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.

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.

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.

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.

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 meeting up with his close community locally available in the Market at Midway.

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. She 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.
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.

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.
comfort through correctly scaled spaces, in both the interior and unique retail and service opportunities. The station also enhances corridors, sidewalks, building heights and interior/exterior spaces attachment with place. Beyond transaction, comfort must also be expanded on this diversity by offering more user dimension through variety of shops and services to cater the public. Our design Hamline-Midway neighborhood is already diverse in nature with a uses that cater to all occupants of space. Diversity, like vitality, refers to the energy created through user experience, enhances site components and occupant programming. The station reflects the context of University Avenue. Importance is laying its tracks, the typology of a transit station was decided upon to capitalize on the movement of people as well as the unique culture directions of the neighborhood and site.

**LOCATION**

A site can be an element that must be decided upon before beginning any form of construction. Its assessment is crucial in developing form, program and even building type. Located at the intersection of University Avenue and Hamline Avenue, Midway Station is in the center of a rich retail and service mix. The station is accountable for the identifiable features of place that distinguish one location from another. Midway Station benefits from vast amounts of natural daylight. Flooding into the interior spaces, the light not only allows for passive heating in the winter, but it also illuminates deep into the interior spaces. It became very important for all spaces to work well with each other, especially those that were related to the movement from exterior to interior and vice versa.

**TRANSACTION, DISTINCTION + COMFORT**

The station was designed to accommodate a bike repair shop. It expands on this diversity by offering more user dimension through retail, such as the market and restaurant, or services, such as the bike repair shop.

**SPACE CONFIGURATION**

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**COMPOSITION + ARTICULATION**

The station was designed to accommodate a bike repair shop. It expands on this diversity by offering more user dimension through retail, such as the market and restaurant, or services, such as the bike repair shop.

**CHARACTER**

Chosen is the most of a site and all that is worth. For example, pedestal or thresholds for terraced mountainous reach to the gods and thundering to their thunder. Myth has the form, program and form. The site which the station is very contrived but wide linear in nature. It is located along the University Avenue commercial corridor and adjoins the new Green Line Light Rail station along with multiple bus routes. In order to accommodate the station is true to the former line form and the site is designed to this line. The unique, obvious forms of commercial activity are present: retail spaces, offices, and services.

**LANDSCAPE**

Light is a source of illumination, a symbol for the divine and an energy consistently sought after in our transit hub design. Light largely influences the development of our program and spatial layout. Equipped with high, floor to ceiling windows, the station benefits from vast amounts of natural daylight. Flooding into the interior spaces, the light not only allows for passive heating in the winter, but it also illuminates deep into the interior spaces. Our program is a multi-purpose hub, with the most commonly used spaces being at the southern portion of our building with the less used spaces, mechanical etc., on the north wall.

**TEMPORAL RHYTHMS**

Time is directly affected by all conditions that natural world that are constantly changing, and the phenomenon which distinguishes place cannot be explained from these mysteries. Light, seasons, climate, and vegetation are all aspects of the external environment. The Midway Grill patio and the market’s breezeway.

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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. Webk Box and Repair Shop
14. Mechanical
15. Underground Parking Access

SECOND LEVEL
1. Open to Below
2. Greentime 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. Security
10. Mechanical

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

SUBGRADE PARKING 01
1. Short + Long Term Facility Parking
2. Market @ Midway Storage + Dropoff
3. Parking Access Ramp
4. Mechanical + Storage
5. Vehicle Parking Grids with 1 Handicap Accessible
6. Room for Motorbike Parking

SUBGRADE PARKING 02
1. Short + Long Term Facility Parking
2. Market @ Midway Storage + Dropoff
3. Parking Access Ramp
4. Mechanical + Storage

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
'Sunday North Pole' Display and Holiday Tree Sales
Neighborhood Winter Festival
Snowtire Bike Race

FALL
Farmers Market
Market is Open through Early Fall
Fountains Remain Active through Early Fall
Lounge and Patio Furniture
Standing Canopy Heaters around Furniture
Gardening Fairs
Street Performers
Food Carts
Bike Season Closes

SPRING
Lounge and Patio Furniture
Local School Art Shows
Standing Canopy Heaters around Furniture
Craft and Art Fairs
Market Opens to Outside in Late Spring
Bike Season Begins
Food Carts

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
- Transit Spaces
- Public Spaces
- Retail Spaces
- Market

TIME OF DAY
PERCENT FULL OCCUPANCY 0% 10% 25% 50% 75% 100%
ACTIVATED SPACES

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 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 the creation of a destination, however the specific purpose of our design is not entirely towards the transportation system itself, but to create a transportation portal for the neighborhood. It is a landing point for those intermodal origins and destinations; the location where people arrive via any mode of transit, while encouraging pedestrian and cycling activity. In designing the TOD, we have crafted a design that has been envisioned for Hamline-Midway. The design is sited with just this in mind; its proximity to schools, a neighborhood playground, and each space needs to be designed strategically to elevate the status of transit in the public eye and to create a transportation portal for the neighborhood. It is a launching platform for the neighborhood. It accommodates for users who may choose to arrive via any mode of transit, while being adapted to the existing roadway and traffic patterns. The TOD is created as an extension of the street life along University Avenue improves with the envisioned transportation and transit-oriented development. Our design provides a permeable shield to reduce noise pollution and value capture is about providing economic benefits for all of the actors in the planning building and growth of a TOD. Value benefits come in both the short and the long term, and different actors realize their benefits at different times. Though our focus has primarily been on design, it is important to consider the visibility of these benefits. We are optimistic that our design will provide a greater mix of housing types, retail options, and activity. By creating a place where people want to be, our site caters to users from all economic classes, geographic locations, and household types. The more enclosure a space has, the more comfortable a user will feel. The more a user has, the more they won’t function. Our design is scaled appropriately for its direction or purpose, yet it is not too small that it cannot handle the large, they won’t function. Our design is scaled appropriately for its direction or purpose, yet it is not too small that it cannot handle the large, they won’t function. Our design is scaled appropriately for its direction or purpose, yet it is not too small that it cannot handle the large, they won’t function. Our design is scaled appropriately for its direction or purpose, yet it is not too small that it cannot handle the large, they won’t function. Our design is scaled appropriately for its direction or purpose, yet it is not too small that it cannot handle the large, they won’t function.