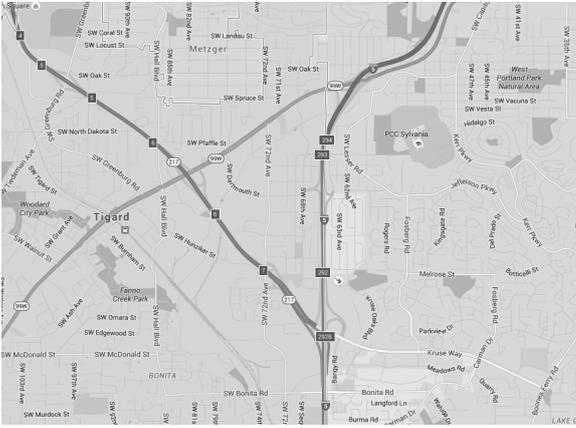




PROJECT AREA



Tigard Triangle

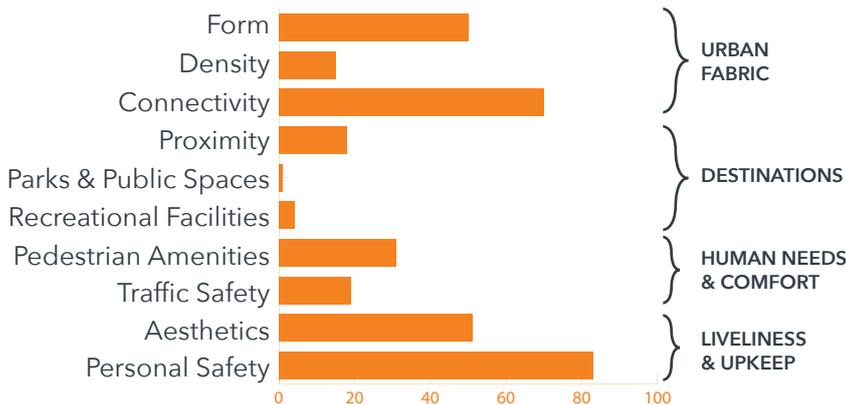
The State of Place Index & Profile, together, provide a quantitative assessment of existing walkability, which facilitates an objective assessment of built environment assets and needs, highlights urban design features to be targeted for potential redevelopment/intervention, and (when a whole neighborhood 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.).



URBAN FABRIC

| | | |
|--|---|--|
|  |  |  |
| Form | Density | Connectivity |
| 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) |

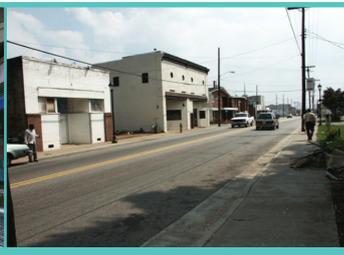
DESTINATIONS

| | | |
|---|--|---|
|  |  |  |
| Proximity | Parks & Public Spaces | Recreational Facilities |
| 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

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

LIVELINESS & UPKEEP

| | |
|--|---|
|  |  |
| Aesthetics | Personal Safety |
| 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

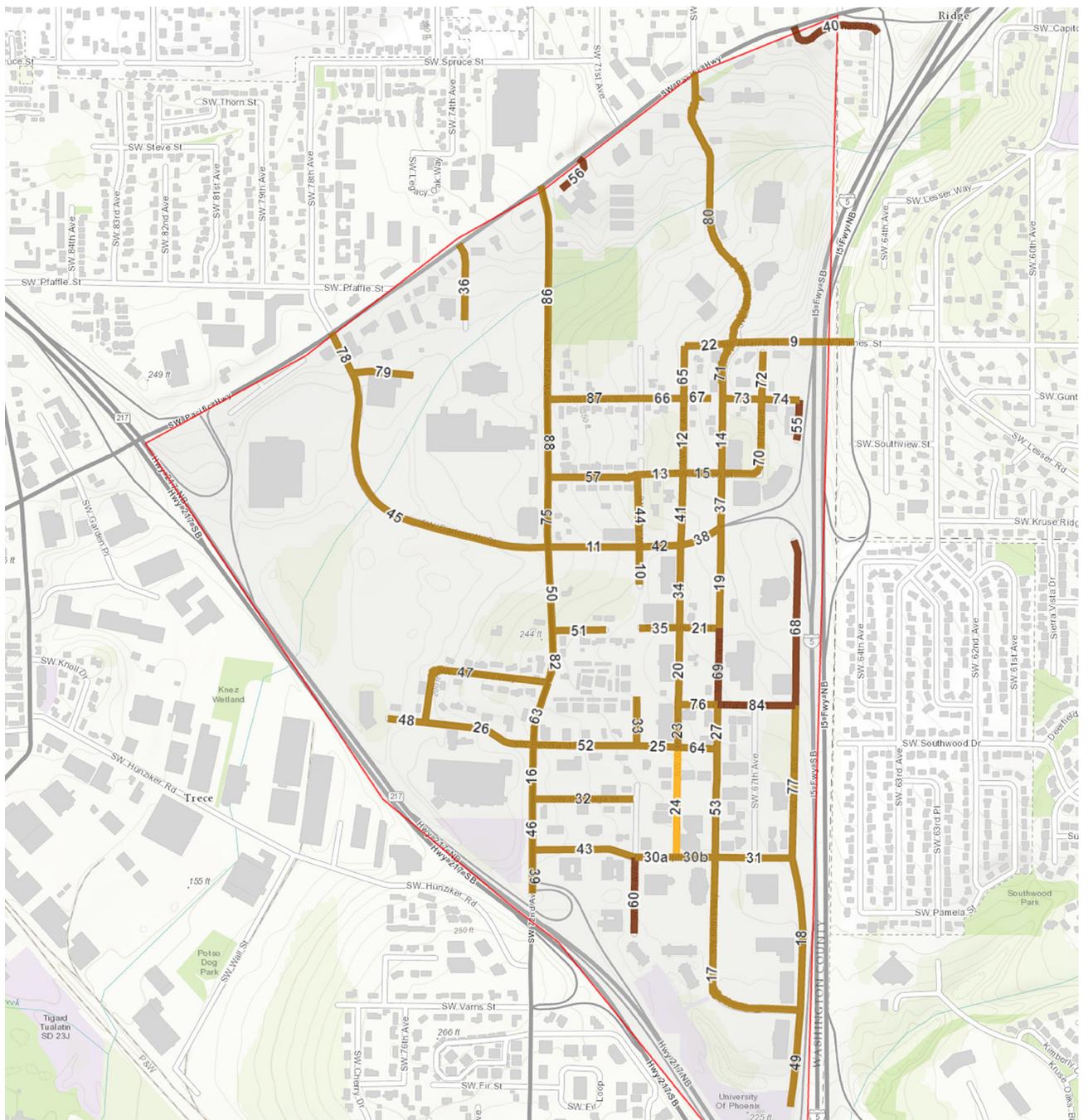


State of Place Index Map

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

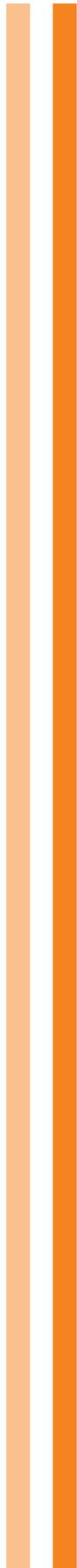
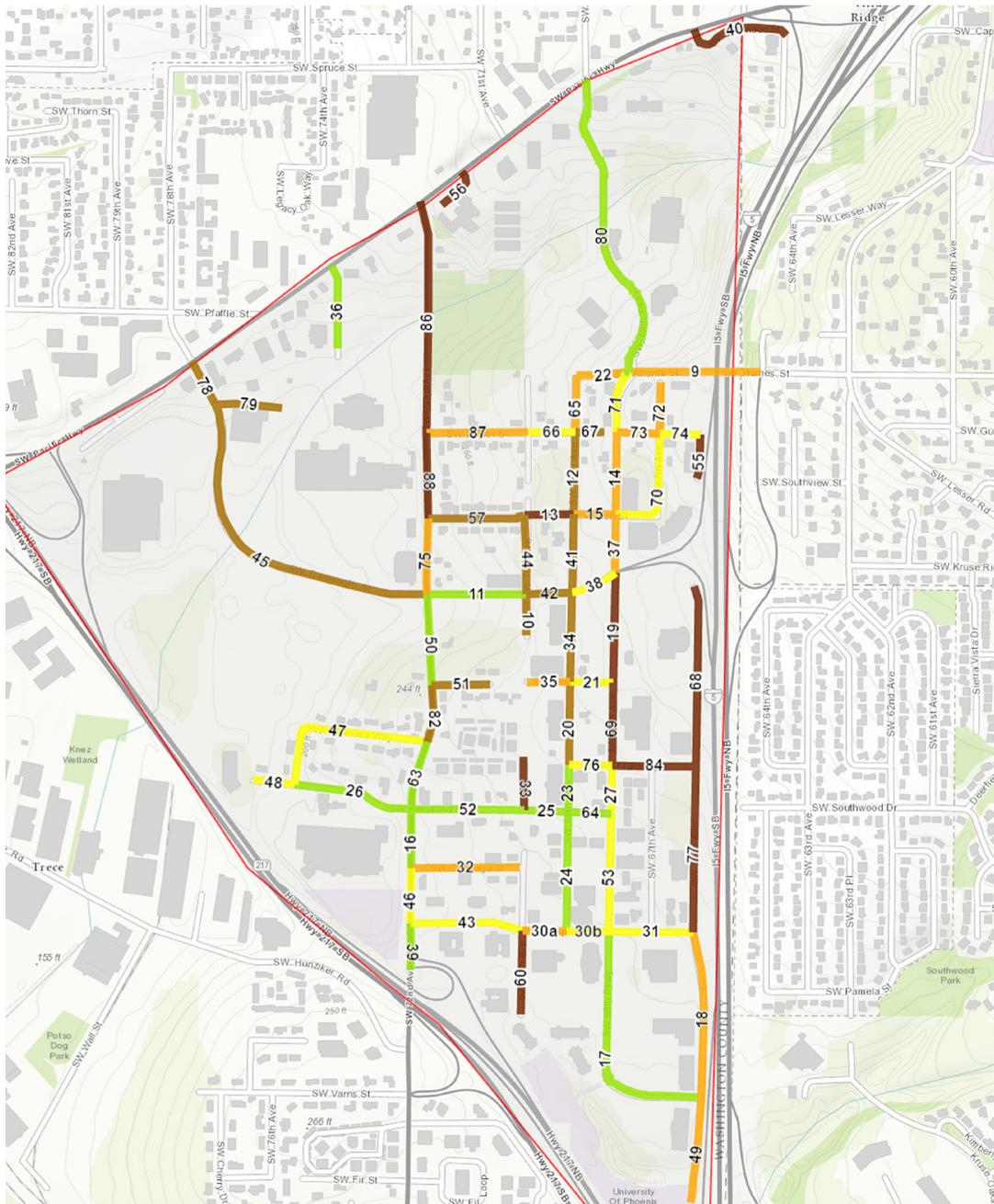




Tigard Triangle Comparison Map

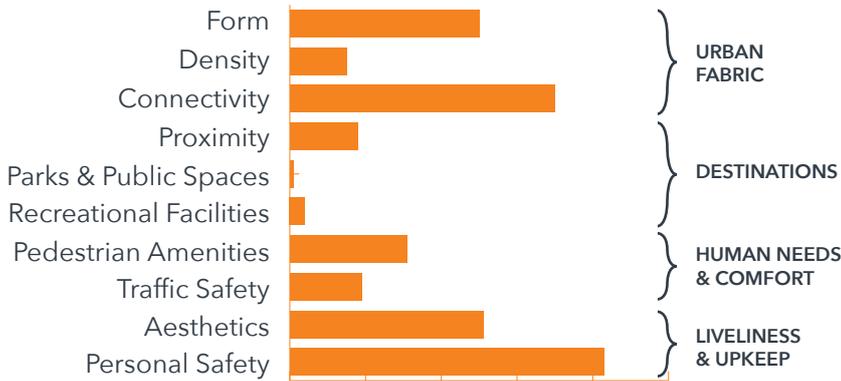
The Tigard Triangle Comparison Map shows the distribution of scores for all blocks within the Tigard Triangle. The scores are divided into five levels of place quality, based on the highest and lowest recorded scores for blocks with the Tigard Triangle, ranging from "best," "better," "average," "worse," 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





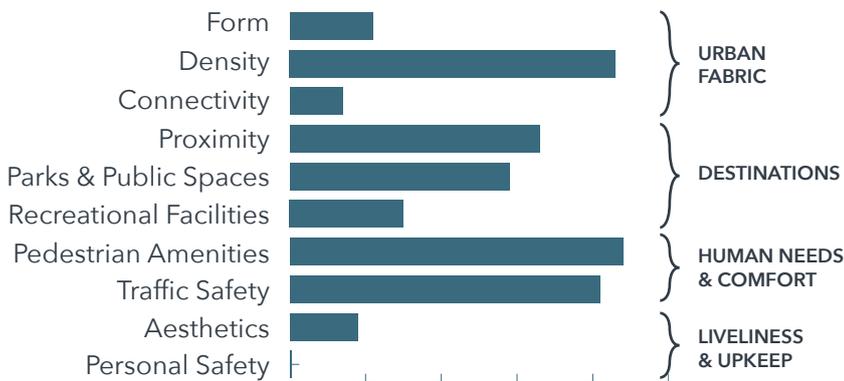
STATE OF PLACE INDEX



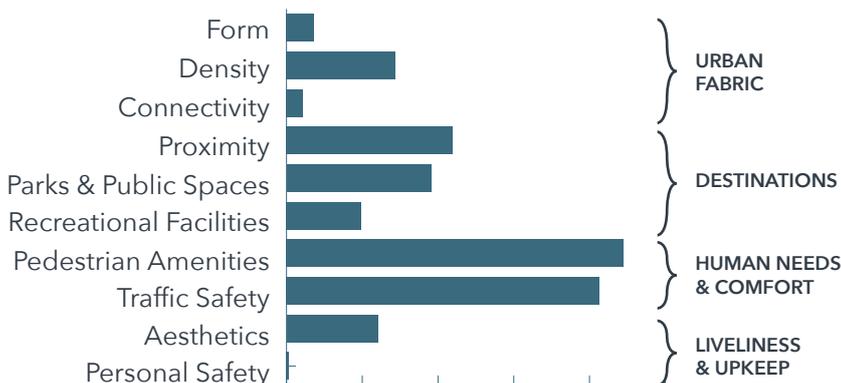
The State of Place Prioritization Process identifies which urban design dimensions should be emphasized, considering four key factors:

- 1) A city's current performance across the ten dimensions (the State of Place Index);
- 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.

WEIGHTED BY IMPACT (WALKABILITY)



WEIGHTED BY IMPACT & FEASIBILITY (WALKABILITY)



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

| Feature | Description | Presence/Quantity | % |
|---------|-------------|-------------------|-----|
| | 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 |
|--|----------------------|-----|-----|

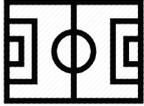
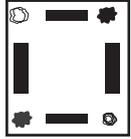
DESTINATIONS



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% |

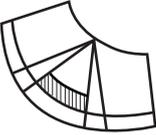
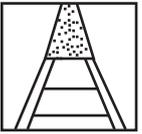
 Need to Increase

 Need to Minimize

HUMAN COMFORT



Pedestrian & Bike Amenities

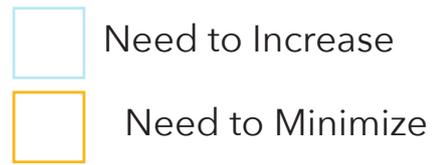
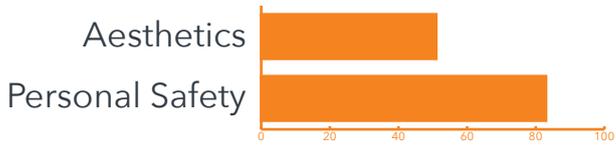
| Feature | Description | Presence/Quantity | % |
|---|---------------------|-------------------|-------|
|  | Bicycle Lanes | Yes | 2.8% |
|  | Midblock Crossings | Yes | 2.8% |
|  | Benches | Yes | 12.7% |
|  | Bike Racks | Yes | 14.1% |
|  | Curbscuts | Both sides | 21.1% |
|  | Sidewalk Buffer | 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% |