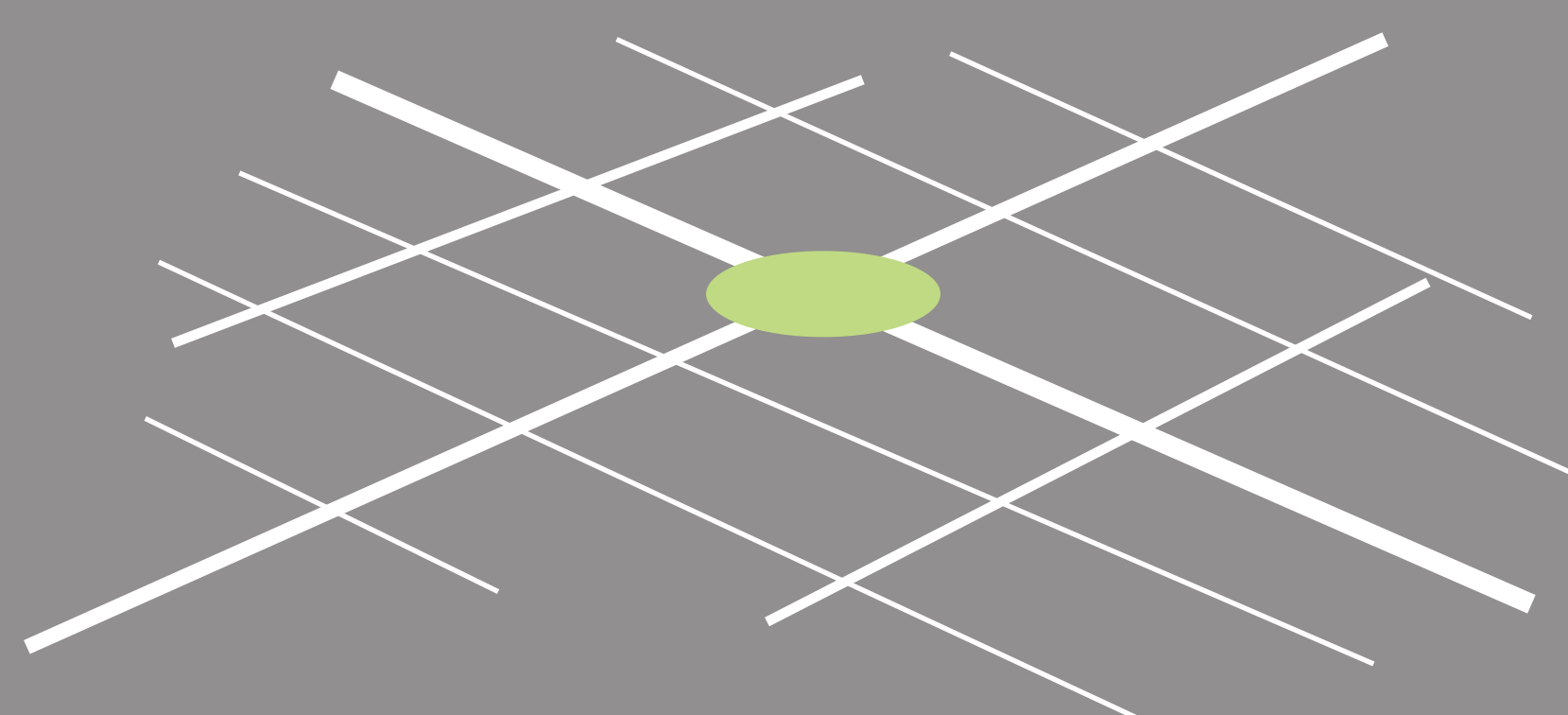
COLLABORATIVEPROCESS

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.