



Technical Memorandum: Draft Transportation Policy Areas

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To: TSP Project Management Team

From: Karen Buehrig, TSP Project Manager

Draft Transportation Policy Areas (Technical Memo 4.1)

As a tool to acknowledge Clackamas County's diverse landscape and unique aspects of the urban and rural areas, four specific geographic "policy areas" have been identified. The purpose of these "policy areas" is to allow the evaluation of the transportation system to be tailored to specific geographic areas. This also provides the opportunity for the recommendations related to projects, policies, programs, and pilot projects to address these different areas.

The four geographic areas described include: Rural / Agricultural / Forest Land, Unincorporated Communities, Neighborhoods and Urban Activity Centers.

1. Rural / Agricultural / Forest Land

Rural areas are located outside of urban growth boundaries and outside of unincorporated communities. They are characterized by small farms, wood lots and home sites with significant amount of acreage (two acres and more). Agricultural areas are further defined as suitable for farm use due to soil type and other factors. Forest land specifically refers to areas that are suitable for commercial forest uses.

Urban Reserve areas are also included within this category. While these areas will eventually transform into urban areas, the planning for the transportation system to support urban uses will occur during the "concept planning" and eventual urban comprehensive planning process.

The large lot aspect of these areas, as well as the limited access to services, lend these areas to generally similar transportation system requirements.

2. Unincorporated Communities

Unincorporated Communities are defined in Chapter 4 of the Clackamas County Comprehensive plan. They are generally described as areas outside of urban growth boundaries where there is concentrated residential development and some commercial, industrial and public uses. The unincorporated communities include: Redland,

Beavercreek, Colton, Boring, Wildwood / Timberline, Zigzag Village, Mulino, Rhododendron, Wemme / Welches and Government Camp.

These areas are unique from the Rural / Agricultural / Forest areas in that they allow for relatively more dense residential develop, have services and destinations located closely together which provide increased opportunities for people to walk, bike or use transit.

3. Neighborhoods

Neighborhoods are within urban growth boundaries where the land use is predominately characterized by residential uses and some local services, such as schools, churches and small commercial areas. With respect to their relationship to area described in Chapter 4 of the Comprehensive Plan, they include both the Urban Growth Concept Design Type of “Neighborhood” as well as the “Corridors” outside of the Urban Activity Centers listed above.

Neighborhoods are unique from other areas in that it is anticipated that people will be accessing local services and destinations by walking, biking, driving and transit. Within these areas there is a focus on providing the opportunity for various types of housing. There is less of a focus on creating a transportation system that will support the business and economy, such as there is in the Urban Activity Centers, but greater need to provide a system that addresses the needs of the residential character of the area.

4. Urban Activity Center

Urban Activity Centers are places within the urban growth boundary where people shop, work, and dine. This includes highest density residential areas. They include the Clackamas Regional Center, the Fuller Road station community, the commercial area along the McLoughlin Corridor and the Clackamas industrial area as well as industrial land along Johnson Creek Boulevard.

Urban Activity Centers are unique from other policy areas in that these are places where business and industry are located. Due to the population and employment density in these areas, the transportation system is used more intensely. The transportation system will need to accommodate the vehicles used by commercial and industrial businesses. Also, businesses, residences and services are located closely together, providing the best opportunity for using various modes of transportation.