Timp Neighborhood Plan
Produced 2017-2018
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INTRODUCTION

The Timp Neighborhood Plan is a product of Community Development Staff, students from Brigham Young University, and a citizen advisory panel working together to envision the best possibilities for the neighborhood’s future. The Plan has been developed under the mandate established by Vision 2030 to create neighborhood specific plans and reflects the objectives of the Provo General Plan.

Today, the Timp neighborhood is the most walkable neighborhood in Provo. With this, the neighborhood emphasizes creating an inviting environment for residents with a diverse range of ages, income-levels, and backgrounds. The Timp neighborhood has protected the unique residential attributes that allow families and individuals to thrive in a close-knit environment while still enjoying the social and commercial benefits of walkability to downtown Provo and surrounding areas.

The Timp Neighborhood Plan is adopted as a supplement to the Provo City General Plan and as such reinforces and extends the goals and policies of the General Plan. Future development plans and improvements to the public realm must be consistent with both the General Plan and this Timp Neighborhood Plan.

A. BACKGROUND/HISTORY

The Timp neighborhood is located near some of the most historically significant sections of downtown. In the fall of 1850, early settlers converged upon what would later become downtown Provo. Though starting off small, downtown Provo and its surrounding areas, including the Timp neighborhood, quickly grew. Observing this, George A. Smith poignantly stated that, “considering the time it has been settled and the number of inhabitants, Utah is one of the most flourishing counties in the world.” (J. Marinus. Early History of Provo, Utah. J.M. Jensen, 1924.)

Historically, downtown Provo and its small surrounding neighborhoods were home to many local businesses including blacksmiths, lime kilns, and tailors, in addition to a local meat market. These small businesses spurred economic and population growth, and by 1852 over two hundred families lived within the City. Evidence of that growth and time period can be found in the number of historic landmarks and old homes in the Timp neighborhood.

Downtown Provo flourished in the 1950s and 1960s. Former Provo Mayor Lewis Billings recalled the bustling holiday season: “Clarks had carolers that would sing. There were horse-drawn carriages and chestnut carts...then Kress had to compete and came up with their own quartet, and they would try to out-sing each other. Downtown was a vital place.”

With economic activity shifting to malls in the 70s and 80s, the Timp neighborhood struggled when nearby shops were boarded up and abandoned. However, efforts to re-imagine downtown Provo as a culturally relevant community center began in the 1990s. Today, the Timp neighborhood is a residential oasis, bordered by thriving restaurants, retail, office space, schools, public parks, and recreational amenities.
INTRODUCTION

B. PURPOSE AND NEED

The Timp neighborhood has a variety of housing types. As redevelopment occurs, maintaining the existing balance of housing types, and their relationship to adjacent commercial uses is crucial. This plan looks to protect the neighborhood from arbitrary development projects that fail to respect the historic character of the neighborhood.

- Pedestrian and bicycle mobility and safety must be improved.
- Ongoing zoning enforcement strategies alone are insufficient to maintain a clean and appealing community.
- The current balance of multi- and single-family homes is being threatened.
- Neighborhood-scale gathering spaces are lacking.
- Pride-of-ownership within the neighborhood has room for improvement.

NEIGHBORHOOD PLAN GOALS

The goals and objectives for the Timp neighborhood reflect the needs of the area and are based on a set of guiding values that were defined by the Timp Advisory Committee and City staff. The subsequent pages will address the following goals by showing concepts, laying out specific objectives, and recommending courses of action. The guiding principles are as follows:

- Enhance mobility and connectivity for all modes of travel within the neighborhood.
- Define a vision for the neighborhood that promotes a safe and attractive environment for residents and visitors.
- Protect the historic land use context of the neighborhood.
- Enhance community by providing opportunities and places to gather.
- Rename the Timp neighborhood to become the Timpanogos neighborhood.

C. SCOPE

The Timp Neighborhood Plan is a mid-range district plan to supplement the Provo City General Plan and the Vision 2030 Plan. The physical boundaries of the planning area match the boundaries of the Timp neighborhood and include consideration of the interaction of adjacent neighborhoods as it affects the Timp neighborhood. The plan will include multiple functional areas. The topics to be covered in the plan include the following:

- Land Use
- Zoning
- Transportation
- Urban Design
- Historic Preservation
- Parks/Open Space

D. SUMMARY OF EXISTING PLANS

PIONEER NEIGHBORHOODS

The Pioneer Neighborhoods Plan from 2002 aims to:

- Increase street connectivity to encourage walking while creating streets that are safe for pedestrians.
- Increase home-ownership.
- Revitalize neighborhoods.
- Have a practical strategy to implement the plan.
- Reduce automobile use and traffic problems
- Attend to the social needs of the current and future residents.
INTRODUCTION

GENERAL PLAN

The General Plan establishes specific guiding principles for all of Provo as well as general goals applicable to the Timp neighborhood. These goals include:

» Increase homeowner occupancy in remaining one-family home structures to strengthen the neighborhood by having more permanent residents to support local central area schools and community efforts.

» Where possible, redevelop and restore current multi-family/apartment dwellings.

» Through zoning and enforcement, begin to eliminate illegal and substandard housing.

» Seek to increase owner occupancy in the many condominium units that have come to dominate the neighborhood as a primary source of individual ownership opportunities.

» Preserve and maintain remaining historic homes and study the feasibility of doing a historic designation survey in the Timp neighborhood.

» Enforce parking standards.

Additionally the General plan lists general policies for the Central Area Council which includes all pioneer neighborhoods and downtown. These policies focus on protection of the single family character of the pioneer neighborhoods and call for “responsible management of non-resident owned properties.”

DOWNTOWN MASTER PLAN

Adopted in 2012, The Downtown Master Plan was created as a supplement to the Provo City General Plan. Although the Downtown Master Plan does not include the entire Timp neighborhood within its geographic scope, the reflected values, goals, and policies outlined within this plan have a relative impact on the Timp neighborhood. Some of the recommendations of that plan as they pertain to the Timp neighborhood are:

» Review project proposals adjacent to Downtown to ensure compatible and complementary development.

» Encourage the development of commercial, office, and residential mixed-use along Freedom Boulevard.

» Utilize the Downtown development guidelines as a framework for appropriate building design.

» Foster safety and increase maintenance on public streets.

» Implement a network of pedestrian corridors and connections to promote walkability.

» Improve network connectivity to provide safe passage and amenities for all users.

» Encourage streets that reflect and reinforce each downtown districts sense of place.

VISION 2030

In 2010, Provo City staff worked with citizens to develop a vision statement for the community and to specify the core values of Provo. This process defined important goals for the City. Applicable goals for the Timp neighborhood include:

» Encourage a pedestrian friendly environment.

» Capitalize on local resources by creating social spaces (pocket parks, plazas, community gardens) within the neighborhood that draw people from their homes and encourage community interaction.

» When possible, encourage owner occupancy or long-term residency in the neighborhood by fostering a strong sense of ownership and place and by encouraging a healthy and balanced community for schools, businesses, religious congregations, and community organizations.

» Maintain and improve the physical appearance and beauty of the neighborhood by planting large, long-lived canopy trees, creating green spaces, and encouraging redevelopment of debilitated or unaesthetic properties.

» Help foster a strong sense of place in the neighborhood.

» Preserve structures with unique histories or architecture to help maintain the historical integrity of the neighborhood. Work to identify structures that possess a unique sense of place or were involved in important historical events.

» Ensure safe travel environment for all forms of transportation and encourage the modification of current street and sidewalk standards to promote pedestrian safety.

» Create walkable areas throughout the neighborhood that are attractive, provide adequate lighting, create a sense of safety, and possess appropriate crossings and social nodes.

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A. LAND USE

The land uses within the Timp neighborhood comprise a small, but diversified community, characterized by a block-by-block mix of both historic and new housing types with roughly 48% of the homes in the neighborhood having been built before 1970.

One of the unique strengths of the Timp neighborhood is this collection of diverse residential building types. The neighborhood contains a variety of single-family homes, duplexes, fourplexes, apartment and condominium buildings, and townhouses. To better understand the land uses within the area, the Current Land Uses map (Figure 2.3) highlights the fine-grained mix of land uses, especially when it comes to residential uses.

This fine-grained mix of land uses and building forms stands out as one of the most unique characteristics of the Timp neighborhood when compared to the other neighborhoods in Provo. While this mix may have a correlation to a high turnover rate, there are no studies that suggest a mix of housing would be the cause for transiency. In contrast, mixed housing types and densities within a tight geographic area have been shown to meet critical needs for a community and provide one of the highest factors which contribute to healthy, walkable communities.

According to the Partnership for Sustainable Communities, diversity in housing stock promotes sustainable development patterns that have “equitable, affordable housing for people of all ages, incomes, races and ethnicities.”

While primarily residential, there are small pockets of land under commercial use found within the neighborhood. Most of the commercial uses have repurposed older homes that run along the busy arterials, although a few are found in interior blocks as well. The commercial uses along Freedom Boulevard are the most intense, which is reflective of the downtown zoning and highlighted in the Downtown Master Plan. These properties fronting Freedom Boulevard serve as a critical transition from the more urban core to the residential aspect of the Timp neighborhood.
EXISTING CHARACTERISTICS

B. STRUCTURES/FORM

SINGLE-FAMILY HOMES
Single-family homes make up the majority of the neighborhood. Originally built with the intent of housing one family, over the years many have been converted into duplexes, triplexes and fourplexes. The design and aesthetics of single-family homes vary throughout the area based on when they were built. Several of the homes in the area are considered to be of historical importance and many are on the city landmark and national historic registers.

DUPLEXES, 3-4 PLEXES, AND TOWNHOMES
Purpose-built duplexes, 3-4 plexes, and townhomes make up a small percentage of the structures in the Timp neighborhood. They are both owner-occupied and wholly-rented (absentee landlord). More common, is the conversion of single-family detached homes into multi-unit buildings as noted above. While this conversion maintains the single-family building form, other external factors can contribute to a loss of other characteristics of a single-family dwelling, such as larger parking areas to accommodate the additional units.

APARTMENTS
Apartment buildings are a prevalent land use scattered throughout the neighborhood and found on nearly every block. Size and character range from large, half-block complexes to small, single-parcel developments. The buildings typically date from early to late 20th century and many are showing significant signs of age.

With the creation of the Downtown Zone in 2010, some interest has been shown for new apartment development on the east side of the neighborhood. Most recently, the 2014 construction of the Aspen Cove Condominiums at the corner of 300 West and 500 North has added new residential opportunities.
COMMERCIAL
The majority of commercial properties in the Timp neighborhood are on its periphery, almost exclusively bordering Freedom Boulevard. They include locations such as the Smith’s Fuel Center, Mountainland Head Start, and the Five Sushi Brothers, together with the new commercial development under construction in 2017/2018.

Along 500 West, some of the existing single-family homes have been repurposed for commercial use. This repurposing has allowed properties to remain viable and well-kept while preserving the character of the internal neighborhood through building form. The commercial reuse of these buildings provides a successful way to transition to the busier arterial road.

C. DEMOGRAPHICS
The following demographic information, extracted from the 2010 U.S. Census Block data has been compiled and analyzed to provide some important demographic characteristics of the existing neighborhood. The information provides valuable insight to aid in formulating some of the recommendations found in this plan and future planning efforts.

HOUSEHOLDS
As of 2010, the census tract encompassing the Timp neighborhood contained 1,660 housing units. 1,137, or 68.5% of these units are found in apartment structures housing five or more units while single-family homes, whether attached or detached, makeup roughly 18% of the total. The remaining housing mix is spread evenly between two, three, and four unit multi-family structures.

OCCUPANCY AND TENURE
As of 2010, the 5.2% vacancy rate for the Timp neighborhood is reflective of the average in Provo as a whole. Of the homes polled in the census, 91% were renter-occupied, while only 8.8% were owner-occupied. Since this census tract includes a large area north of the neighborhood, containing a number of apartment buildings and few single-family homes, it is likely the percentages for the neighborhood are potentially more in balance than the data suggests. Of note is the average household size of owners and renters, both about 2.5 persons, suggesting that the propensity for long-term residency could be affected more by home and unit size than by ownership.

HOUSING VALUE
Of the units polled in the 2010 U.S. Census, there was an estimate of 139 owner-occupied units. Of these 139 units, 55.4% of them were valued between $100,000 to $149,999, 20.9% of them were valued between $150,000 to $199,999, and 23.7% of them were valued between $200,000 to $299,999. The Timp neighborhood maintains an affordable median housing value of $129,200 which is below the $204,700 median housing value for Provo.

D. CHARACTER AND ENVIRONMENT
The identity, or character, of a neighborhood is important to its residents and how others perceive it. Neighborhoods with good character offer people a sense of place and a reason to stay and engage in the community. The residents of the Timp neighborhood take pride in its history and enjoy its proximity to transportation, downtown, and other Provo City amenities. However, there are concerns that the historic character is being overlooked. This section will address those concerns, and describe opportunities that the existing environment provides to preserve local history while potentially enhancing the neighborhood.

PHYSICAL ENVIRONMENT
Both current residents and visitors alike cherish the Timp neighborhood for its historic buildings, but with that comes some old infrastructure and unkempt properties. Many of the homes have a rich past or unique architectural style, but have suffered from a lack of maintenance.

In addition to its historic nature, the Timp neighborhood is extremely walkable and features a number of trees along its sidewalks and streets that add shade and beauty to the area. However, some roads and gutters within the neighborhood are not graded properly. This leads to safety and aesthetic issues, especially at intersections. Antiquated drainage systems are hazardous, collecting leaves, dirt, and mud, and making them very difficult to maintain. In addition, the open gutter system makes bicycling and vehicle parking problematic and dangerous.

CONCERNS
Safety is a repeated concern shared by Timp residents, specifically across the arterials and collector streets bordering the neighborhood. For example, crossing 500 West from the neighborhood can be unsafe because of the speed of traffic and significant crossing distance. The Utah Department of Transportation is currently planning to...
remove an existing underground crossing. As such, it will be important that an alternative method of safely crossing 500 West is implemented.

Similar conflicts exist along 500 North where automobile and pedestrian traffic converge near the Recreation Center and North Park. Existing crosswalks seem to do little to slow traffic. At Freedom Boulevard, crosswalks are completely lacking, creating an immense barrier to residents looking to cross to access the Smith’s grocery store.

Other issues of concern for local residents include identifying and preserving historical homes, the lack of maintenance of some properties, and the aging infrastructure within the public realm.

OPPORTUNITIES

Although the Timp neighborhood is highly walkable, there is always room to increase accessibility and safety for all modes of non-powered transport. A range of infrastructure improvements can further the walkability of the neighborhood, such as enhanced design of crosswalks or bulb-outs.

Another key step moving forward will be to preserve the historic nature of the neighborhood while allowing for new, positive growth of compatible developments. Developing quality design standards for new development that respect the history of existing buildings will increase the character of the neighborhood.
The future land use recommendations below have been produced by studying existing land uses, observing building trends, and understanding the needs of the area. Staff combined this information with the stated desires of the neighborhood advisory committee to create a vision for the future of Timp.

The recommended changes are meant to be a guide, much like the General Plan, for future zone changes and project proposals. The goal of the future land use chapter is to create viable opportunities for redevelopment within the Timp neighborhood while maintaining a healthy diversity of housing types and uses within the neighborhood, and respecting its historical significance. Increasing the walkable nature of the neighborhood with accessible destinations and amenities will enhance the appeal of the Timp neighborhood.

**A. RESIDENTIAL**

**RESIDENTIAL CONSERVATION (RC)**

The RC zone was established by Provo City in 2002 as a means of protecting areas where multi-family housing was significantly encroaching on traditionally single family areas. The zone allows existing housing types and densities to be retained, even if the structures were completely replaced and reconfigured, but no density increases are permitted.

When the zone was initially established, it was intended to be temporary. As new, more compatible zoning parameters are written, this zone would be replaced. However, the unique, fine-grained mix of housing types in the Timp neighborhood has proved difficult to reflect in new zoning. With the neighborhood’s desire to maintain this unique balance, this plan recommends that the RC zone be amended to become more permanent in nature. In order to achieve the other goals established by the neighborhood, it would be necessary that the amended zone include additional design regulations.

Redevelopment projects requiring a zone change from RC should be reviewed on a case-by-case basis for compatibility to the other goals outlined within this plan.

**POCKET NEIGHBORHOODS**

Pocket neighborhoods are one redevelopment option for the Timp neighborhood that can increase single family housing options and provide for more intimate gathering spaces, two of the goals identified by the neighborhood as important. Many large parcels with aging buildings can be assembled and turned into groups of homes with a common yard.

**CARRIAGE HOUSES**

Carriage houses are accessory apartments typically built above a detached garage serving a main unit. Utilizing this housing option may provide a similar opportunity for encouraging investment and increasing housing stock in the area without drastically affecting the perceived density of the single-family areas.

**LOW DENSITY RESIDENTIAL (LDR)**

The LDR zone can work as a transition between the more intense commercial and high-density land uses allowed by the Downtown zones bordering the neighborhood. While this plan does not specifically recommend areas where LDR zoning is encouraged, appropriate, well-designed projects should be considered near the borders of the neighborhood when it provides this transitional benefit and furthers the goals of respecting the character of the adjacent land uses.

**MULTI-FAMILY HOUSING**

The existing multi-family housing throughout the neighborhood is quickly aging. As these properties become more difficult to maintain, the City should identify ways to encourage renovation or redevelopment of these properties in a way that still respects the character of the neighborhood. Recently, two large redevelopment projects have occurred on the periphery of the neighborhood that provide good examples of this desire.
B. COMMERCIAL

Most of the properties fronting 500 West are either higher density residential apartments or commercial in use. Some of those commercial uses are occurring in repurposed homes. Rather than focusing on the use operating within the structure, the neighborhood committee has specifically identified the few remaining homes as important elements to meeting the expressed goal of respecting the historic character of the neighborhood. While dilapidated commercial or multi-family structures could be raised in favor of new development, the protection of the historic-eligible homes should be a priority. Allowing potential land use changes to commercial, professional office, or neighborhood-scale mixed-use is acceptable as long as the important structures are protected. See the Historic Resources section on this plan for further information.

Other commercial properties fall under the General Downtown (DT1) zone and seek to be complementary to the more intensive Downtown Core (DT2) zone. This zone provides an opportunity for redevelopment in the area with strict design guidelines and transitional standards which serve to protect the neighboring residential areas. Any additional redevelopment or improvement should be compatible with the fabric of the neighborhood while modernizing and reinvigorating outdated or dilapidated commercial properties.

C. OPEN SPACE

COMMUNITY GATHERING SPACES

While the Timp neighborhood is situated near two city parks - North Park to the north and Pioneer Park to the south - small-scale, intimate gathering spaces are lacking.

The City should pursue identifying, funding, and acquiring vacant parcels in the downtown neighborhoods that could easily be converted to a small neighborhood park or plaza. The vacant lot at the intersection of 300 North and 300 West has been suggested by neighborhood residents as a possible location for such a space.
D. GOALS AND OBJECTIVES

1. Utilize the General Plan to foster preferred land uses in the Timp neighborhood.
   a. Update the General Plan to be consistent with the future land use plan.

2. Require that all future development complies with the future land use plan.
   a. Determine which zones are inconsistent with the proposed land use plan.
   b. Amend the Residential Conservation Zone to implement the proposed land uses.
   c. Amend current street standards to accommodate flexible and innovative design solutions to highlight these areas as important public spaces.
   d. Provide appropriate buffers between commercial, multi-family residential, and less-intensive one- and two-family residential uses.

3. Find new opportunities for open space within the Timp neighborhood.
   a. Assess opportunities for different open spaces in strategic locations as described in the future land use plan.

4. Coordinate surrounding neighborhood plans to be complementary to the Timp future land use plan.
   a. Review proposed projects and zone changes adjacent to the Timp neighborhood in relation to the Timp land use plan.
SAFETY

Safety is a main concern of the neighborhood, particularly for young children and elderly residents. Residents would like to see a change in driving culture to value the safety of pedestrians and other non-motorized transportation options.

The traditional street network established by the Mormon Pioneers included accommodations for multiple uses. Pavement was placed only where the vehicle wheels traveled, and the remainder was left unpaved with greenspace and pedestrian paths. Since that time, and the proliferation of the automobile, the focus of street design has changed to wide pavement sections designed for the sole purpose of moving vehicles through them as quickly as possible.

This change in priority has resulted in streets that are less friendly, less accommodating, and less safe for a pedestrian. The Timp neighborhood is sensitive to this change and seeks to improve the transportation environment to offer safety and accessibility for all modes of transportation, starting with the most vulnerable pedestrian. There is no single solution for this issue, but rather a collection of tools is necessary to reclaim the character of the Timp neighborhood's valuable street network.

TRAFFIC CALMING

The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Possible traffic calming features to consider for the Timp neighborhood are:

- Bulb-outs to reduce vehicle speed and decrease pedestrian crossing distance
- Narrowing vehicle travel lanes
- Generous landscape parkstrips
- Vertical grade change at high conflict intersections

Studies have shown that traffic calming measures help cyclists and drivers be more cautious and adopt safer habits, significantly decreasing the chance of crashes. According to the US Department of Transportation's website, safety and operational benefits for vehicles and pedestrians include: reducing rear-end and sideswipe crashes, improving speed limit compliance, and decreasing crash severity when crashes do occur.

LIGHTING

Existing street lighting within the Timp neighborhood has been traditionally designed to meet vehicular safety requirements. Considering the high concentration of pedestrian activity, opportunities to improve the lighting should be discussed.

A well-lit neighborhood will provide a safe and inviting environment for pedestrians in the Timp neighborhood. This means providing ample pedestrian scale lighting in addition to the street lights that already exist throughout the neighborhood. The style of lighting should be harmonious with the character of the Timp neighborhood.

SIDEWALK CONDITION

The existing sidewalk network has little in the way of functional gaps within the neighborhood. However, the deteriorating condition and narrow widths provide functional and safety challenges for users. As development or redevelopment occurs, these sidewalks would be required to be improved to the current city standard of six feet.

While replacement of sidewalks may occur through time by development activity, relying on developers to achieve the needed repairs and desired increase in width is not a realistic approach. The City should consistently seek funds to upgrade the sidewalk network in a strategic and timely manner.

PEDESTRIAN CROSSINGS

With close proximity to valuable assets surrounding the periphery of the neighborhood, access to those destinations is a high priority for the neighborhood. Ensuring that pedestrian crossing are designed with safety in mind is critical to the success of the pedestrian network.

Of note, the neighborhood has expressed immediate concern at the intersections of 300 North crossing both 500 West and Freedom Boulevard, and the 300 West and 400 West crossings of 500 North. Residents have expressed a desire to improve the safety of these specific intersections through appropriately-designed, pedestrian-priority solutions and neighborhood involvement. In response, UDOT has proposed a HAWK signal at 300 North crossing 500 West. Residents have requested that the City consider a similar improved pedestrian crossing at 300 North crossing Freedom Boulevard.
B. WALKABILITY

Walkability can be defined as “the extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying or spending time in an area” (Walkability Scoping Paper, Steve Abley). Timp has the highest walk score of all Provo neighborhoods at an impressive 88/100. One reason for the high walk score is the proliferation of amenities within a ten minute travel by foot.

Walkability matters to the neighborhood and to the city for many reasons. Walkable areas create a stronger sense of community as neighbors interact while they travel, and reduce demand on valuable city resources. Areas with high bicycle and pedestrian activity have been shown to improve the health of residents and reduce chronic illnesses.

CONNECTIVITY

Connectivity is critical to walkability. Connectivity includes the transportation network within the neighborhood as well as access to destinations outside of the neighborhood. Nearby destinations and ease of access are key components to a walkable neighborhood.

The most notable destinations near the Timp neighborhood include the Provo Recreation Center and North Park, Smith’s Food and Drug Store, Provo Library, Pioneer Park, Brigham Young University, Timpanogos Elementary and Dixon Middle schools, and a multitude of retail and commercial opportunities in downtown Provo.

C. DESIGN GUIDELINES

BUILDING DESIGN

Provo City currently has a set of design standards and guidelines for residential development. Additionally, each zone has specific regulations for the placement and scale of buildings. However, these two standards together still lack the design tools needed to protect the character of the Timp neighborhood. The quality of architecture, site design, and relationship of structures to the surrounding built environment in the Timp neighborhood are important to respecting the neighborhood’s historic and diverse atmosphere.

The need for more robust design guidelines in the Pioneer Neighborhoods has been a reoccurring theme. As part of the suggested amendments to the Residential Conservation (RC) Zone previously discussed, the amendments should be restructured in a way that will allow for remodeling or reconstruction of existing dwellings but respect the historic nature and design fabric of the Pioneer Neighborhoods. New or revised guidelines should address the following:

» Building Location
» Building Mass and Scale
» Building Forms
» Building Materials
» Open Space and Landscaping
» Building Style

LANDSCAPING

The tree network in the Timp neighborhood is one of its best aspects. As new pedestrian paths are installed and projects are built, trees should be a continued point of emphasis. Careful attention should be made to preserve existing, healthy trees wherever feasible. Replacing old trees and adding new trees as visual relief on new projects, and creating green pedestrian ways will enhance the beauty of the neighborhood and help reduce the heat-island effect that plagues more urban areas.

In addition to trees, water-wise landscaping treatments could be added to parkstrips using street drainage and grey watering systems to promote low-impact, more sustainable engineering solutions. This element can add more greenspace to the neighborhood, while reducing impervious surfaces and conserving city resources.
STREET ART
Encouragement of street art and art projects will invite residents to make the neighborhood their own, while still maintaining its current character. The use of street art and activities, such as poetry readings or artist spotlights, can be one way to create positive interactions within the neighborhood. The neighborhood should look for opportunities to solicit art installations throughout the neighborhood that establish memorable landmarks for future generations. The City should review policies that inadvertently discourage positive neighborhood interactions and make adjustments that allow creative opportunities.

D. STREET DESIGN AND CIRCULATION
In a survey conducted of Timp neighborhood residents, no respondents reported driving an automobile as the exclusive mode of transportation. Residents instead use alternative forms of transportation including walking, cycling, and public transit. As such it is important that measures are taken to make the neighborhood easily traveled by all modes of transportation by including safety measures such as, improving the condition of sidewalks (width and maintenance), increasing pedestrian scale lighting, and improving street crossings through bulb-outs and reduced turn radii to allow safer travel by all users.

The streets are in fairly good order, although the deep irrigation gutters are now obsolete and should be replaced as road improvements or high-impact maintenance is done. The City should look for ways to include replacement of these systems during Capital Improvement Plan reviews. Such rebuilds should include a comprehensive review of the character of the street and its contribution to the neighborhood goals.

BICYCLE AND PEDESTRIAN FACILITIES
The Bicycle Master Plan identifies a lack in connectivity between the various bikeways throughout the city. By evaluating these existing bikeways and identifying gaps in the existing bikeway network and pedestrian connections, Provo City can prioritize and implement future projects.

Deteriorating sidewalks should continue to be fixed to ensure safety and ease of travel for pedestrians. In many instances, widening the traditional four foot sidewalk to six feet further promotes safety and interaction with one another as pedestrian activity increases.

Focus on improving safety for these two modes within the Timp neighborhood has an auxiliary benefit of improving potential for transit ridership. Studies have shown that improved access to transit stops results directly to increased utilization.
500 North

500 North is used daily by those who walk and bike to Timpanogos Elementary, the Recreation Center, North Park, and the library. With the street also serving a significant number of vehicle trips, the interactions between the various modes lack appropriate safety measures, particularly in conflict areas, such as crossings.

In July 2017, a state-funded neighborhood experiment project named “Re-Imagine 500 North” took place. Volunteers from around the city applied temporary paint, hay bales, and signage along 500 North from 500 West to Freedom Boulevard to temporarily simulate a street with multi-modal design in mind. The focus of the project was to demonstrate creative solutions that improve the safety of pedestrians and bicyclists without compromising vehicular flow. The complete project included two brightly painted crosswalks to draw drivers’ attention to pedestrian crossings, a mural in the middle of the intersection to simulate a raised intersection, and simulated bulb-outs. Finally, on-street parking was removed in favor of a painted buffered bike lane, a change that the city kept when a repaving project was completed a few days later.

The majority of feedback received about the temporary improvements has been positive, many of those desiring more permanent solutions, including bulb-outs and raised crosswalks specifically, to improve safety for those desiring to cross 500 North as they travel from North Park and the Recreation Center to the neighborhood. According to research done by the National Association of City Transportation Officials, raised intersections encourage appropriate motorist behavior for streets designed with an 85th-percentile speed ranging 25-40 mph and have been found to be appropriate on “collector streets and/or transit and emergency response routes” without risking other safety factors.

300 West

The current Bicycle Master Plan identifies 300 West as an appropriate bicycle corridor. This addition to the network could provide an ideal, low-stress corridor serving pedestrian and bicycle needs from the Recreation Center at 500 North, through downtown Provo, and ending at the Amtrak station at 600 South. East-West branches from this corridor could eventually establish a well-connected non-motorized network serving the majority of key access points throughout Provo.

Initially, low-cost interim solutions can be implemented to establish the corridor without requiring expensive reconstruction of the asphalt and gutters. Such measures can include paint, signage and flexible guide posts. The above image was created in coordination with the neighborhood committee to represent one of many possible eventual reconstruction strategies.

At such time that the Bicycle Master Plan is updated, residents would like the City further refine the concept of a bicycle/pedestrian corridor, taking into account the safety for all modes of transportation and the potential of incorporating innovative, low-impact development stormwater features that could bring even greater benefit to the project.
500 WEST

The Provo City General Plan currently identifies 500 West as a future design corridor. As such, a careful balance will need to be considered between the multitude of uses the street serves and the functional and aesthetic impacts that result. Although the right-of-way is controlled by the Utah Department of Transportation (UDOT), the City has a heavy interest in the impact of the street. Coordination between all stakeholders should occur as part of any improvement proposals to this corridor.

Due to the heavy vehicular use, pedestrian and bicycle crossings are difficult. This is especially concerning with Timpanogos Elementary School being divided from the neighborhood by this heavily used road. UDOT is currently engaged in the design process to reconstruct 500 West. Improvements being made by UDOT include reducing the curb radius to discourage high-speed right turns, improving crossings at the signalized intersections, and improving intermediate crossing locations.

FREEDOM BOULEVARD

Serving as the eastern border of the neighborhood, Freedom Boulevard could be greatly improved for pedestrian and bicycle comfort. In addition to the bike lanes already identified in the Bicycle Master Plan, increasing sidewalk width, adding pedestrian-scale lighting, and providing landscape parkstrips would all greatly improve the character and experience of Freedom Boulevard.

As a corridor ripe for high-intensity downtown redevelopment projects, the character of this street will have a direct impact on the economic viability of retail and other commercial uses as they are established.

E. GOALS AND OBJECTIVES

1. Create aesthetically pleasing local streets that serve as enjoyable public spaces.
   a. Create a street furnishings location plan.
   b. Develop an improvement plan for phased installation and upgrade of street furnishings.
   c. Coordinate with developers to install landscaped public spaces.
   d. Replace deep irrigation gutters with standards gutters or LID where feasible.
   e. Maintain and increase presence of street tree canopy.

2. Create a neighborhood where diverse building types and styles harmoniously coexist.
   a. Review and update the Residential Design Standards and Guidelines.
   b. Ensure that the design guidelines will result in buildings with innovative, high quality architecture that engages the street in a manner appropriate to the evolving urban character of the district.

3. Provide a safe, well-maintained pedestrian network throughout the neighborhood.
   a. Implement traffic calming measures at locations of conflict between travel modes.
   b. Implement improved pedestrian crossings at key corridors by reducing crossing distances and increasing pedestrian visibility.
   c. Install pedestrian scale street lighting.
   d. Develop a regular maintenance plan for street crossings, sidewalks, and other pedestrian amenities.
   e. Install bulb-out curb extensions on all intersections, where possible.

4. Improve the ability for the neighborhood to be more easily traveled by bicycle.
   a. Install dedicated bike lanes on arterial and collector border streets.
   b. Establish the potential for a protected bicycle path from the Provo City Library to Paul Ream Wilderness Park, connecting with the Provo River Trail.
   c. Implement specific improvements on high-priority streets including 500 West, 500 North, Freedom Boulevard, and 300 West.
# A. IDENTIFICATION

## EXISTING LANDMARK DESIGNATIONS

Six sites in the Timp neighborhood are currently listed in the Provo Historic Landmark Register and/or the National Register of Historic Places. Many other sites have been determined to be eligible for listing in the National Register through previous surveys. The Provo Historic Landmark Register recognizes significant historic properties, providing incentives for their preservation, and providing standards and regulations for their protection. Listed sites are protected from demolition, and any work on or alteration of their exterior appearance requires approval by the Landmarks Commission.

While the number of Landmark Register listed sites in the neighborhood is small, each of the six sites exhibits a high level of significance, and four are highly unique examples of their style or period.

The first, the Edward W. Clark home located at 310 North 500 West and built circa 1854, was one of the first homes constructed after the settlers of Provo moved out of the fort in 1852-1853. This structure is one of the oldest pioneer buildings in Utah. The original section of this adobe home was documented on this site in 1854. In terms of its form, size, plan, and detailing, the home is representative of better homes of the 1850s and 60s. Thomas N. Taylor, one of Provo’s most prominent citizens at the turn of the century, purchased the home in 1898.

The second, the William Roberts House built about 1875, is architecturally significant as one of about fourteen early two-story vernacular houses in Provo. This house is a one-of-a-kind example among those early houses. It is the best preserved example in Provo of a house that displays the traditional form and Greek Revival-detailing of the pioneer period while reflecting the increased verticality of the early Victorian influence in Utah. As a transitional building between the pioneer period and the peak period of Victorian influence in Provo, the Roberts House is the best-preserved extant example.
The third site, the George Taylor Jr. house, is one of Provo’s oldest structures still standing. George Taylor, Jr. built this house in 1885 for his future wife, Sarah Elizabeth Thomas, whom he married in 1884 in Manti. This house offers an important example of the cross-wing house type in Utah. The house also portrays a style reminiscent of the Gothic Revival as evidenced by the laced porch and high-arched windows. The two elements, and the unusual craftsmanship of this home, make the Taylor House one of the best examples of the cross-wing plan in the State.

The fourth, built about 1885, is the Charles Davies House at 388 West 300 North. The house is a significant example of late nineteenth-century vernacular architecture. It is the only example of a double-gable H-plan type house in Provo, and its distinctive Victorian bay windows make it one of the best examples of such houses in the state. The double-gable H-plan is a late nineteenth-century transformation of the Greek Revival inspired “temple-form” house type.

**B. PROTECTION**

**SURVEY UPDATE**

There are a number of historic resources within the neighborhood that are not designated or listed in any register and are therefore not protected. An updated reconnaissance-level survey should be conducted to identify the current state of historic sites in the neighborhood. This updated survey would provide the data necessary to prioritize the nomination of additional sites to the Provo Landmarks Register. Steps should then be taken to educate the neighborhood and the public about historic sites and the process of landmark nomination.

**DESIGN REGULATION**

In addition to new landmark designations, design regulation within the Timp neighborhood will be a highly effective way to protect and preserve its historic character. Appropriate design standards will regulate the treatment of existing buildings, as well as the design of new construction and landscape elements including street trees that are integral character defining features of the neighborhood. Design regulation will maintain and improve the areas surrounding these historic homes, encouraging homeowners to renovate and preserve historic properties throughout the neighborhood. After the loss of the historic St. Francis Church and the near loss of the George Taylor Jr. House, the neighborhood seeks to ensure strict adherence to design regulations and zoning laws in order to protect historic sites.

**RECOGNITION**

The only way for the community to fully appreciate the historic value of the neighborhood is to effectively communicate the historical significance of its sites. Some of the homes have plaques in place while others remain unmarked. The inclusion of more interpretive plaques throughout the neighborhood and near historic homes will contribute to the Timp neighborhood by connecting current residents to those who came before. Plaques should be specific to the Timp neighborhood and designed to provide the public with insight into the rich history of the area while remaining unobtrusive to residents. Through the implementation and creation of plaques, increased understanding of the neighborhood’s historic significance will in turn build appreciation of the historic homes and sites, leading to greater desire to preserve and protect these sites.

**C. GOALS AND OBJECTIVES**

1. Update the reconnaissance-level survey to identify the current state of historic sites in the neighborhood.
2. Adopt design standards that will regulate the treatment of existing buildings, the design of new construction, and landscape elements including street trees that are integral character defining features of the neighborhood.
3. Educate residents and visitors about the historic locations and homes in the neighborhood by placing plaques at those homes and sites.
4. Preserve the historic nature of the neighborhood by maintaining the upkeep of historic homes and sites.
A. PROCESS

This document is a guide for future development for a specific area. It should be added to regulatory checklists to ensure plans incorporate the ideas in this document and help achieve the vision laid out within its pages. Funding for the plans in this document can be achieved through the following means.

B. RESOURCES

CAPITAL IMPROVEMENT PLAN (CIP)

It is intended that a proposed series of improvements be included in the city’s Five-year Capital Improvement Plan during future budget meetings in order to allocate funding for improvements within the neighborhood. This plan helps the City to know what funding is needed in the future and to encourage budget for these proposed changes.

INCENTIVES

In addition to City budgets, creating an impact-free zone or implementing tax break plans to encourage development within the Timp neighborhood can help fulfill the plans in this document.

- An Impact Fee Reduction Zone dismisses some costs associated with developing and may persuade developers to create the projects that the neighborhood wants to see.
- Tax Increment Financing is another way to reduce costs by subsidizing desired projects. This can be done by offsetting initial development costs.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

Neighborhood public improvements which provide public services and/or economic development that benefit low- and moderate-income families and individuals may be eligible to receive grant funding to fulfill desirable projects.

OTHER FUNDING SOURCES

Funding programs and grants area available from federal, regional, and state agencies, as well as from philanthropic and non-governmental agencies to assist cities in the implementation of approved projects. The City should seek to engage in cooperative efforts with these groups whenever possible.

C. PROSPERITY

To ensure that the Neighborhood Plan continues to be a guiding document in City planning, it is important to make it widely available and visible to City Administrators and the public. This document should be available on the City website and at the front counter of City offices.

D. IMPLEMENTATION SCHEDULE

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<thead>
<tr>
<th>Phase Priority</th>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
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<td>Urban Design</td>
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