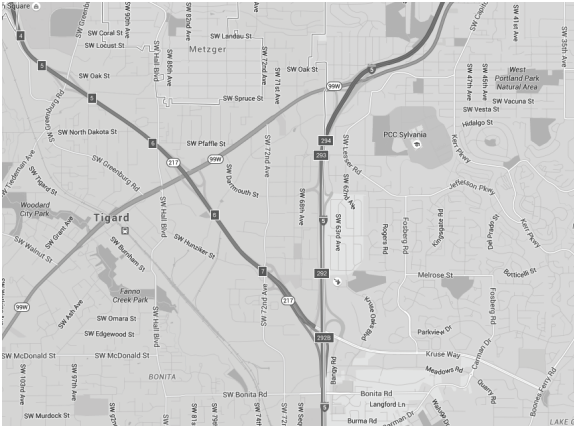




## STATE OF PLACE

## INDEX & PROFILE REPORT

### PROJECT AREA



Tigard Triangle

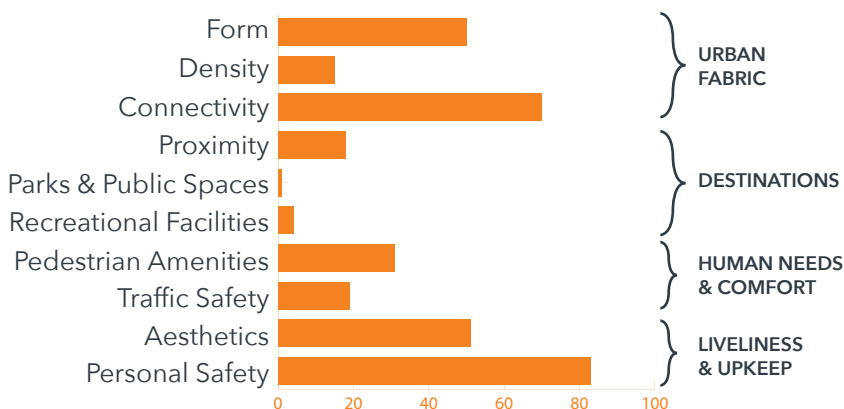
The State of Place Index & Profile, together, provide a quantitative assessment of existing walkability, which facilitates an objective assessment of built environment assets and needs, highlights urban design features to be targeted for potential redevelopment/intervention, and (when a whole neighborhood is assessed) indicates which blocks or set of blocks need the most TLC. It lays the groundwork for more data-driven, evidence-based urban design, planning, and development.

### STATE OF PLACE INDEX



The State of Place Index is a walkability and place-making score from 0-100. It is based on 286 built environment features – like sidewalks, benches, street trees, and land uses – that we collect block by block. It indicates how walkable – convenient, safe, pleasurable, and livable – a block, group of blocks, or neighborhood is.

### STATE OF PLACE PROFILE






The State of Place Profile breaks down the State of Place Index into ten urban design “dimensions” empirically known to impact people’s perceptions of walkability and quality of place (e.g. Density, Pedestrian Amenities, Traffic Safety, etc.).



## STATE OF PLACE

## PROFILE DESCRIPTION

### URBAN FABRIC

		
<b>Form</b>	<b>Density</b>	<b>Connectivity</b>
Streetscape continuity and enclosure (e.g. setbacks, street width, building heights)	Building compactness and height	Ease of access; lack of pedestrian barriers (e.g. six lane roads)



### DESTINATIONS

		
<b>Proximity</b>	<b>Parks &amp; Public Spaces</b>	<b>Recreational Facilities</b>
Diversity of land-use mix	Presence, quality and access to hard and softscape public space	Presence of outdoor and indoor physical activity facilities

### HUMAN NEEDS & COMFORT

	
<b>Pedestrian Amenities</b>	<b>Traffic Safety</b>
Features that make it comfortable for pedestrians and bicyclists (sidewalks, seating, etc.)	Quality and safety of the intersection; traffic calming features

### LIVELINESS & UPKEEP

	
<b>Aesthetics</b>	<b>Personal Safety</b>
Urban design features that make places dynamic and inviting	Features that influence perception of safety (graffiti, litter, broken windows, etc.)

To find out what features affected the score, contact: [mariela@stateofplace.co](mailto:mariela@stateofplace.co)





## State of Place Index Map

The State of Place Index Heat Map shows the distribution of scores for all blocks within the Tigard Triangle. The scores are divided into five levels of walkability and place quality, where 100 represents the highest observed score relative to our existing State of Place database, and 0 represents the lowest observed score.

### State of Place Index

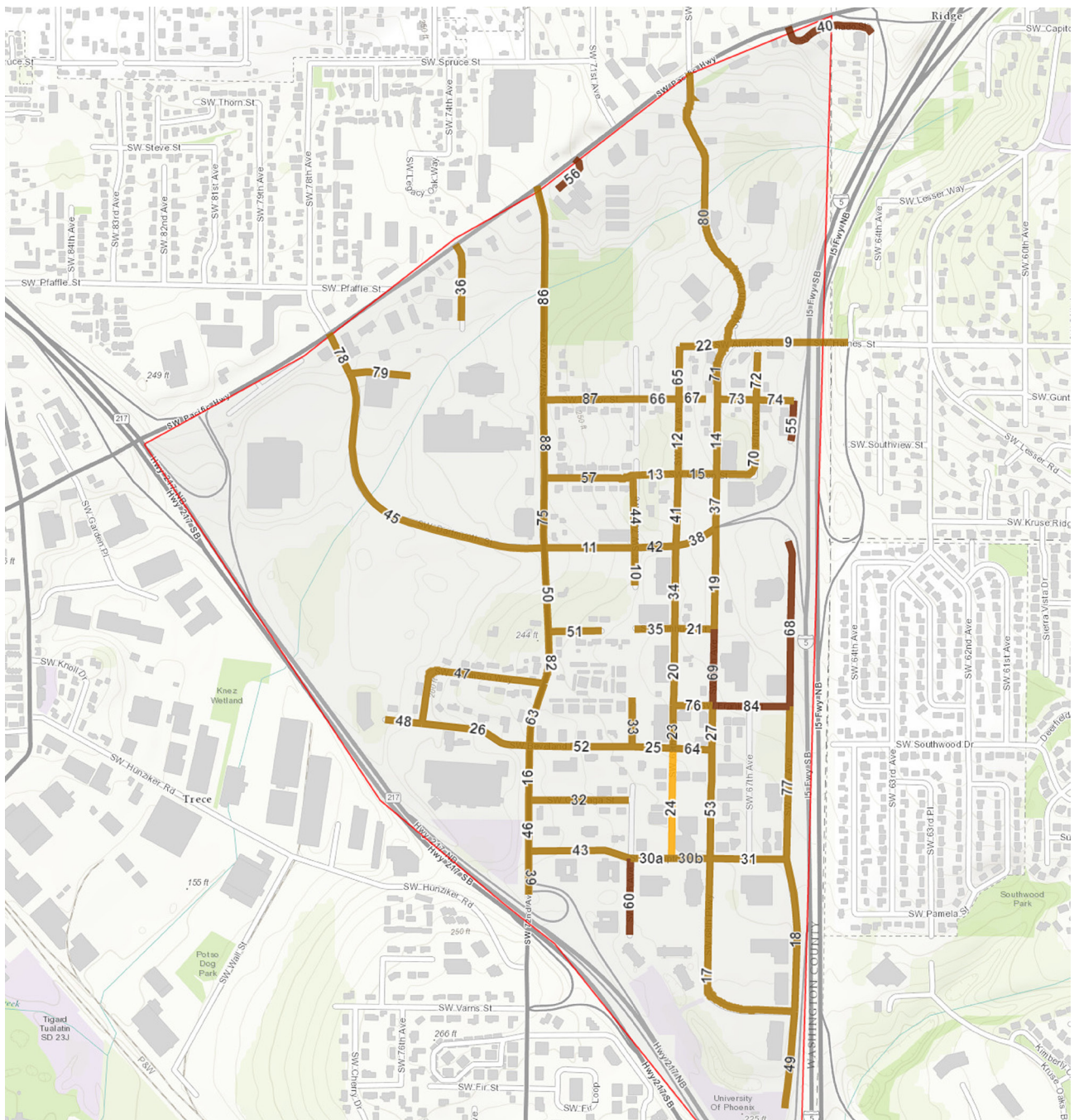
81 to 100

61 to 80

41 to 60

21 to 40

0 to 20

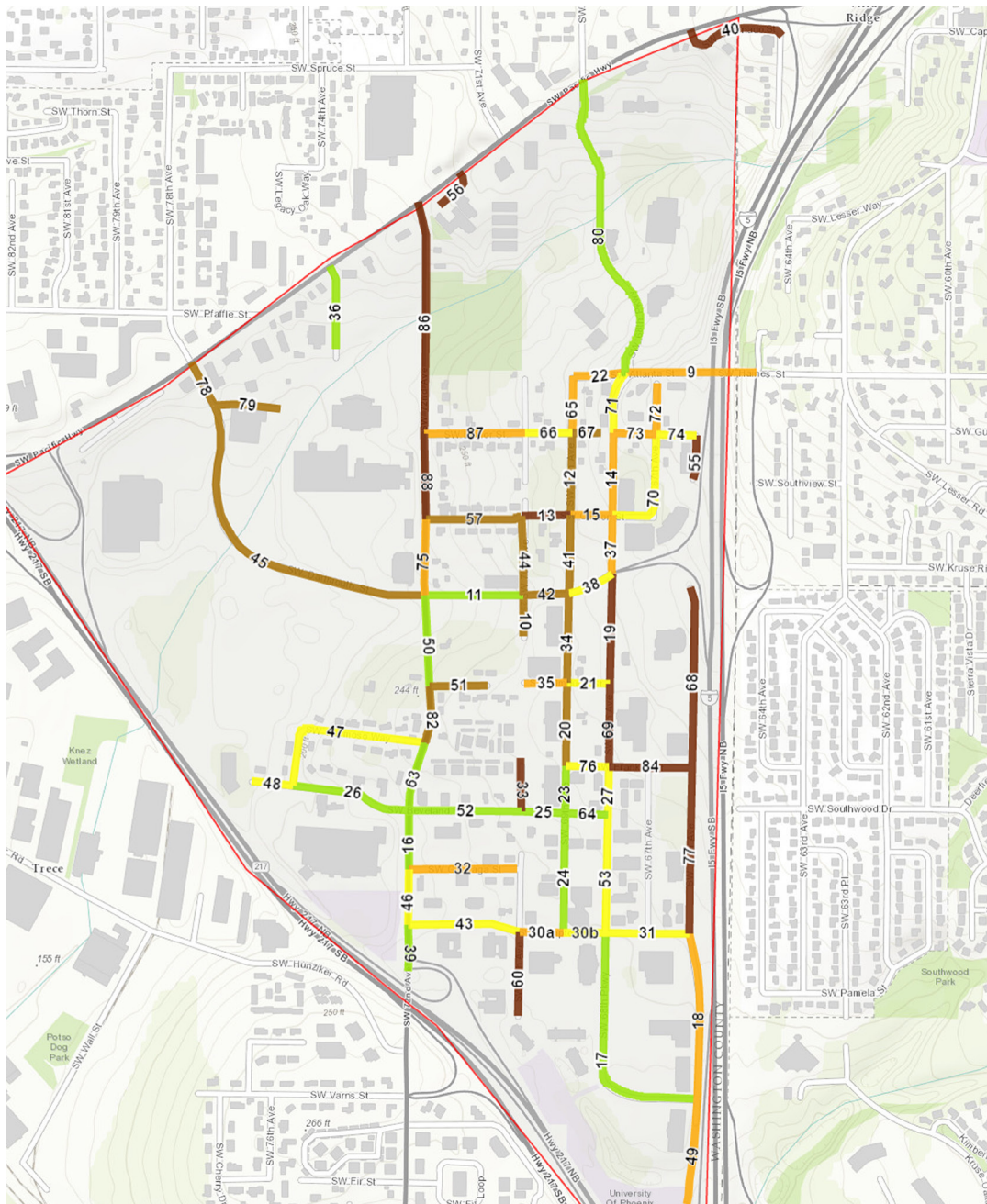




## Tigard Triangle Comparison Map

The Tigard Triangle Comparison Map shows the distribution of scores for all blocks within the Tigard Triangle. The scores are divided into five levels of place quality, based on the highest and lowest recorded scores for blocks with the Tigard Triangle, ranging from "best," "better," "average," "worse," and "worst." Blocks labeled "best" scored among the top 20%; those labeled "worst" scored among the bottom 20%; all other labels were evenly distributed across equal 20% intervals.

- Best
- Better
- Medium
- Worse
- Worst







## Top Priority Based on Highest Weighted Goal (Walkability)

*Pedestrian & Bike Amenities*

### Top Three Priorities Based on Overall Goals

1. Pedestrian & Bike Amenities
2. Traffic Safety
3. Aesthetics

### Top Ranked Priorities by Goal

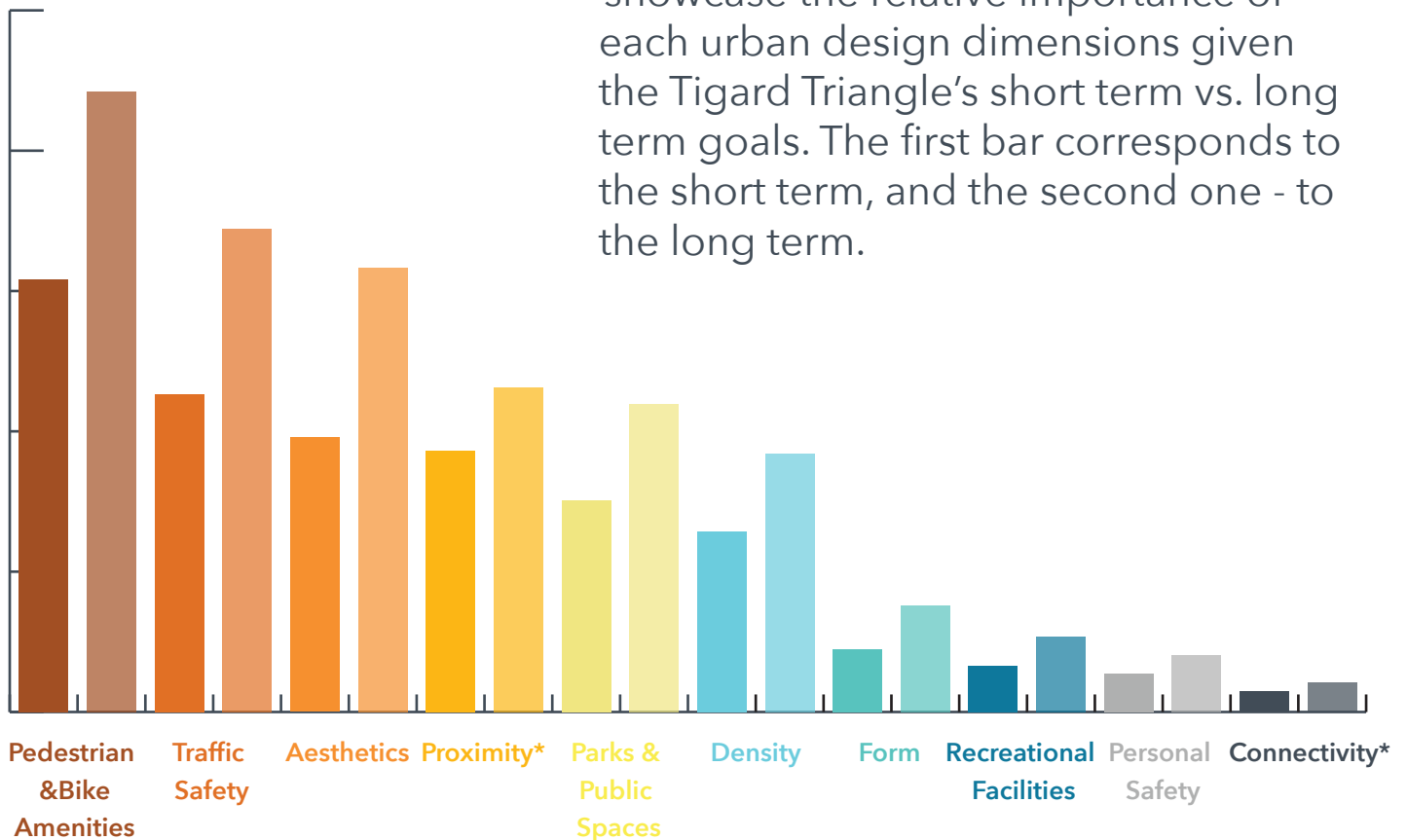
GOAL		PRIORITY
Walkability	<input type="radio"/>	Pedestrian & Bike Amenities
Office Rents	<input checked="" type="radio"/>	Aesthetics
Retail Rents	<input type="radio"/>	Pedestrian & Bike Amenities
Retail Revenues	<input checked="" type="radio"/>	Proximity
Residential Rents	<input type="radio"/>	Aesthetics
Residential For Sale	<input checked="" type="radio"/>	Pedestrian & Bike Amenities



## STATE OF PLACE

## SHORT VS. LONG TERM PRIORITIES

The two charts displayed here showcase the relative importance of each urban design dimensions given the Tigard Triangle's short term vs. long term goals. The first bar corresponds to the short term, and the second one - to the long term.

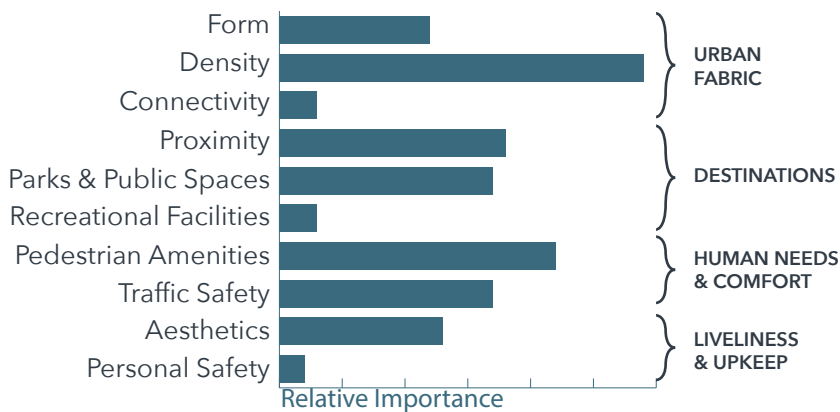


\* Overall, the Tigard Triangle scored very low on **proximity**. Accordingly, increasing the mix of uses, by adding any number of non-residential destinations, would increase the score. The recommendations outlined here are only a sampling of the different land uses that would add to the current score. We recommend that the City conduct a market analysis to determine the demand and need for various uses.

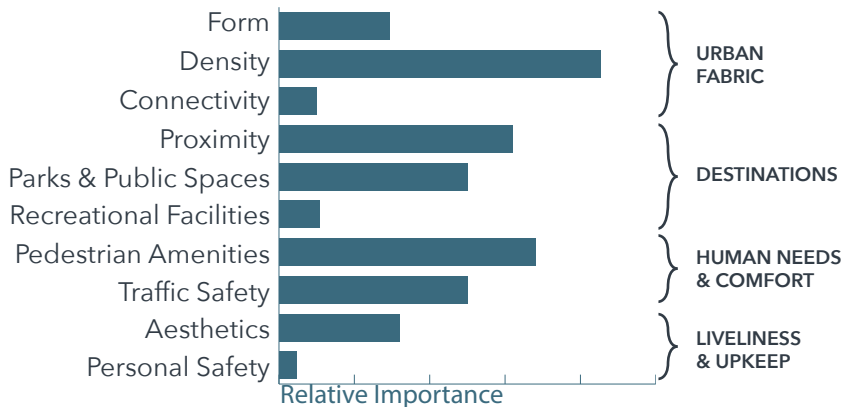
\* Consider that the urban design dimension, **"connectivity"** is based on a lack of barriers within a specific block, and does not consider access between blocks, as the State of Place Index is calculated at the block level and does not take into account the features of other nearby blocks. Intersection density, which is a neighborhood level feature, was calculated separately.



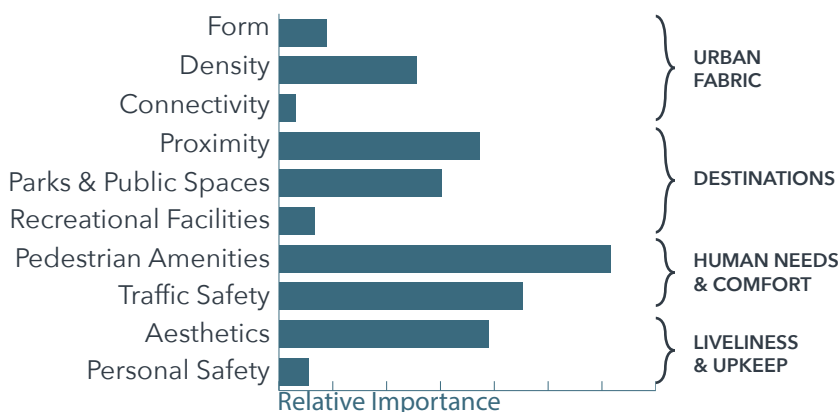
### WEIGHTED BY IMPACT



### WEIGHTED BY IMPACT AND CITY GOALS



### WEIGHTED BY IMPACT, GOALS & FEASIBILITY



The State of Place Prioritization Process identifies which urban design dimensions should be emphasized, considering 4 key factors:

- 1) A city's current performance across the ten dimensions (the State of Place Index);
- 2) The predicted impact increasing the "performance" of an urban design dimension would have on key city goals (i.e., walkability, retail rents, retail revenues, office rents, residential rents and residential for sale value);
- 3) The relative importance the city places on each of those goals
- 4) The feasibility - or level of difficulty - of improving each of the ten urban design dimensions.

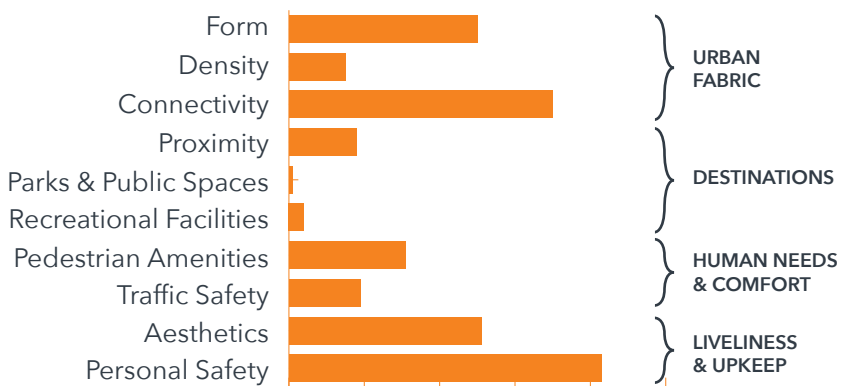
This report showcases how each of these four factors influences which urban design dimensions should be emphasized. It showcases how planning processes can be made more effective by not only considering existing conditions, but also efficacy, city goals, and feasibility, thereby helping cities to maximize the use of their scarce resources - including capacity and budgets.



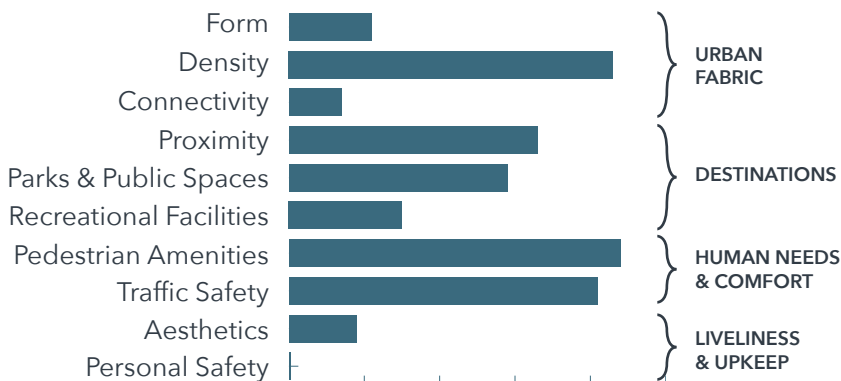
## STATE OF PLACE

## GOAL: WALKABILITY

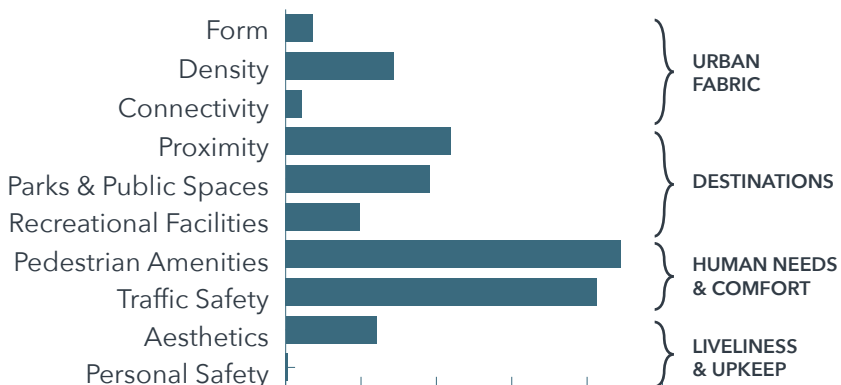
### STATE OF PLACE INDEX



### WEIGHTED BY IMPACT (WALKABILITY)



### WEIGHTED BY IMPACT & FEASIBILITY (WALKABILITY)



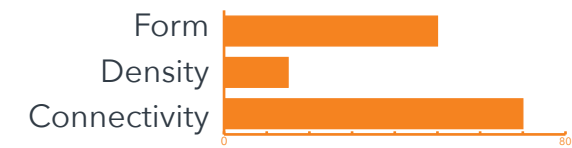
The State of Place Prioritization Process identifies which urban design dimensions should be emphasized, considering four key factors:

- 1) A city's current performance across the ten dimensions (the State of Place Index);
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- 3) The relative importance the city places on each of those goals;
- 4) The feasibility - or level of difficulty - of improving each of the ten urban design dimensions.



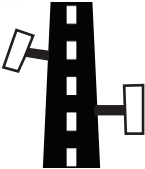
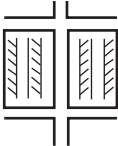




This report showcases how these factors influence which urban design dimensions should be emphasized - focusing only on the city goal of walkability. It showcases how planning processes can be made more effective by not only considering existing conditions, but also efficacy, city goals, and feasibility, thereby helping cities to maximize the use of their scarce resources - including capacity and budgets.



URBAN FABRIC










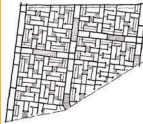


Form

Feature	Description	Presence/Quantity	%
	Vertical Mixed Use	Yes	1.4%
	Continuous Streetscape	Yes	7.0%
	Driveways	>None	69.0%
	Parking Lot Coverage	>25%	67.2%
	Surface Parking Lots	Yes	66.2%
	Setbacks	>10ft	57.7%
	Parking Lot Size	>Small	56.4%
	Blank Walls	>None	49.3%

- Need to Increase
- Need to Minimize







Density

Feature	Description	Presence/Quantity	%
	Vertical Mixed Use	Yes	1.4%
	Multifamily Housing	Yes	5.6%
	Multiple Buildings	Yes	78.9%
	Prominent Building Height	1	50.7%
	Undeveloped Land	Yes	38%
Connectivity			
	Other Paths	Yes	38%
	Dead Ends	Yes	16.9%
	Vehicle Lanes	>4	15.5%
	Block Length	N/A	N/A
	Intersection Density	N/A	N/A

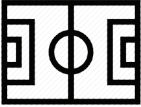
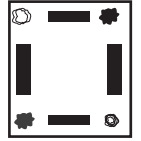


# DESTINATIONS





## Proximity


Feature	Description	Presence/ Quantity	%
	Small Grocery Store	Yes	0%
	Local Non-Chain Store	Yes	1.4%
	Coffee Shop	Yes	1.4%
	Vertical Mixed Use	Yes	1.4%
	Restaurants	Yes	2.8%
	Soft Good Stores	Yes	8.5%


## Parks & Public Spaces

Feature	Description	Presence/ Quantity	%
	Playing/ Sport Field	Yes	0%
	Plaza/ Square/ Courtyard	Yes	0%
	Public Garden	Yes	0%
	Park/ Playground	Yes	1.4%

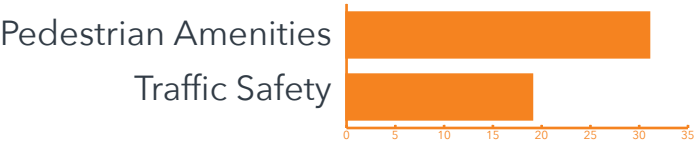
## Recreational Facilities

Feature	Description	Presence/ Quantity	%
	Gym/ Fitness Centers	Yes	1.4%
	Other Recreational Uses	Yes	0%





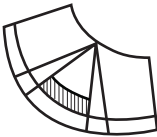



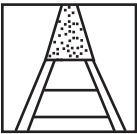
 Need to Increase

 Need to Minimize









# HUMAN COMFORT



Pedestrian & Bike Amenities

Feature	Description	Presence/Quantity	%
	Bicycle Lanes	Yes	2.8%
	Midblock Crossings	Yes	2.8%
	Benches	Yes	12.7%
	Bike Racks	Yes	14.1%
	Curbcuts	Both sides	21.1%
	Sidewalk Buffer	Yes	50.7%
	Sidewalk Shade	Yes	54.9%
	Sidewalks	Both sides	56.3%
	Sidewalk Incomplete	Yes	42.3%

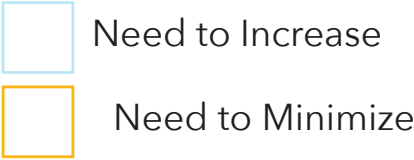
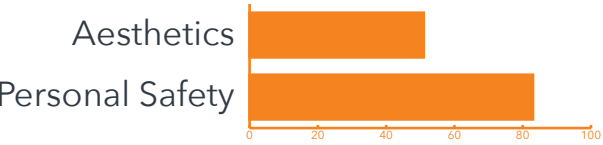
Traffic Safety

Feature	Description	Presence/Quantity	%
	Pedestrian Signals	Yes	1.4%
	Marked Crossings	Yes	19%
	Angled/ On-street parking	Yes	32.4%
	Convenient Crossings	Yes	35.2%
	Vehicle Signals	Yes	36%
	Safe Crossings	Yes	36.6%
	Vehicle Lanes	>4	15.5%
	Speed Limit	>30	11.3%




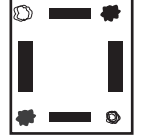







Need to Increase



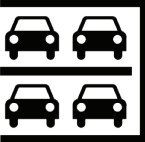
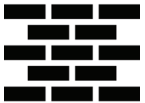

Need to Minimize

LIVELINESS & UPKEEP

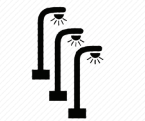






Aesthetics

Feature	Description	Presence/Quantity	%
	Banners	Yes	0%
	Outdoor Dining	Yes	0%
	Street Vendors	Yes	0%
	Plazas	Yes	0%
	Decorative Sidewalk Paving	Yes	1.4%
	Public Art	Yes	1.4%
	Monuments	Yes	8.5%
	Interesting	Yes	7%
	Benches	Yes	12.7%
	Attractive	Yes	18.3%
	Street Trees	Yes	63.4%

	Parking Lot Coverage	>25%	66.2%
	Surface Parking Lots	Yes	66.2%
	Parking Lot Size	>Small	56.3%
	Blank Walls	Yes	49.3%
	Building Maintenance	Poor	26.8%

Personal Safety

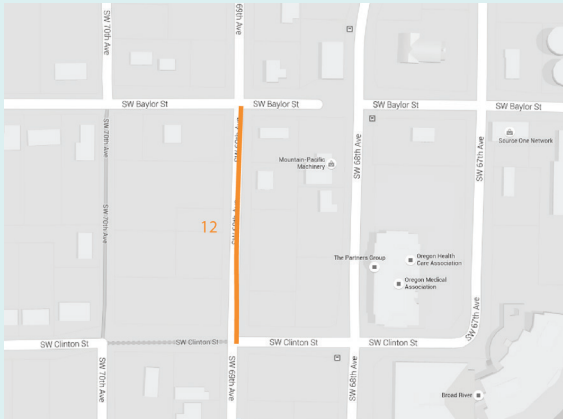
Feature	Description	Presence/Quantity	%
	Outdoor Lighting	Yes	66.2%
	Litter	Yes	35.2%
	Building Maintenance	Poor	26.8%
	Dumpsters	Yes	18.3%
	Abandoned Buildings	Yes	9.8%



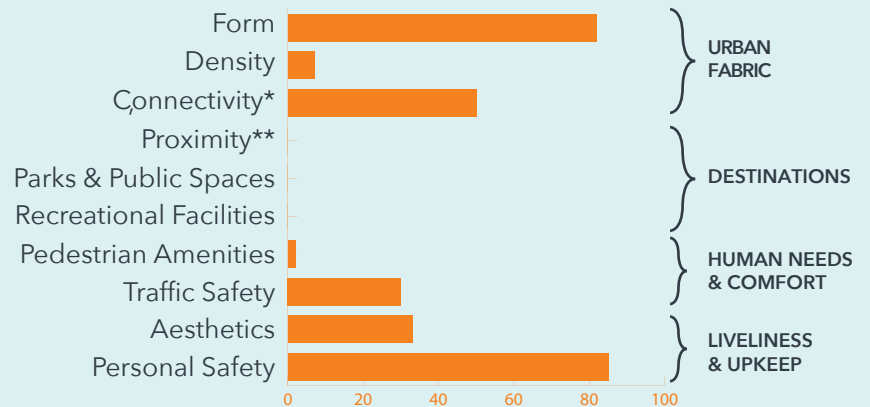


## Tigard Triangle: Segment 12

### 69th from Baylor & Clinton




### State of Place Profile







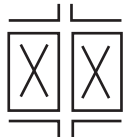
\*\*Overall, the Tigard Triangle scored very low on **proximity**. Accordingly, increasing the mix of uses, by adding any number of non-residential destinations, would increase the score. The recommendations outlined here are only a sampling of the different land uses that would add to the current score. We recommend that the City conduct a market analysis to determine the demand and need for various uses.

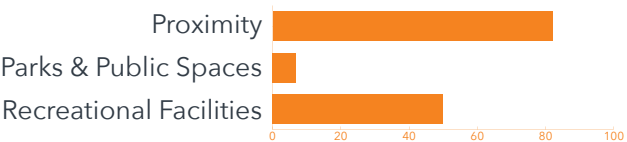
\*Consider that the urban design dimension, **"connectivity"** is based on a lack of barriers within a specific block, and does not consider access between blocks, as the State of Place Index is calculated at the block level and does not take into account the features of other nearby blocks. Intersection density, which is a neighborhood level feature, was calculated separately.

Form


Feature	Description
	Vertical Mixed Use
	Continuous Streetscape
	Driveways
	Setbacks

Density

Feature	Description
	Vertical Mixed Use
	Multifamily Housing
	Multiple Buildings
	Prominent Building Height
	Undeveloped Land









Connectivity

Feature	Description
	Other Paths

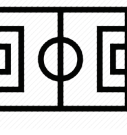


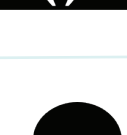
DESTINATIONS

Proximity



Feature	Description
	Small Grocery Store
	Local Non-Chain Store
	Coffee Shop
	Vertical Mixed Use
	Restaurants
	Soft Good Stores

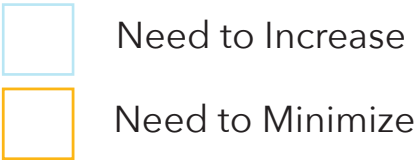


Parks & Public Spaces

Feature	Description
	Playing/Sport Field
	Plaza/Square/Courtyard
	Public Garden
	Park/Playground









Recreational Facilities

Feature	Description
	Gym/Fitness Centers
	Other Recreational Uses



Pedestrian&Bike Amenities

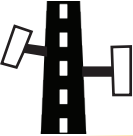

Aesthetics

Feature	Description
	Bicycle Lanes
	Midblock Crossings
	Benches
	Bike Racks
	Curbcuts
	Sidewalk Buffer
	Pedestrian Activated Signal
	Sidewalks

Traffic Safety



	Pedestrian Signals
	Marked Crossings
	Vehicle Signals

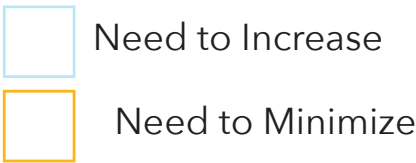
Feature	Description
	Banners
	Outdoor Dining
	Street Vendors
	Plazas
	Decorative Sidewalk Paving
	Public Art
	Monuments
	Interesting
	Benches
	Attractive
	Street Trees

	Driveways
	Poor Building Maintenance



Personal Safety

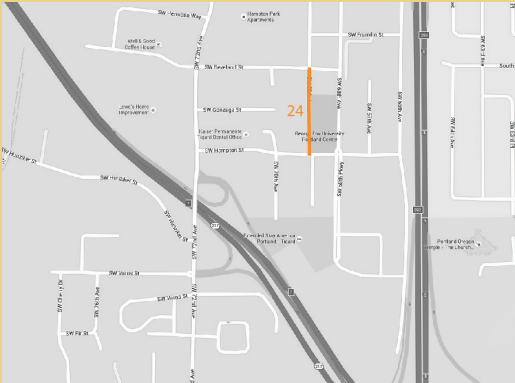
Feature	Description
	Outdoor Lighting
	Poor Building Maintenance



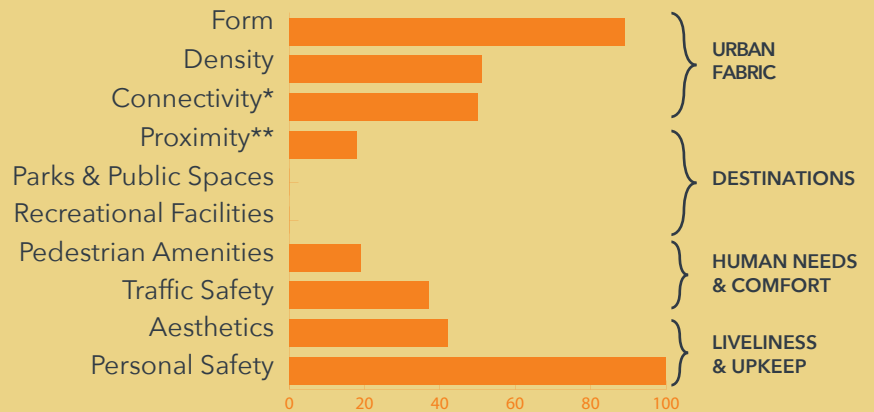


## Tigard Triangle: Segment 24

69th from Bevand & Dartmouth



### State of Place Profile



\*Consider that the urban design dimension, **"connectivity"** is based on a lack of barriers within a specific block, and does not consider access between blocks, as the State of Place Index is calculated at the block level and does not take into account the features of other nearby blocks. Intersection density, which is a neighborhood level feature, was calculated separately.




\*\*Overall, the Tigard Triangle scored very low on **proximity**. Accordingly, increasing the mix of uses, by adding any number of non-residential destinations, would increase the score. The recommendations outlined here are only a sampling of the different land uses that would add to the current score. We recommend that the City conduct a market analysis to determine the demand and need for various uses.



## Form

Feature	Description
	Vertical Mixed Use
	Continuous Streetscape
	Driveways
	Setbacks

## Density

Feature	Description
	Vertical Mixed Use
	Multifamily Housing
	Multiple Buildings










## Connectivity

Feature	Description
	Other Paths

## DESTINATIONS

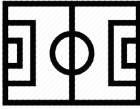
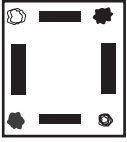


## SEGMENT #24

## Proximity



Feature	Description
	Small Grocery Store
	Local Non-Chain Store
	Coffee Shop
	Vertical Mixed Use
	Restaurants
	Soft Good Stores
	Offices

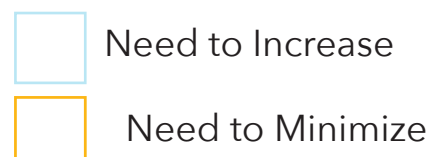


## Parks &amp; Public Spaces








Feature	Description
	Playing/ Sport Field
	Plaza/ Square/ Courtyard
	Public Garden
	Park/ Playground

## Recreational Facilities

Feature	Description
	Gym/ Fitness Centers
	Other Recreational Uses



Pedestrian&Bike Amenities

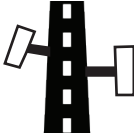

Feature	Description
	Bicycle Lanes
	Midblock Crossings
	Benches
	Bike Racks
	Curbcuts
	Pedestrian Activated Signal
	Sidewalks

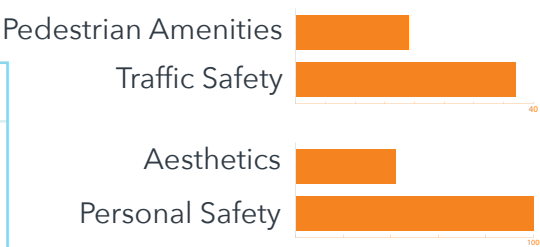
Traffic Safety

	Pedestrian Signals
	Marked Crossings
	Vehicle Signals



Aesthetics

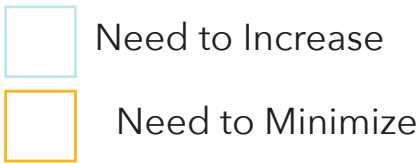
Feature	Description
	Banners
	Outdoor Dining
	Street Vendors
	Plazas
	Decorative Sidewalk Paving
	Public Art
	Monuments
	Interesting
	Benches
	Attractive
	Street Trees

	Driveways
	Poor Building Maintenance



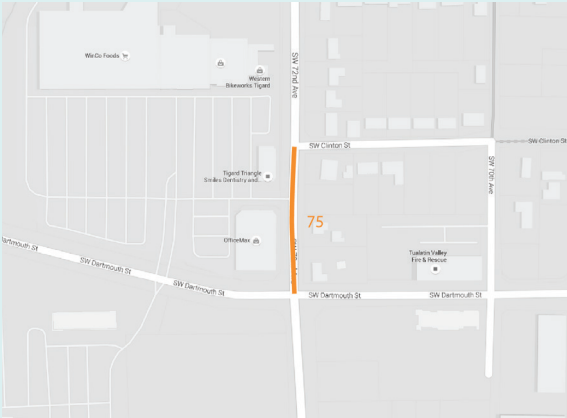
Personal Safety

Feature	Description
	Outdoor Lighting
	Poor Building Maintenance

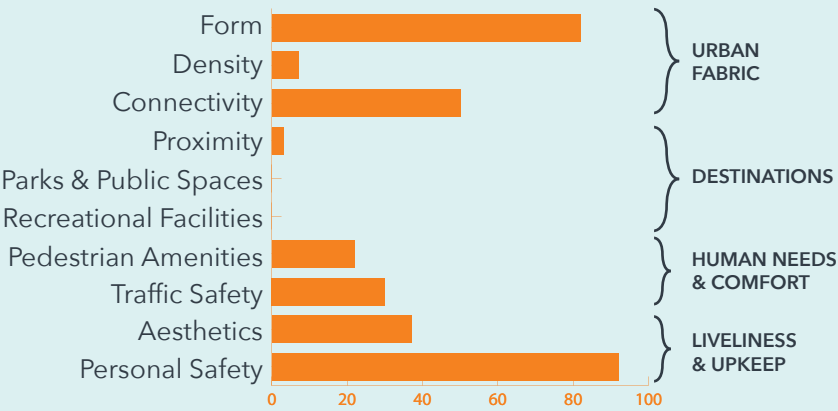









Tigard Triangle: Segment 75  
Dartmouth and 72nd








State of Place Profile

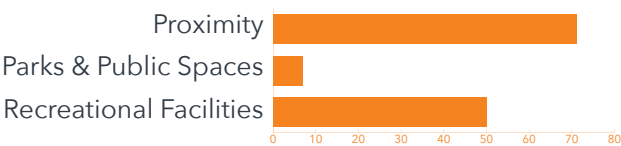


Form



Feature	Description
	Vertical Mixed Use
	Continuous Streetscape
	Setbacks
	Strip Mall
	Big Box

Density

Feature	Description
	Vertical Mixed Use
	Multifamily Housing
	Multiple Buildings
	Prominent Building Height
	Undeveloped Land









Connectivity

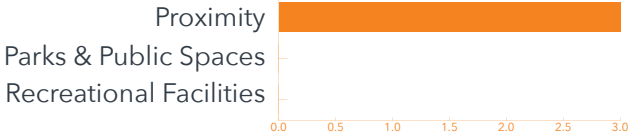
Feature	Description
	Other Paths
	Vehicle Lanes

DESTINATIONS

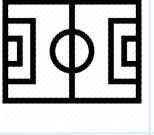
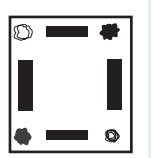


Proximity

Feature	Description
	Small Grocery Store
	Local Non-Chain Store
	Coffee Shop
	Vertical Mixed Use
	Restaurants
	Soft Good Stores


	Schools
	Offices

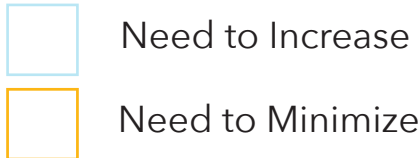


Parks & Public Spaces

Feature	Description
	Playing/Sport Field
	Plaza/Square/Courtyard
	Public Garden
	Park/Playground

Recreational Facilities

Feature	Description
	Gym/Fitness Centers
	Other Recreational Uses





Pedestrian&Bike Amenities

Traffic Safety


Feature	Description
	Midblock Crossings
	Benches
	Bike Racks
	Curbcuts
	Sidewalk Buffers
<div><div>PUSH BUTTON FOR</div></div>	Pedestrian Activated Signal
	Sidewalks
	Sidewalk Incomplete

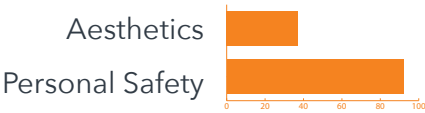
Feature	Description
	Pedestrian Signals
	Marked Crossings
	Angled/ On-street parking
	Convenient Crossings
	Vehicle Signals
	Safe Crossings




- Need to Increase
- Need to Minimize

Aesthetics

Feature	Description
	Banners
	Outdoor Dining
	Street Vendors
	Plazas
	Decorative Sidewalk Paving
	Public Art
	Monuments
	Interesting
	Benches
	Attractive
	Public Garden



Personal Safety

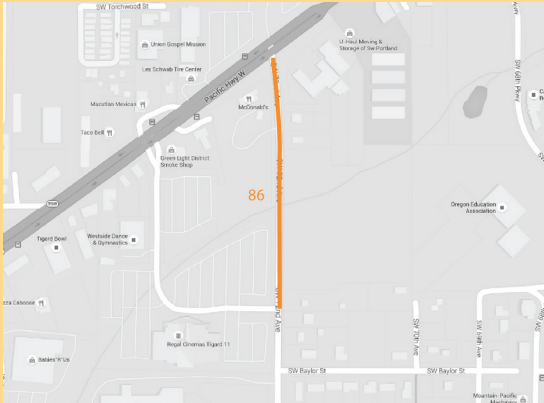
Feature	Description
	Outdoor Lighting



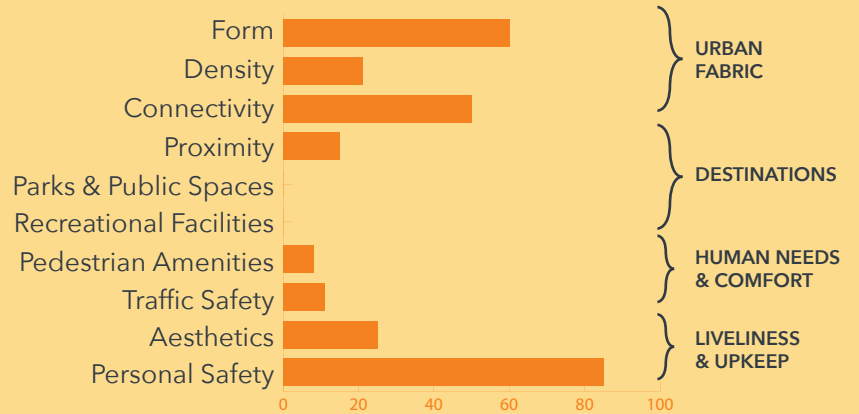
## STATE OF PLACE

## INDEX & PROFILE REPORT

### Tigard Triangle: Segment 86 72nd @ Atlanta



### State of Place Profile



Form

Feature	Description
	Vertical Mixed Use
	Continuous Streetscape
	Setbacks
	Drive-thru
	Parking Lot Size

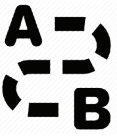
	Driveways
	Parking Lot Coverage
	Surface Parking Lots

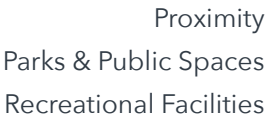
Density

Feature	Description
	Vertical Mixed Use
	Multifamily Housing
	Multiple Buildings
	Prominent Building Height

	Undeveloped Land
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Connectivity

Feature	Description
	Other Paths

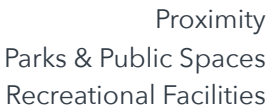


DESTINATIONS

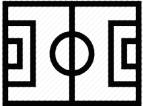
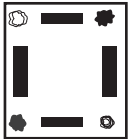


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	Schools
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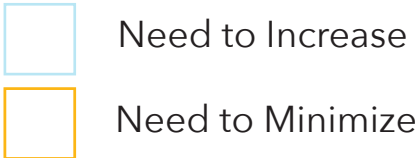


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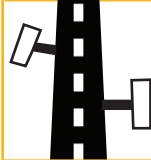
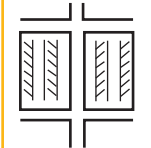

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	Marked Crossings
	Angled/ On-street parking
	Convenient Crossings
	Vehicle Signals
	Safe Crossings

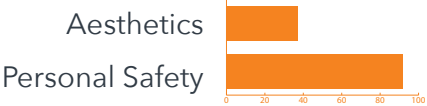
- Need to Increase
- Need to Minimize



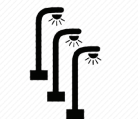
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	Setbacks
	Parking Lot Size
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	Surface Parking Lots



Personal Safety

Feature	Description
	Outdoor Lighting