

## Recommendation 4.20 (a-d)

### Harmon Place Improvements



*The community formed four teams to walk about the neighborhood and photo-document the critical issues in four focus areas, including Harmon Place (see photos above and below).*

*See the full Public Realm Discovery report, design alternatives, and Harmon Focus Group I & II Event*

*Records at*

*<http://www.loringpark.org>*



Harmon Place, running parallel to Hennepin one block to the south, was closed at Spruce Street and Tenth Street long ago, and is no longer a main street for auto show rooms. Four wide lanes of traffic remain in place, carrying among the lowest average daily traffic counts in downtown (2500 adt).

The 80' wide street can be reduced from four lanes to two lanes between MCTC (at Spruce Street) and the University of St Thomas (at Tenth Street), creating the opportunity to improve the four blocks in between campuses for biking, walking, additional parking, public art, greenery and sustainable improvements.

The community believes this public realm investment may encourage quality of life for residents, students, and encourage continued private investment in adaptive reuse and sensitive infill development, reactivating many of the tall historic shop-fronts.

To this end, the following pages include several guidelines intended to guide decisions regarding the design and implementation of a range of improvements desired by the community:

**a. Build on Existing Historic District Character & Recent Campus Investments** - Improvements on Harmon should support and complement the recent pedestrian-oriented design of the plaza and connecting walks at the Minneapolis Community and Technical College, the investments made near St Thomas, and the neighborhood's vision for built form and urban character set by the guidelines of the Harmon Place Historic District Design Guidelines.



Yale Place

Spruce St

13<sup>th</sup> St.

HARMON  
AVE

HENNEPIN  
AVE

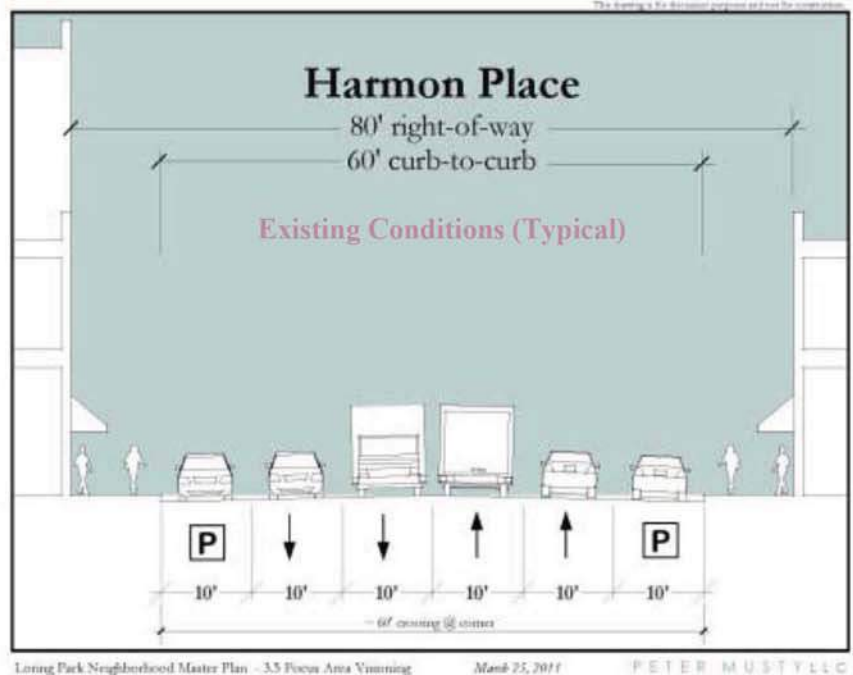
12<sup>th</sup> St.

11<sup>th</sup> St.

10<sup>th</sup> St.

- b. Harmon Place and Yale Place as Connectors** - Enhance Harmon Place and Yale Place in their role as a complementary pair of neighborhood local access streets by investing in pedestrian and bicycling environments that stretch from Loring Park and MCTC to St. Thomas University. The bicycle route across Loring Park is routed along the western side of the park, so Harmon Place should serve as a bicycle connection from the park to the north through the MCTC campus north to 10<sup>th</sup> Street. (See related Recommended Actions in Bicycling section.)
- c. Harmon Place Storefronts** – Invest in renewed streetscape in a manner that will support the viability of commercial businesses activating Harmon’s tall historic shop-front spaces.
- d. Harmon Place Streetscape Improvements** – Improve Harmon Place from MCTC to Tenth Street South to function as a traffic-calmed street that welcomes pedestrians and bicyclists, residents, office workers, and people traveling to Minneapolis Community and Technical College (MCTC). and St. Thomas University. Adhere to the following community supported

Figure 4B



guidelines when designing improvements along Harmon Place between Spruce Street and Tenth Street:

- i. **Two Lanes** - establish two 11-foot traffic lanes (reduced from the current four lanes)
- ii. **Bicycle Markings** - add bicycle designations in both directions such as sharrows or painted bike lanes (see 5.2 in *Bicycling*)
- iii. **Diagonal Parking** - add diagonal head-in or diagonal back-in parking on both sides
- iv. **Sidewalks** - retain or expand 10-foot sidewalks on both sides
- v. **Bicycle & Scooter Parking** - add bicycle and scooter parking on both sides of every block
- vi. **Corner Bump-Outs** - create corner bump-outs with clearly marked pedestrian crosswalks
- vii. **Greenery & Tree Canopy** - establish continuous greenery and tree canopy along the sidewalk on both sides, making Harmon Place into a continuous green corridor.
- viii. **Streetscape Character** - to further communicate the special and welcoming character of Harmon Place, public improvements should include visual cues such as light pole banners, public art, decorative pedestrian-scale lighting and greenery.
- ix. **Sustainability** - all improvements should be considered an opportunity to demonstrate advancements in sustainable streetscape design
- x. **Community Engagement** - formal efforts should continue to be made to engage students and community members in the development of ideas during the design process
- xi. **Design Standards** - comply with municipal and MSA design standards

The illustrations on the next page represent two design solutions (of more than seven) that were preferred by community members:

<http://www.loringpark.org>



*“...On Harmon...there should be some historic demarcation, perhaps with public art, with materials drawing on the show room heritage; look at ways to use steel that bring forth or emulate the era...” – Kim Havey, neighborhood resident, design & sustainability professional, & neighborhood volunteer – one of several ideas for Harmon recorded during one of ten key stakeholder interviews:*

<http://www.loringpark.org>

Figure 4C

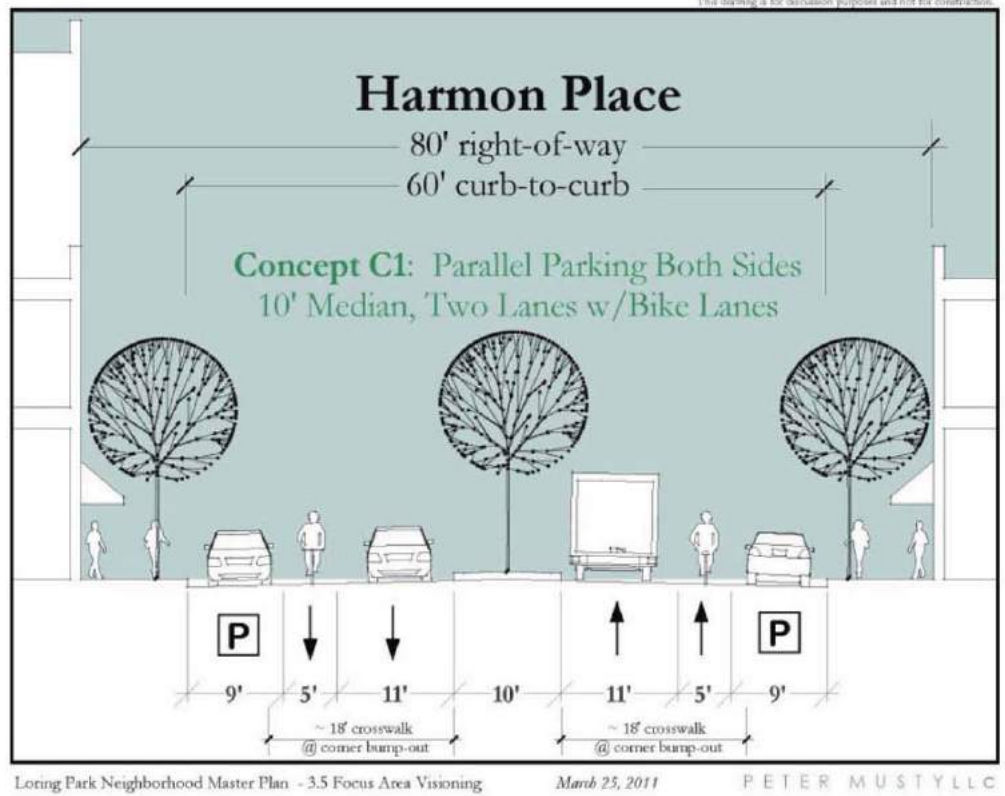


Figure 4D

