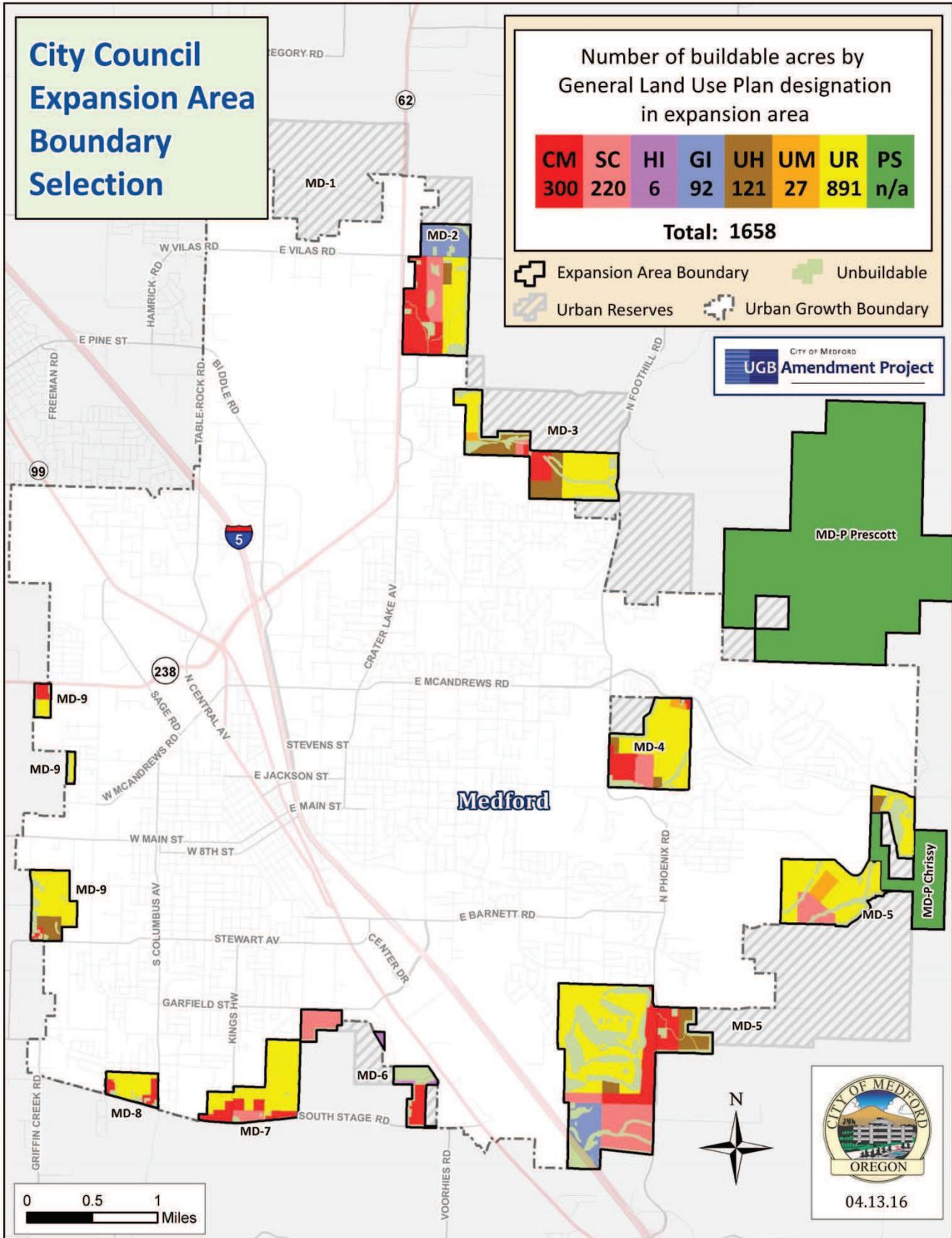
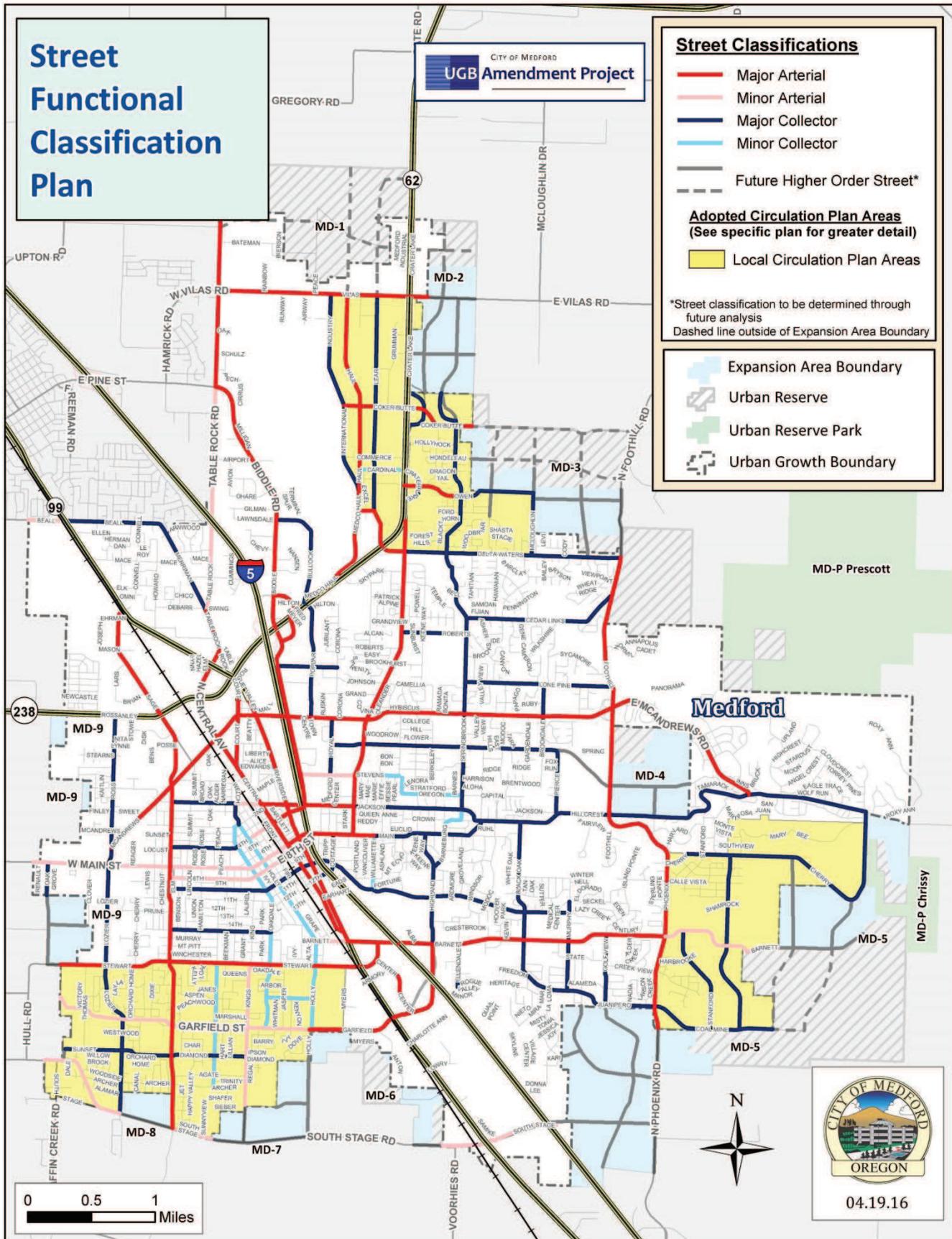


MAP A-1

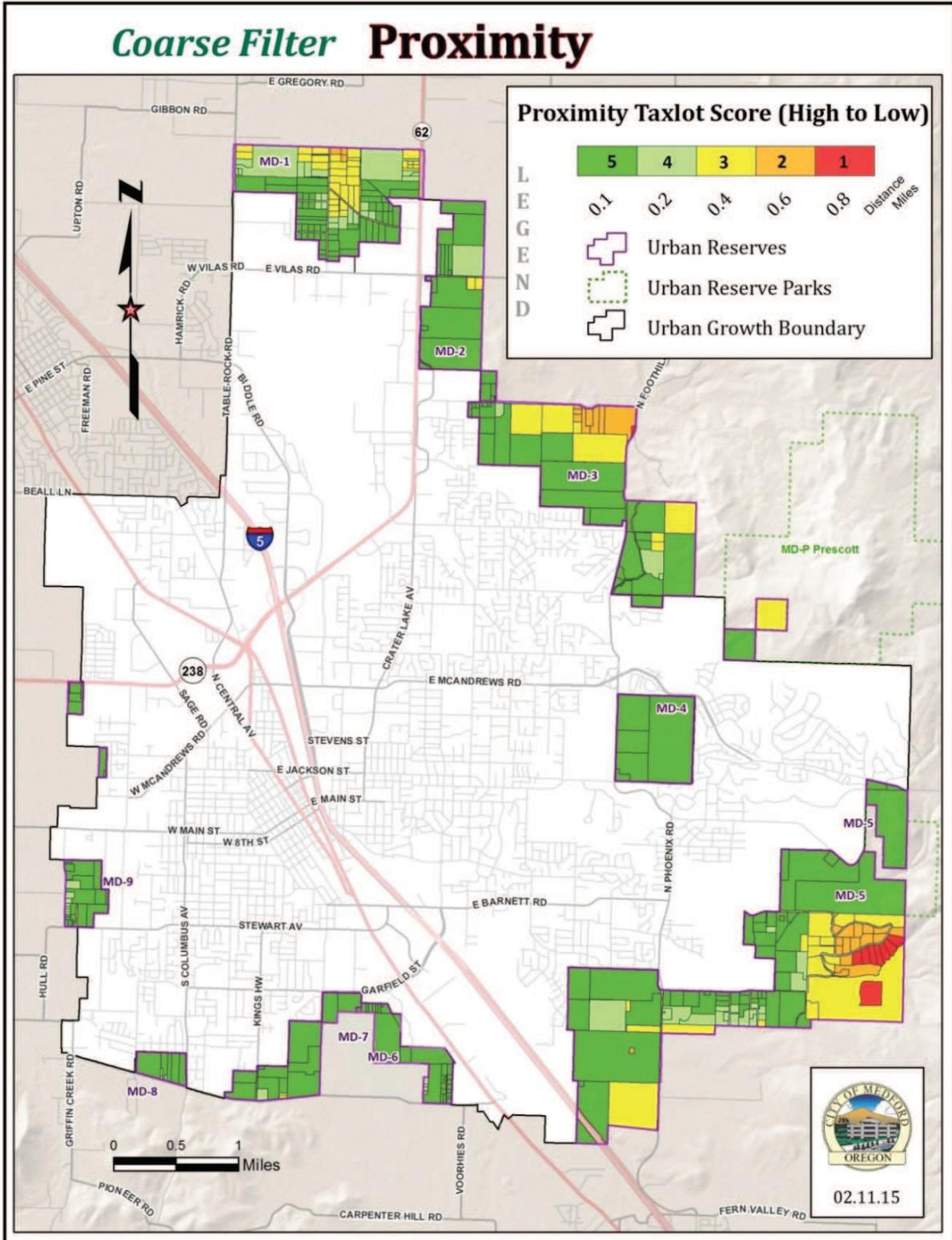


MAP A-2

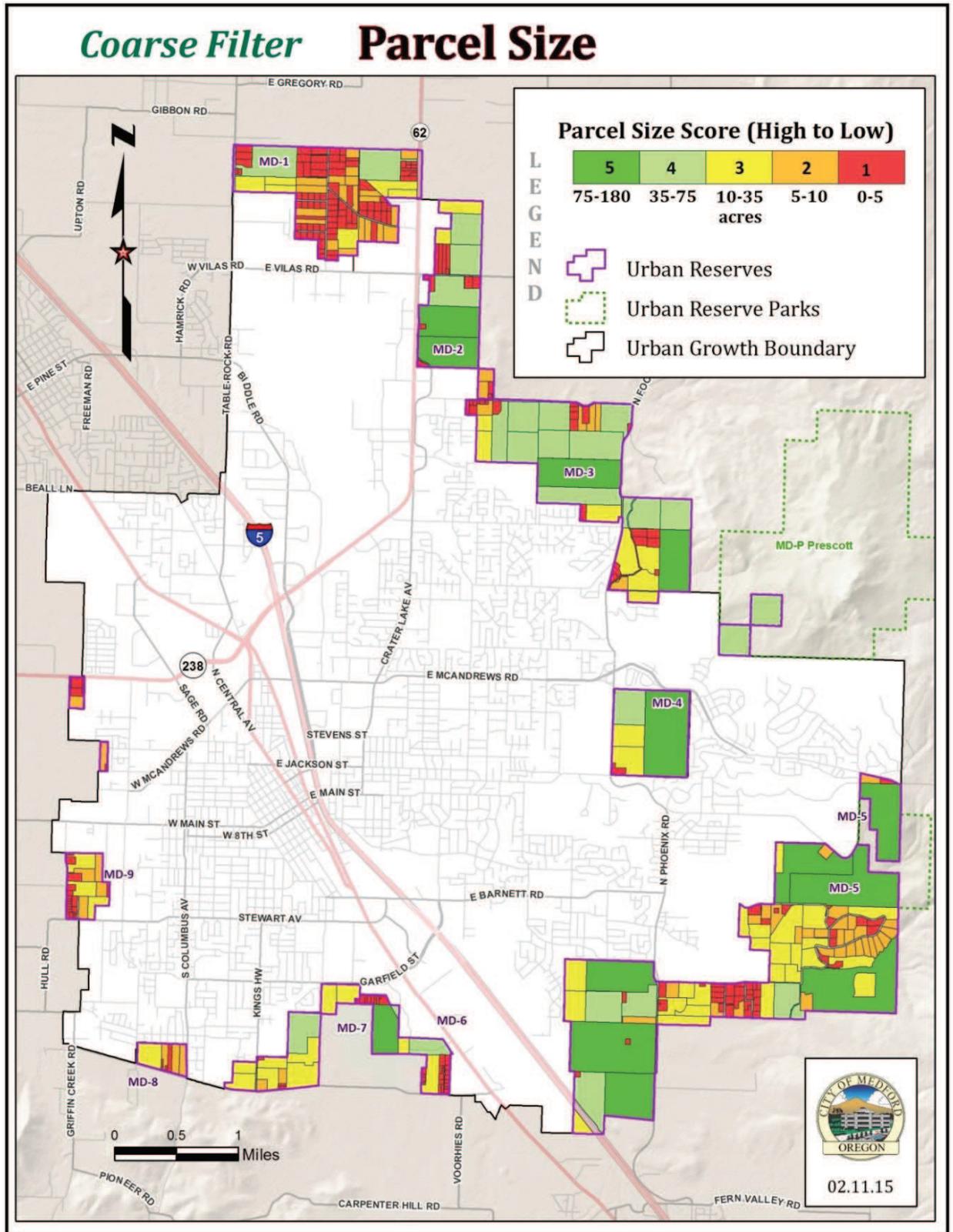


## APPENDIX E. COARSE FILTER MAPS

Map 5.1. Proximity

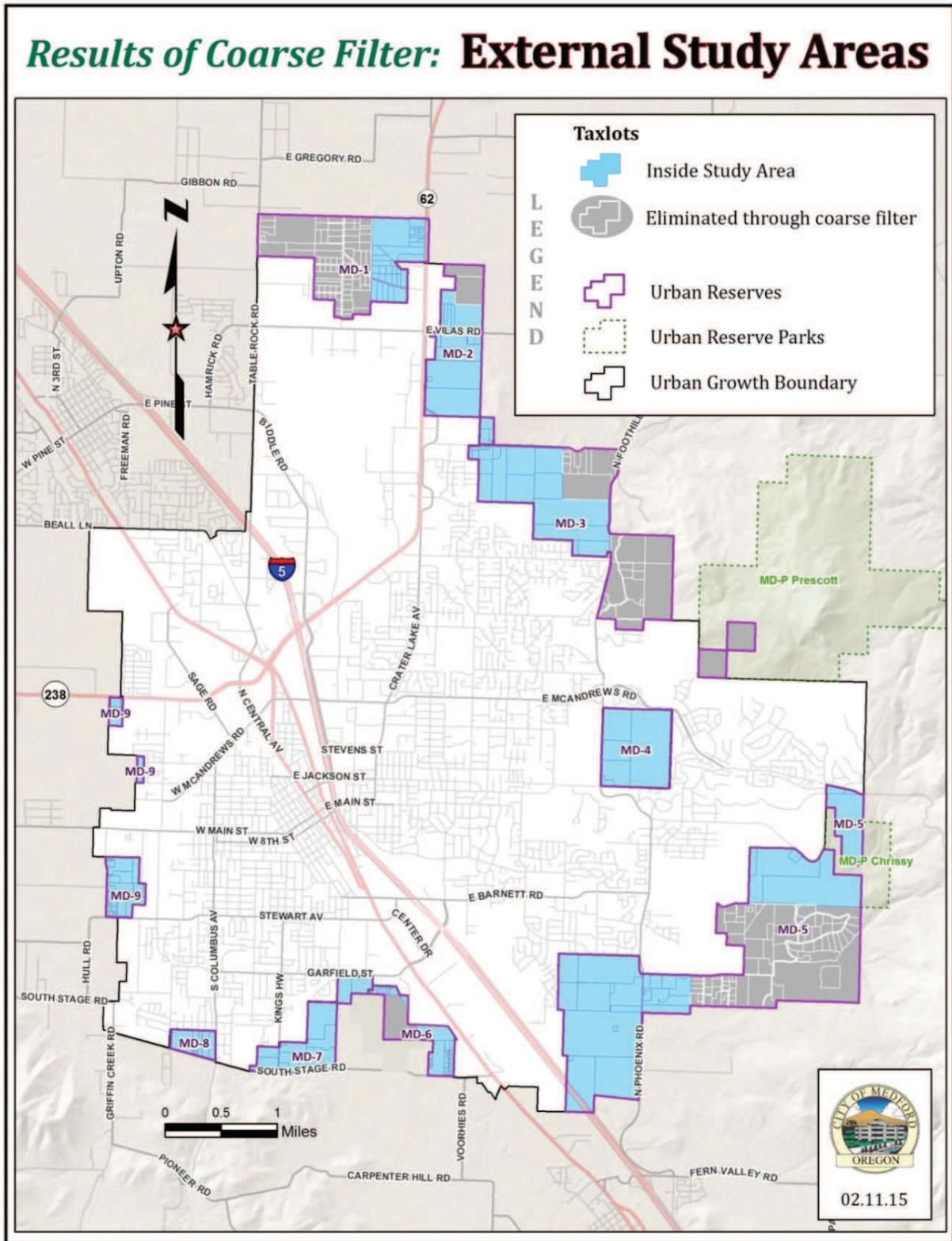


Map 5.2. Parcel Size

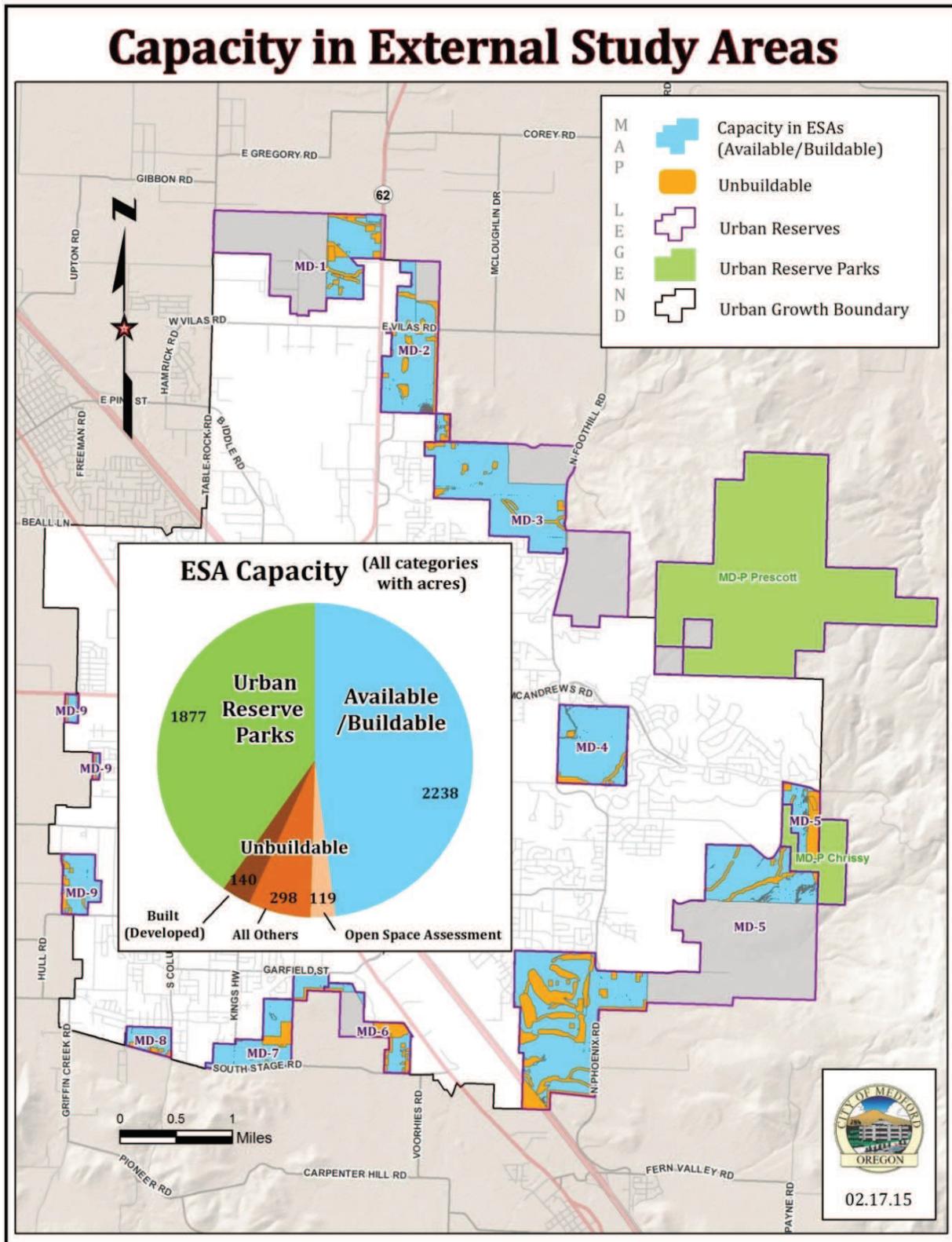


## APPENDIX F. EXTERNAL STUDY AREA (ESA) AND CAPACITY IN ESA MAPS

Map 6.1. External Study Areas (ESAs)

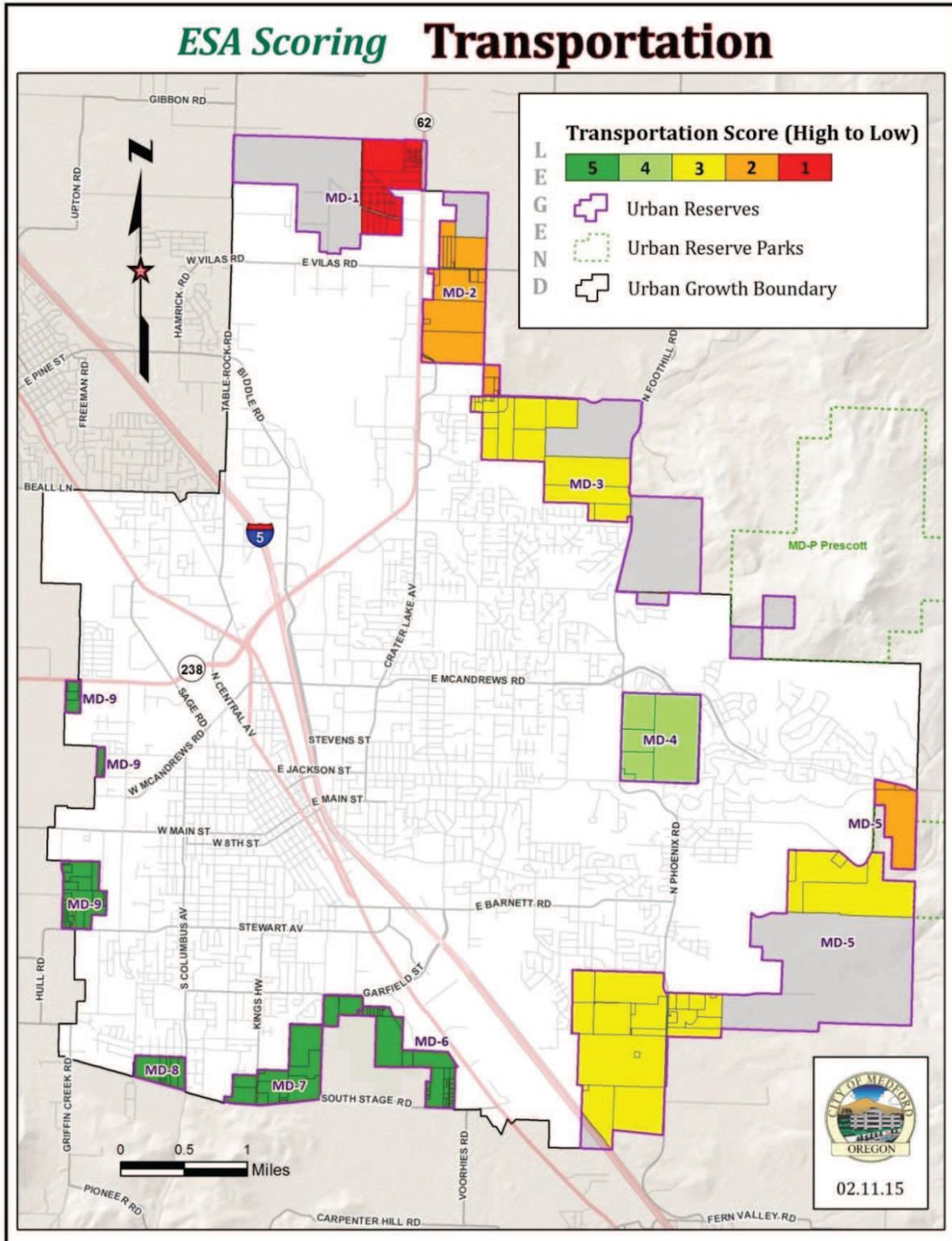


Map 6.2. Capacity Analysis Results for ESAs

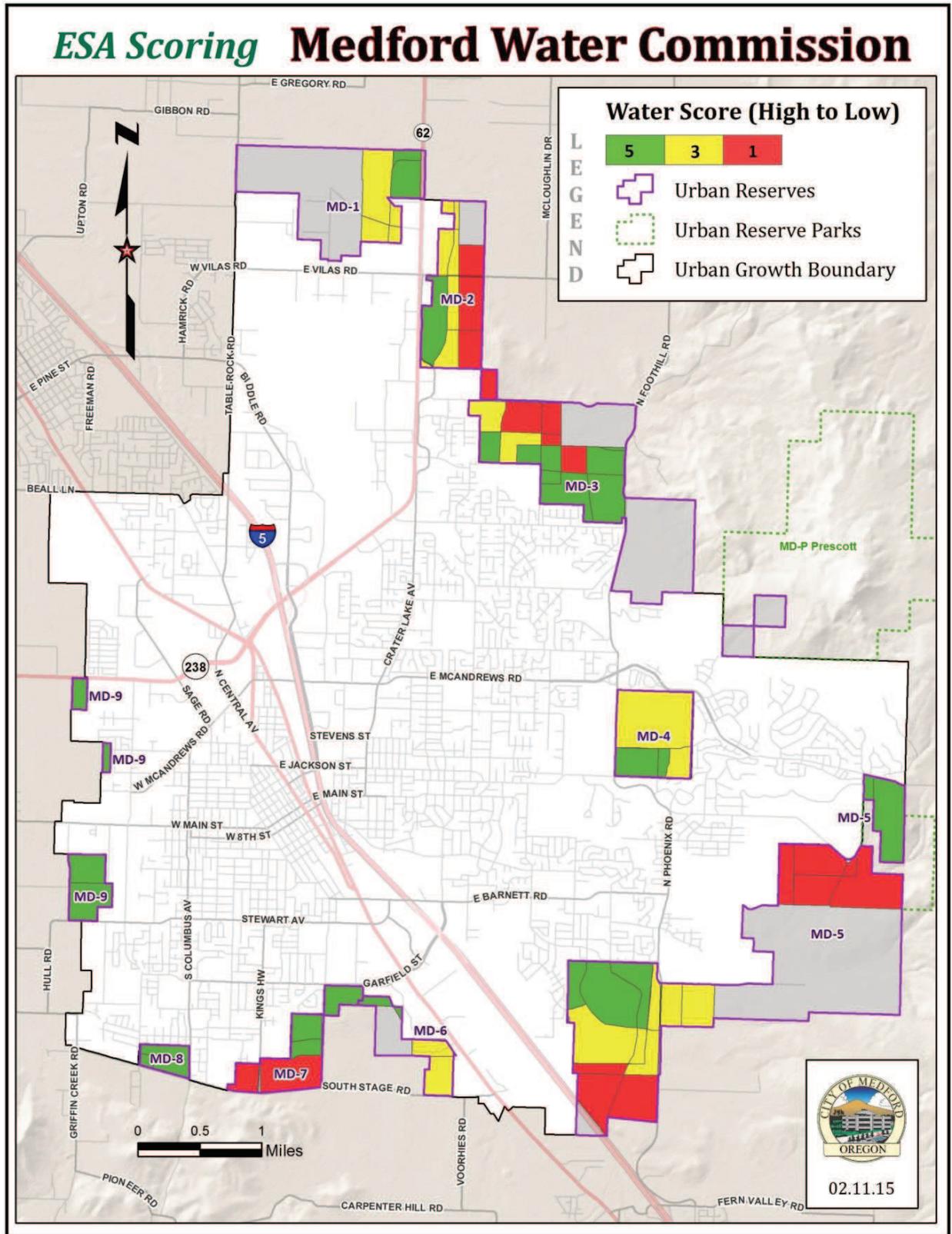


## APPENDIX G. ADDITIONAL SCORING MAPS

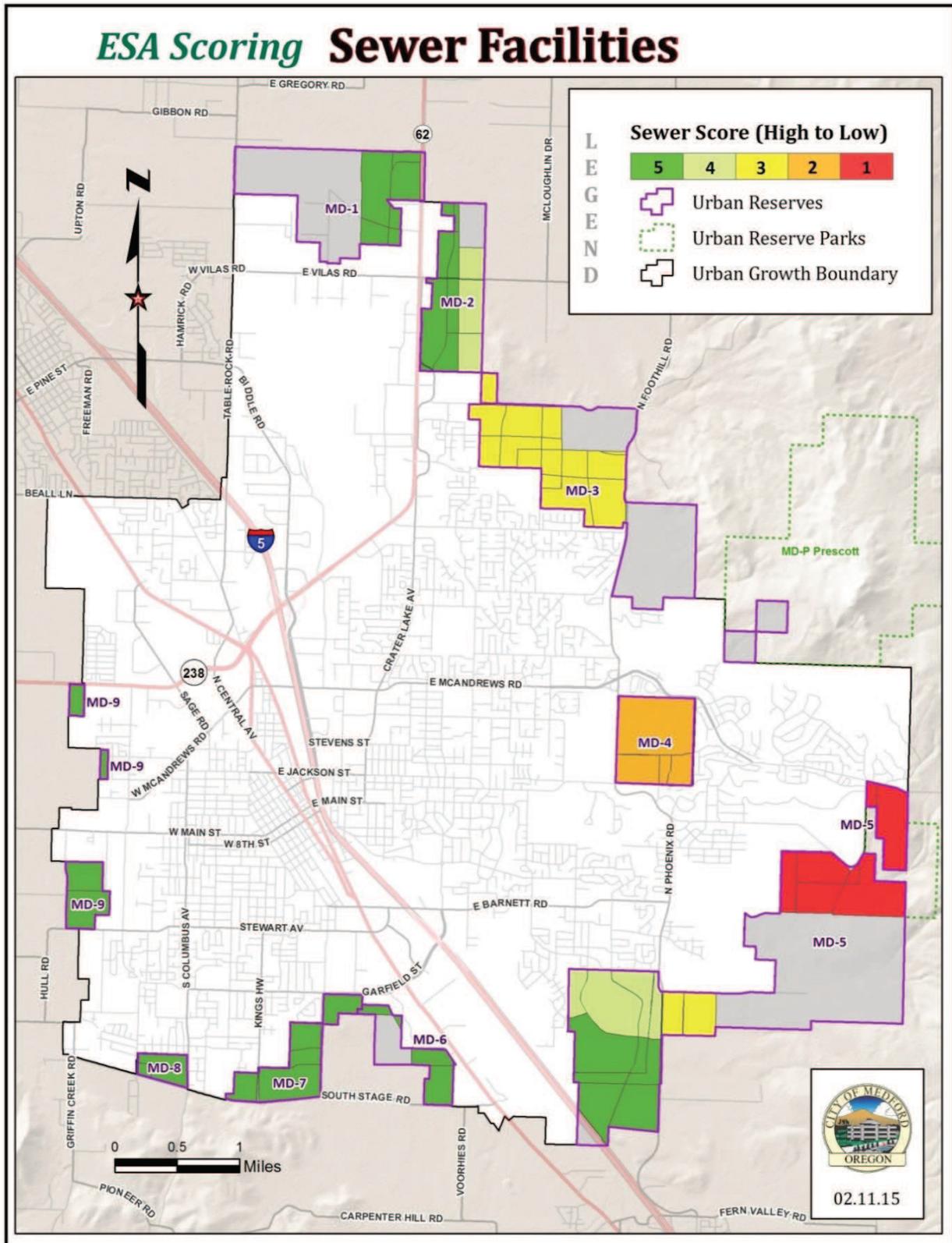
Map 7.1. Transportation



Map 7.2. Water



Map 7.3. Sewer



*Technical Memorandum 8: UGB Expansion Alternatives: Qualitative Comparison of Scenarios*

*June 2013*

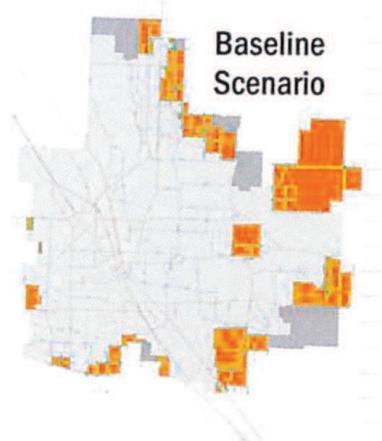


Exhibit 1. Baseline scenario assumes all Medford growth occurs outside of the current UGB with no internal upzoning.

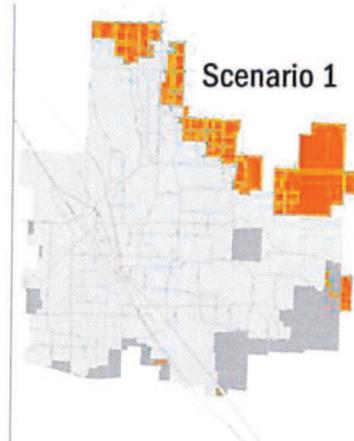


Exhibit 2. Includes internal upzoning and expansion of the UGB to the northeast.

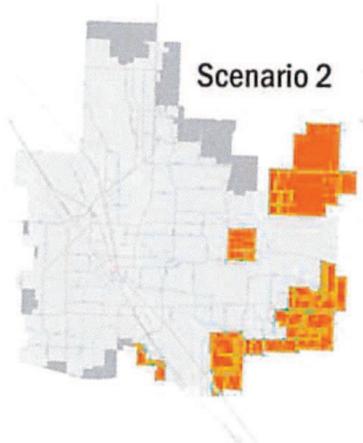


Exhibit 3. Includes internal upzoning and expansion of the UGB to the southeast and in limited portions of the southwest.

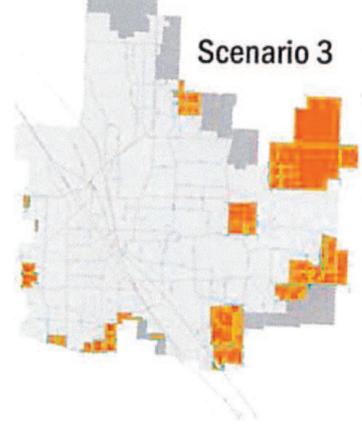
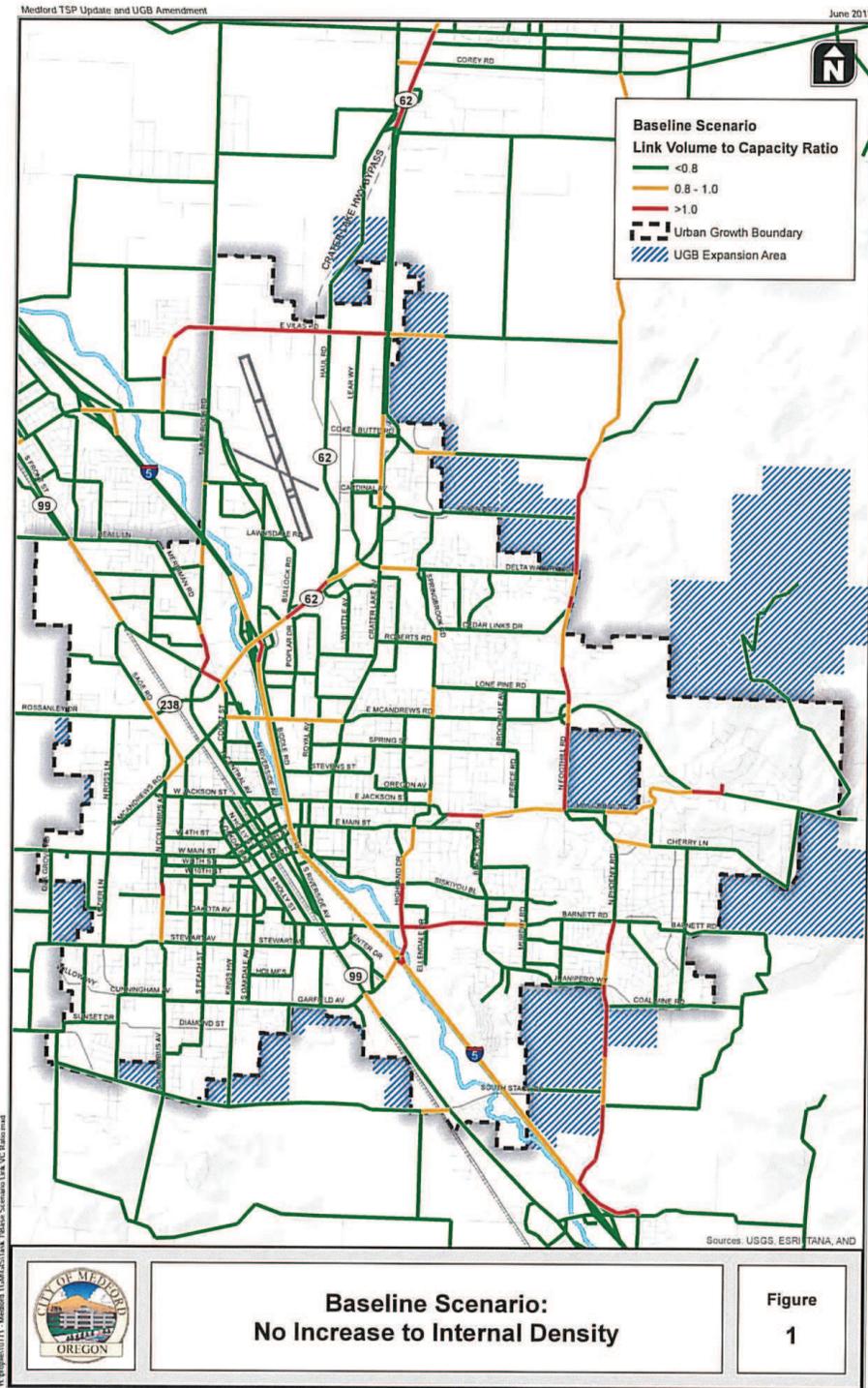
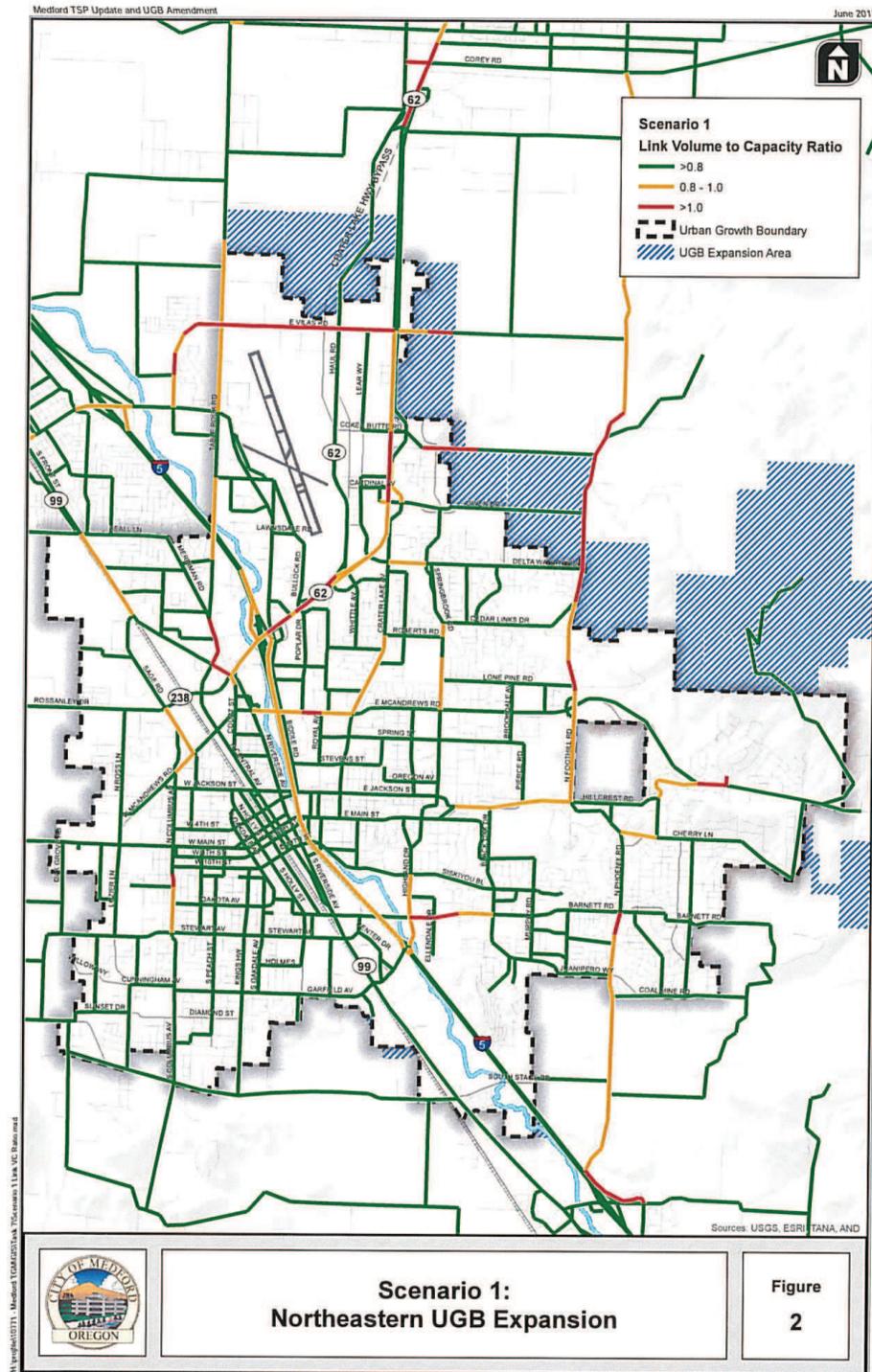


Exhibit 4. Includes internal upzoning and expansion of the UGB to the east and limited portions in the southwest.

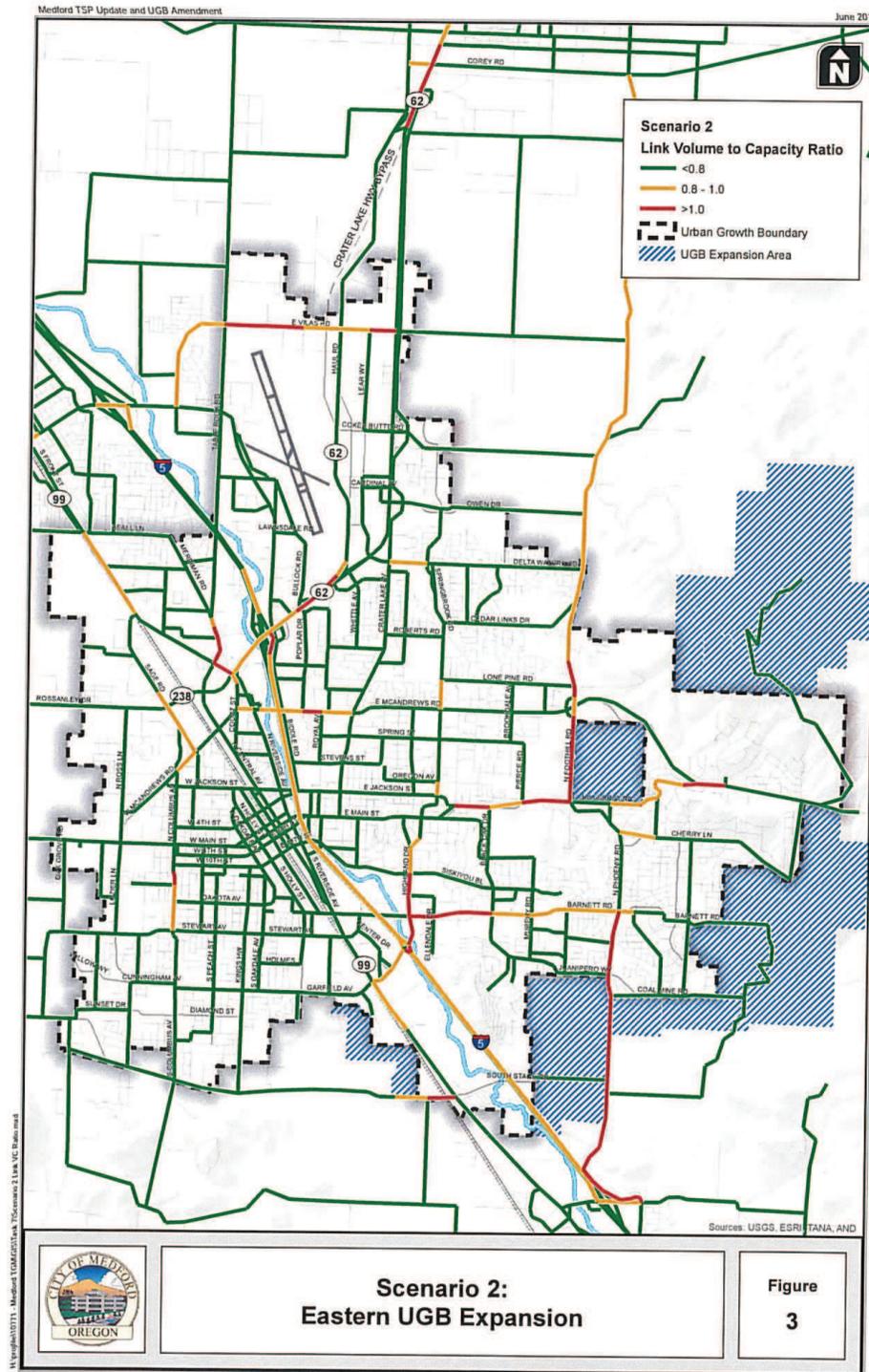
Appendix H: Infrastructure Scoring Memos



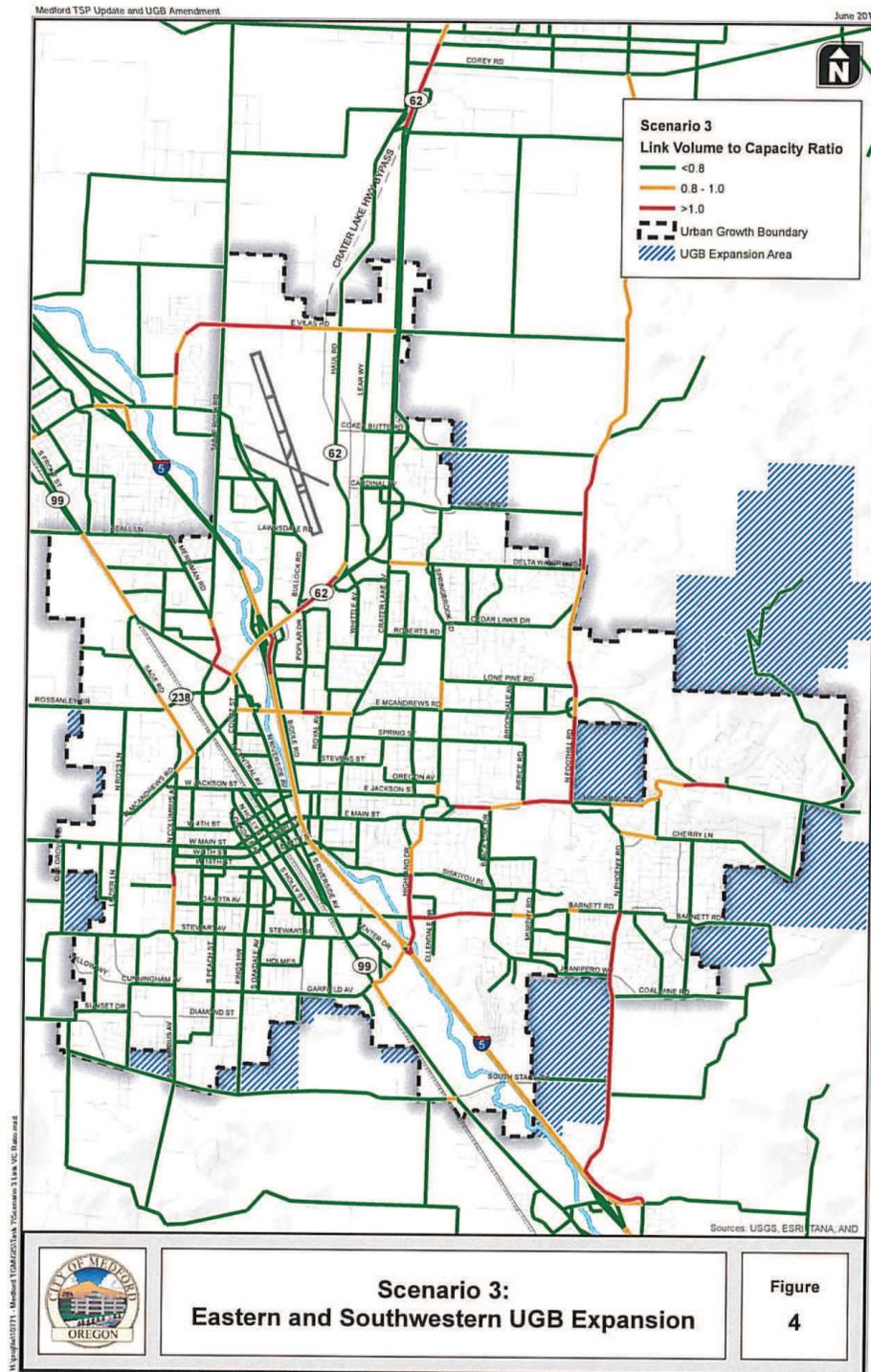
Appendix H: Infrastructure Scoring Memos



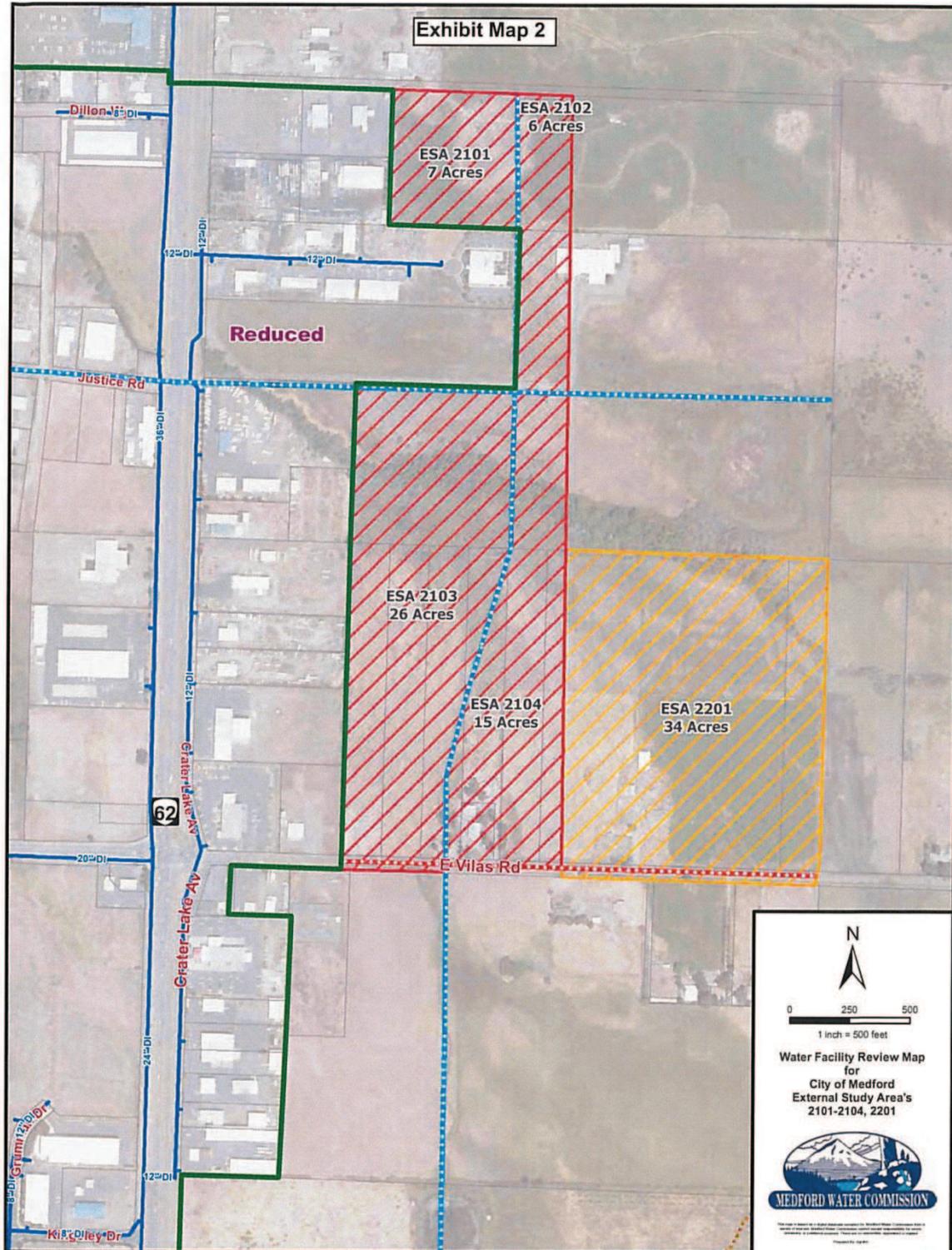
Appendix H: Infrastructure Scoring Memos

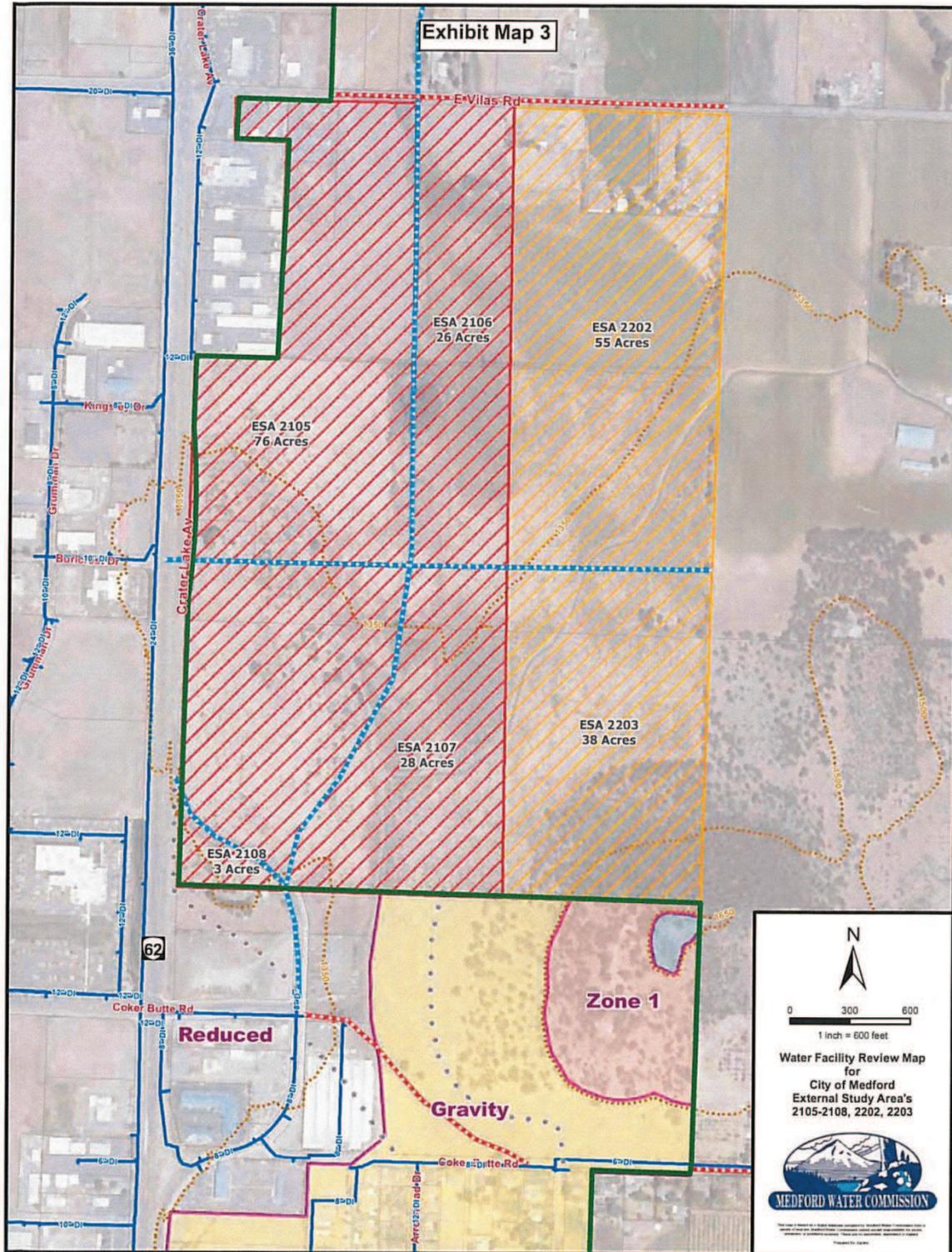


Appendix H: Infrastructure Scoring Memos



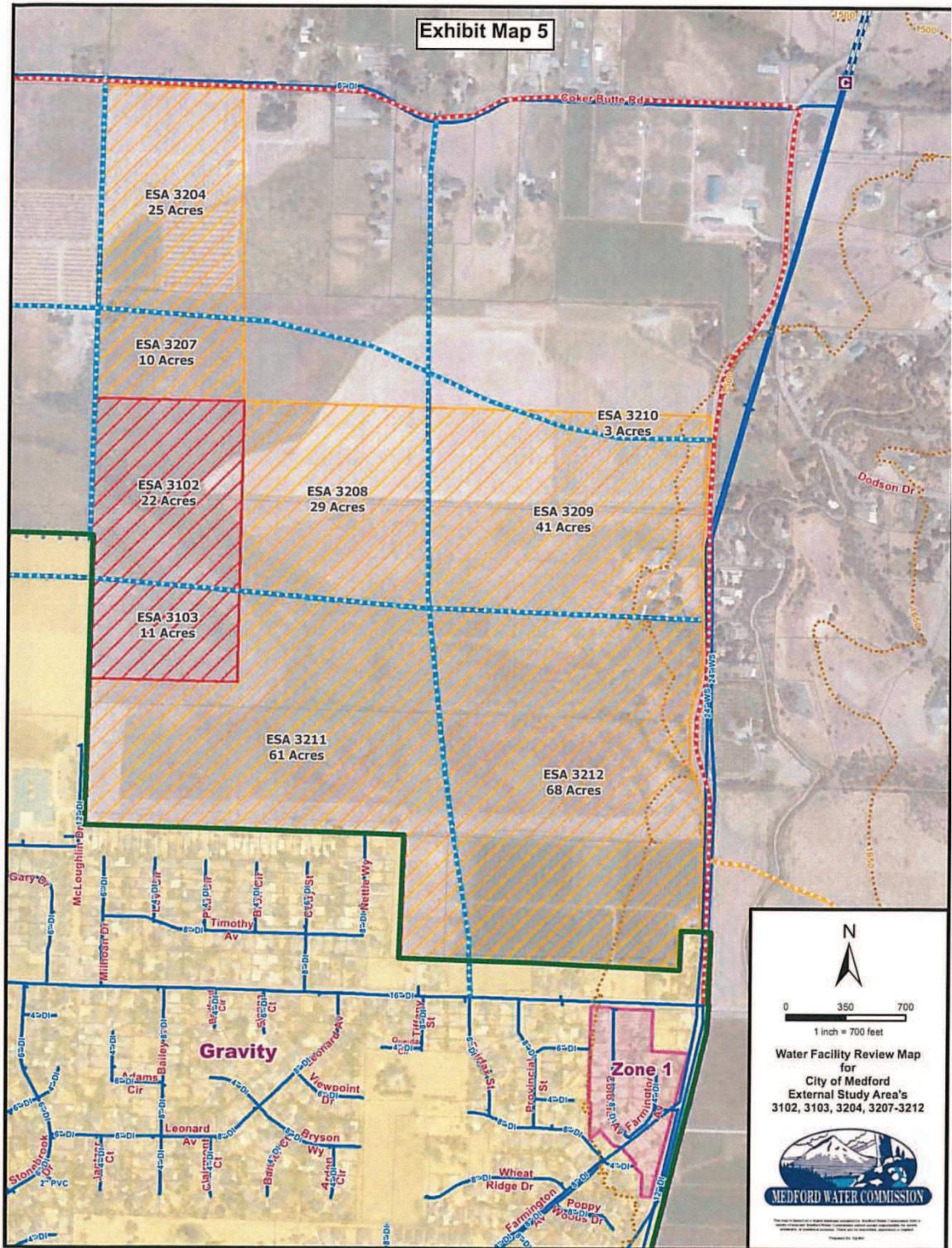




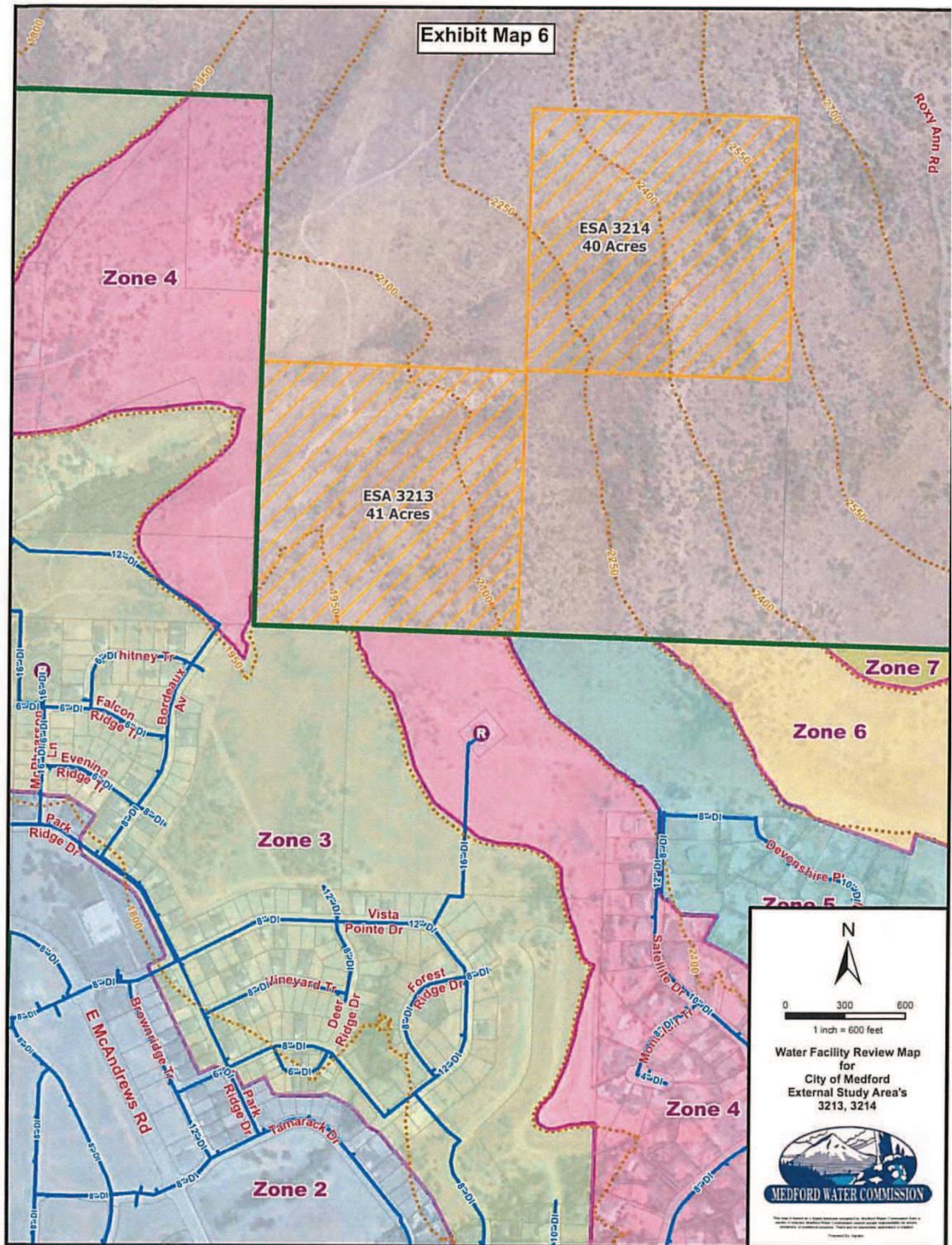


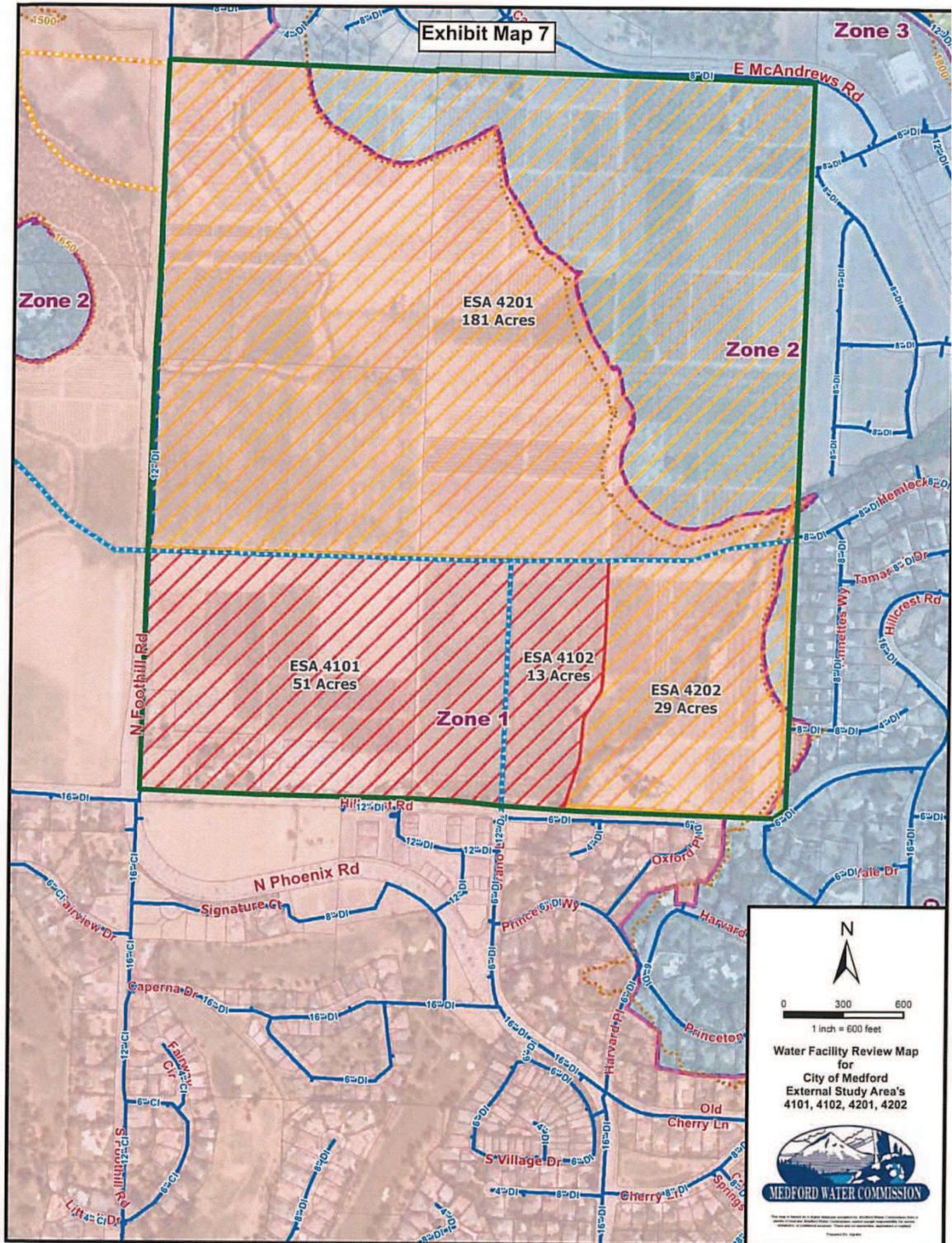


Appendix H: Infrastructure Scoring Memos

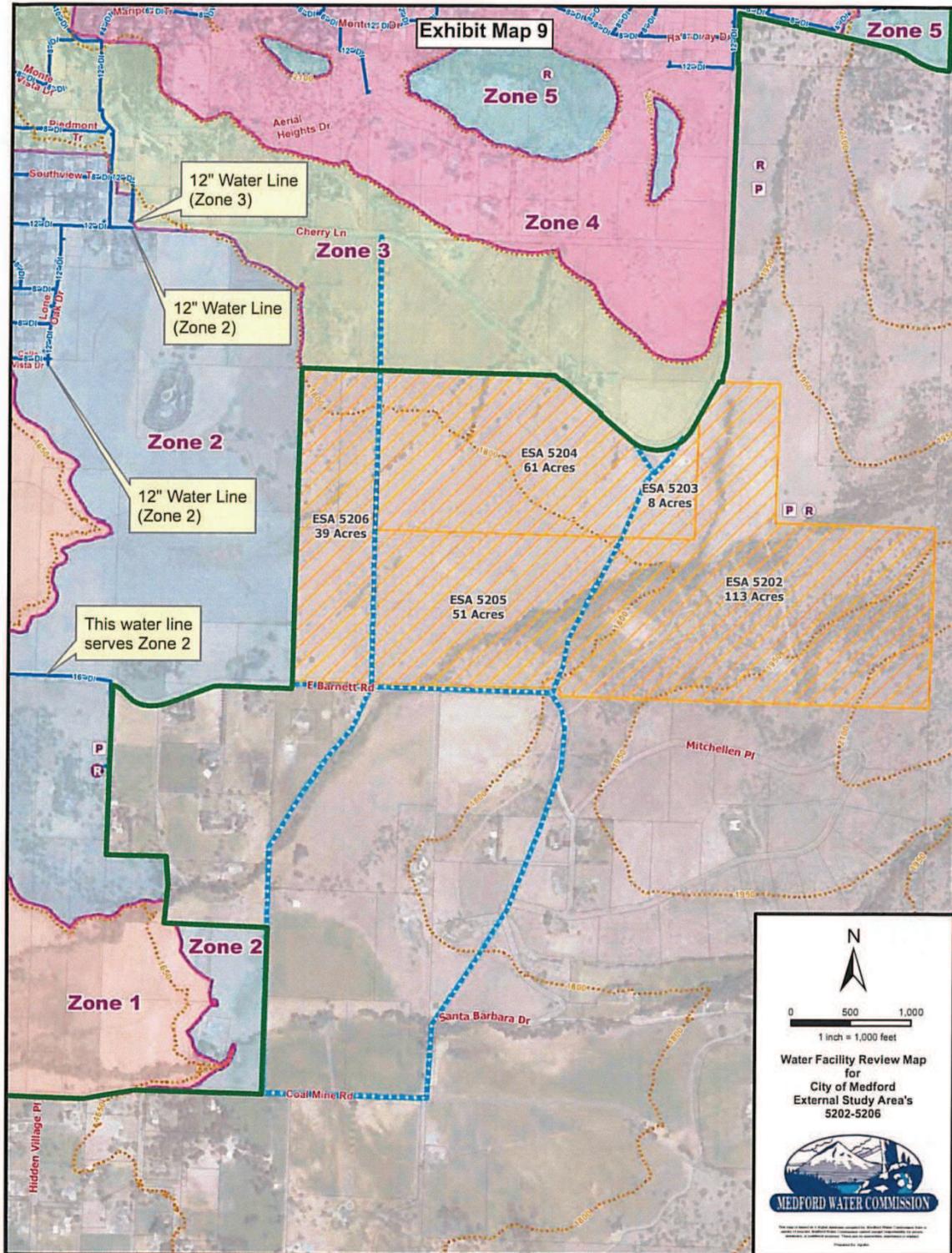


**Appendix H: Infrastructure Scoring Memos**

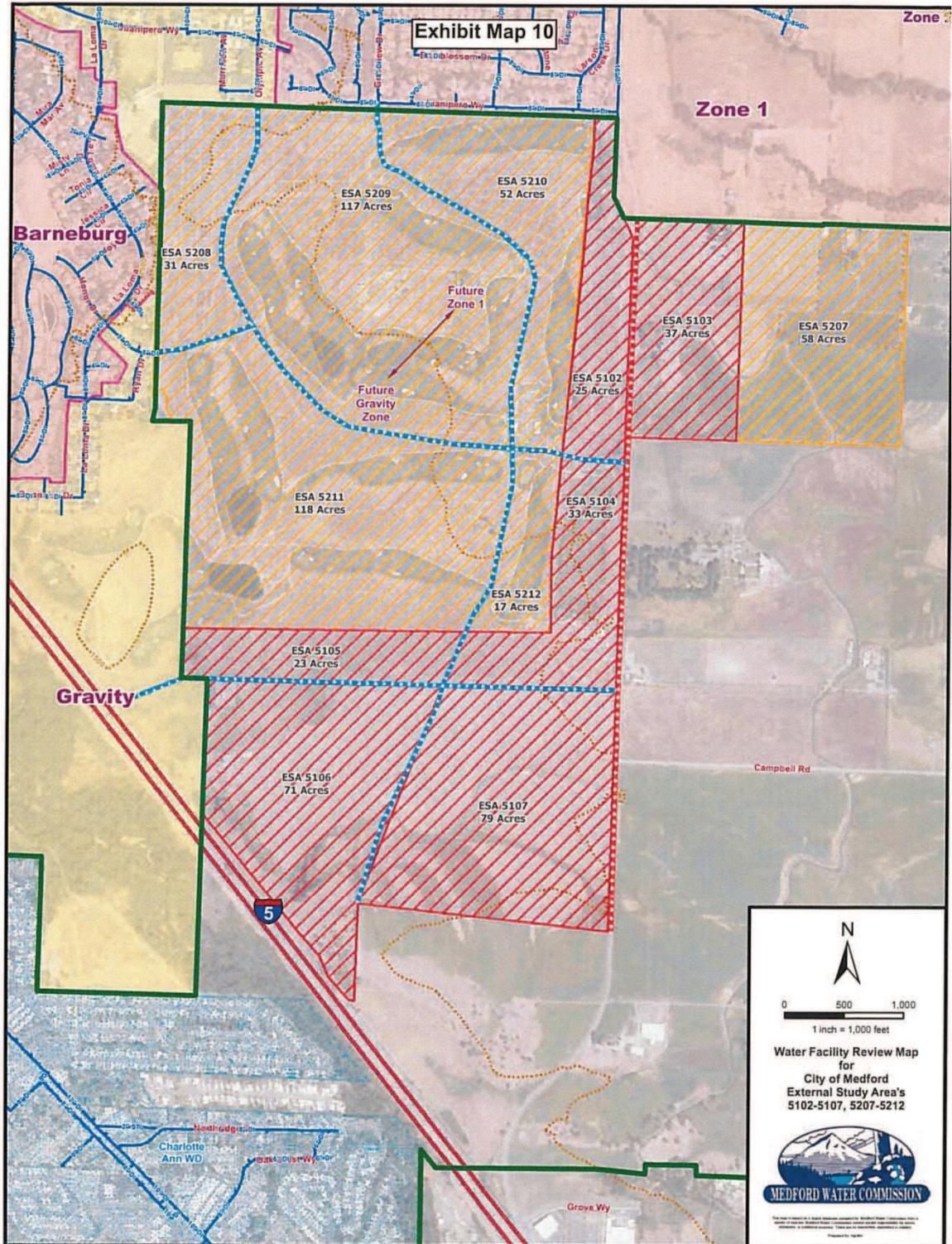


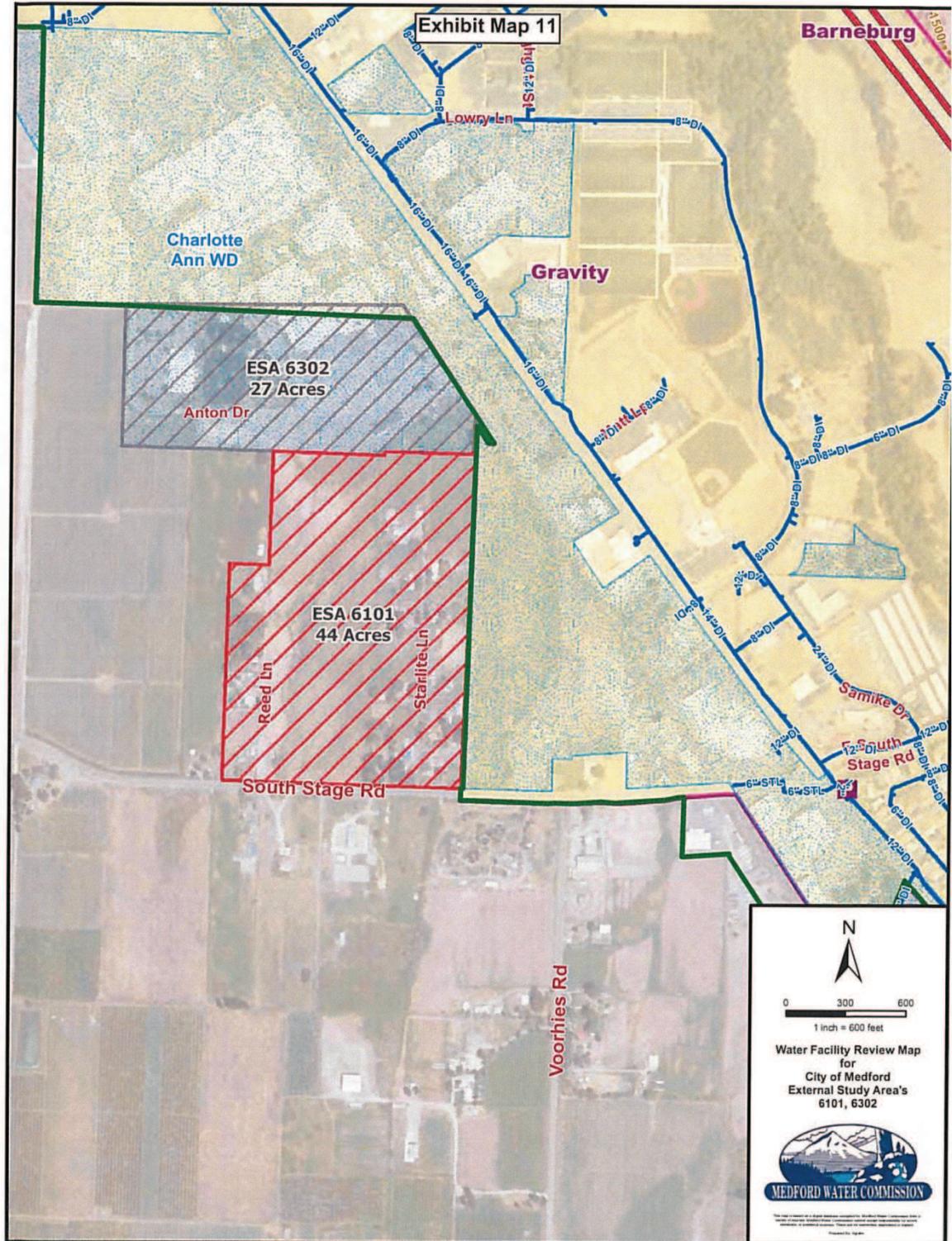






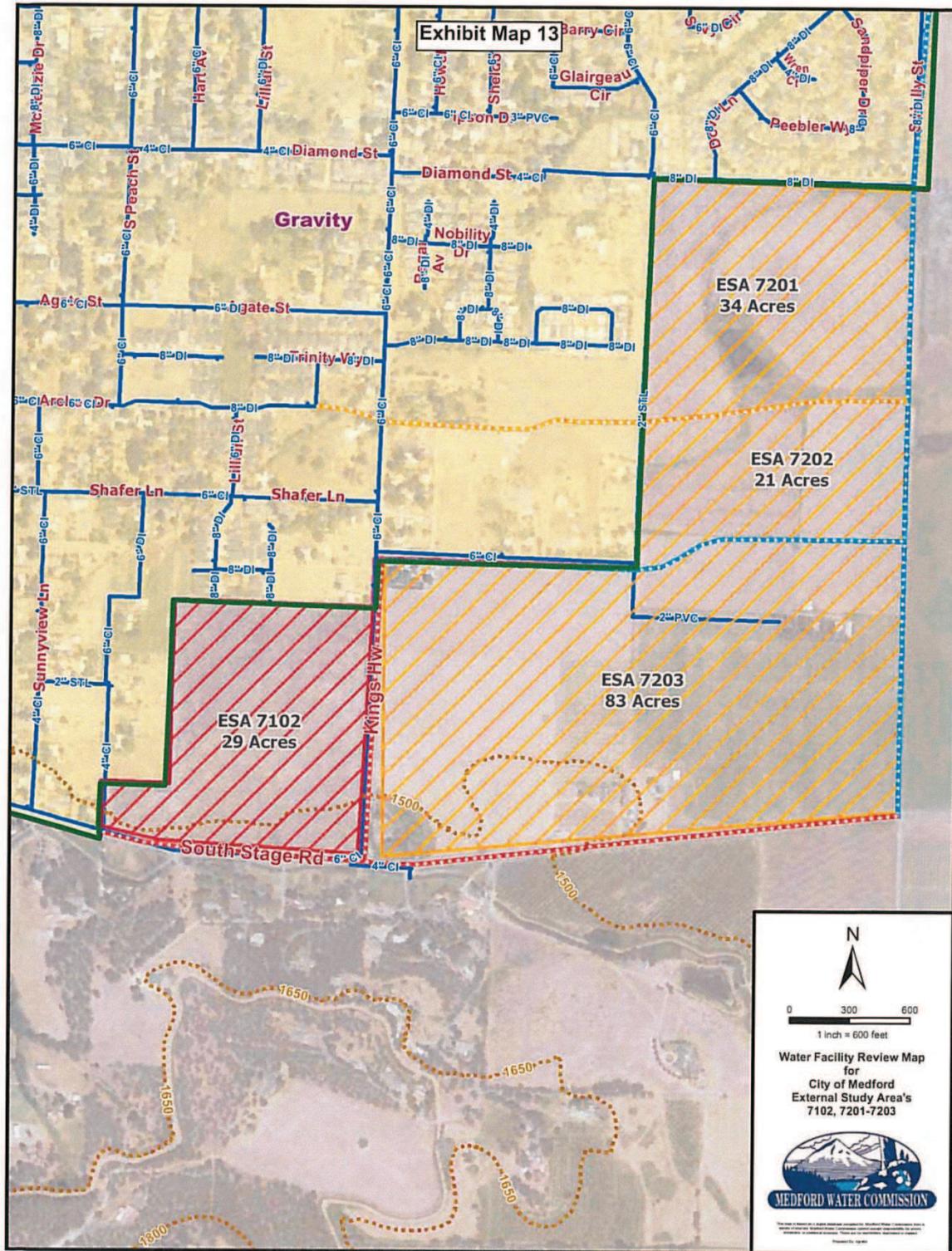
Appendix H: Infrastructure Scoring Memos







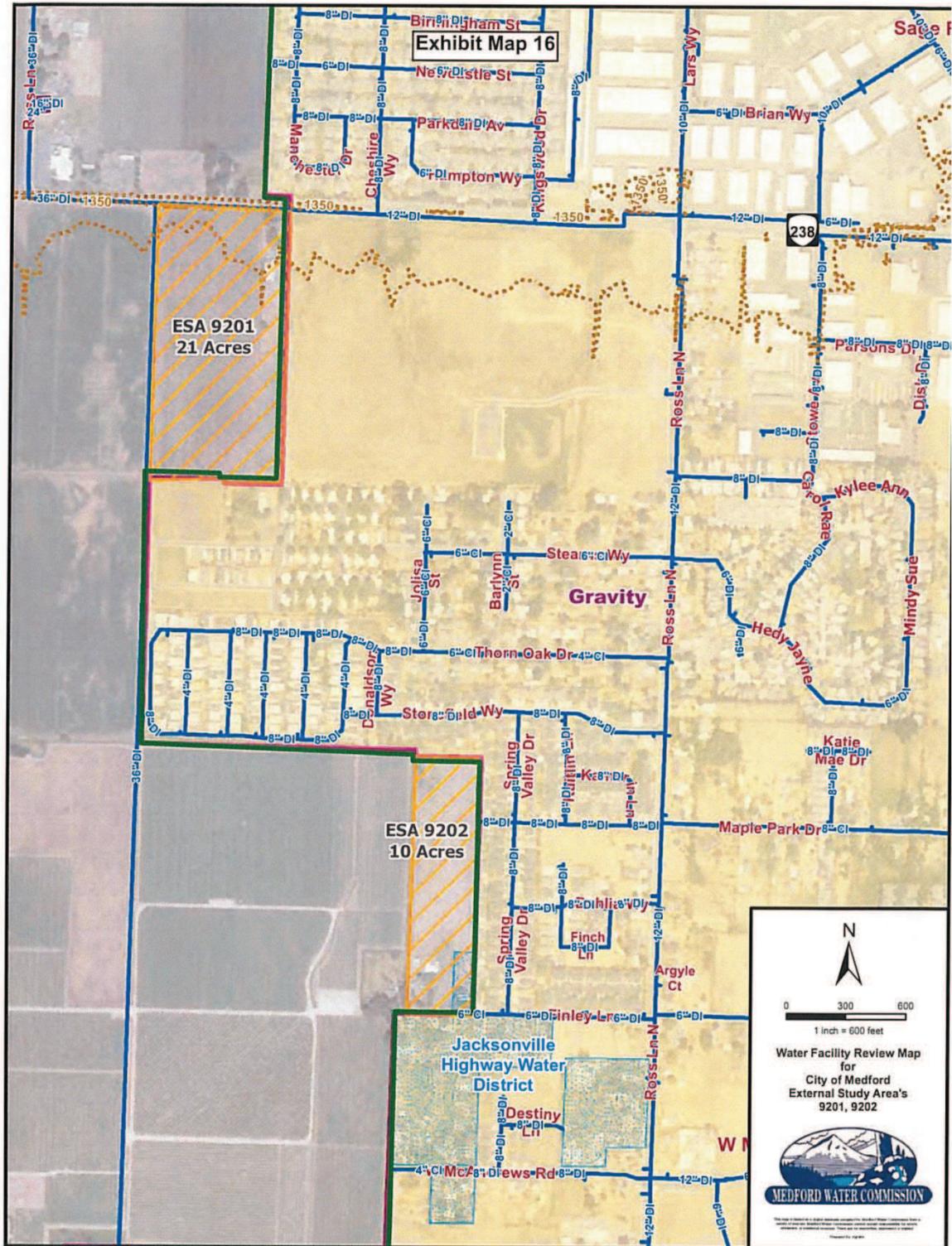
Appendix H: Infrastructure Scoring Memos

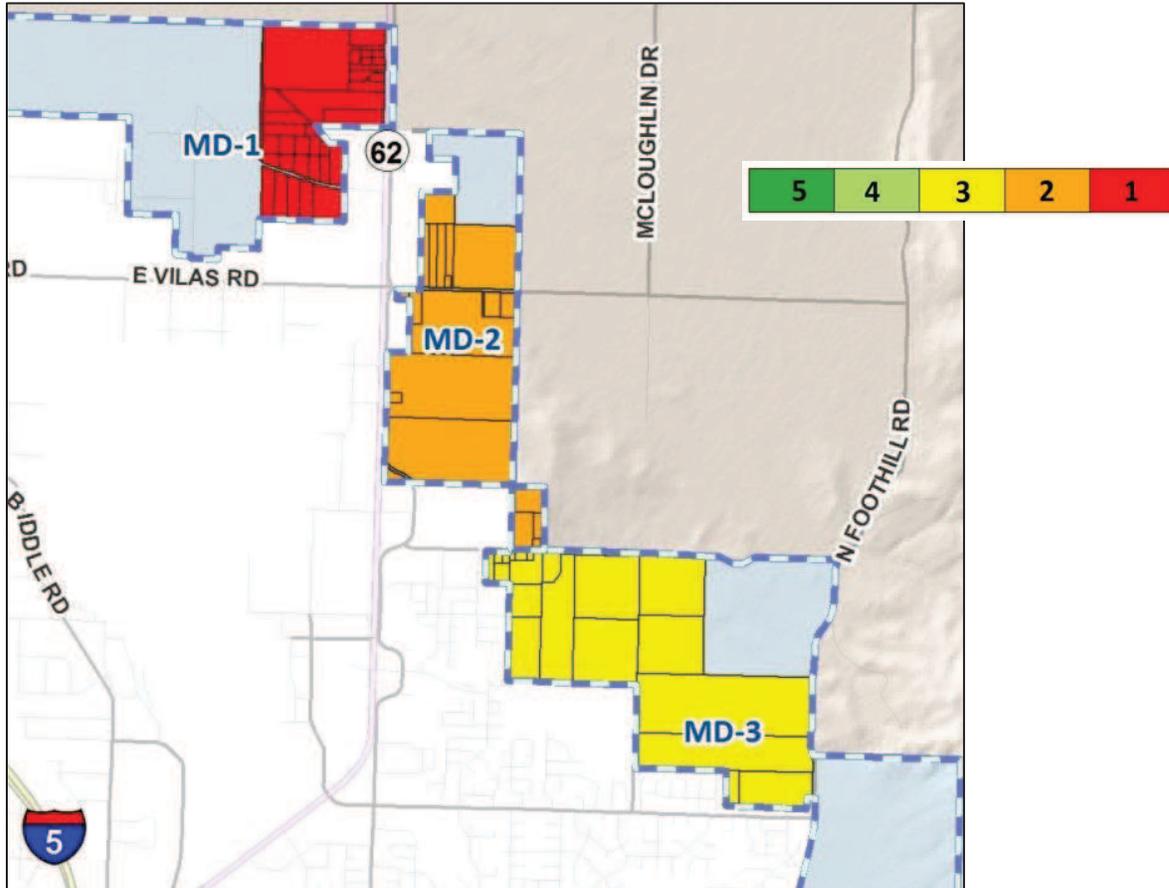






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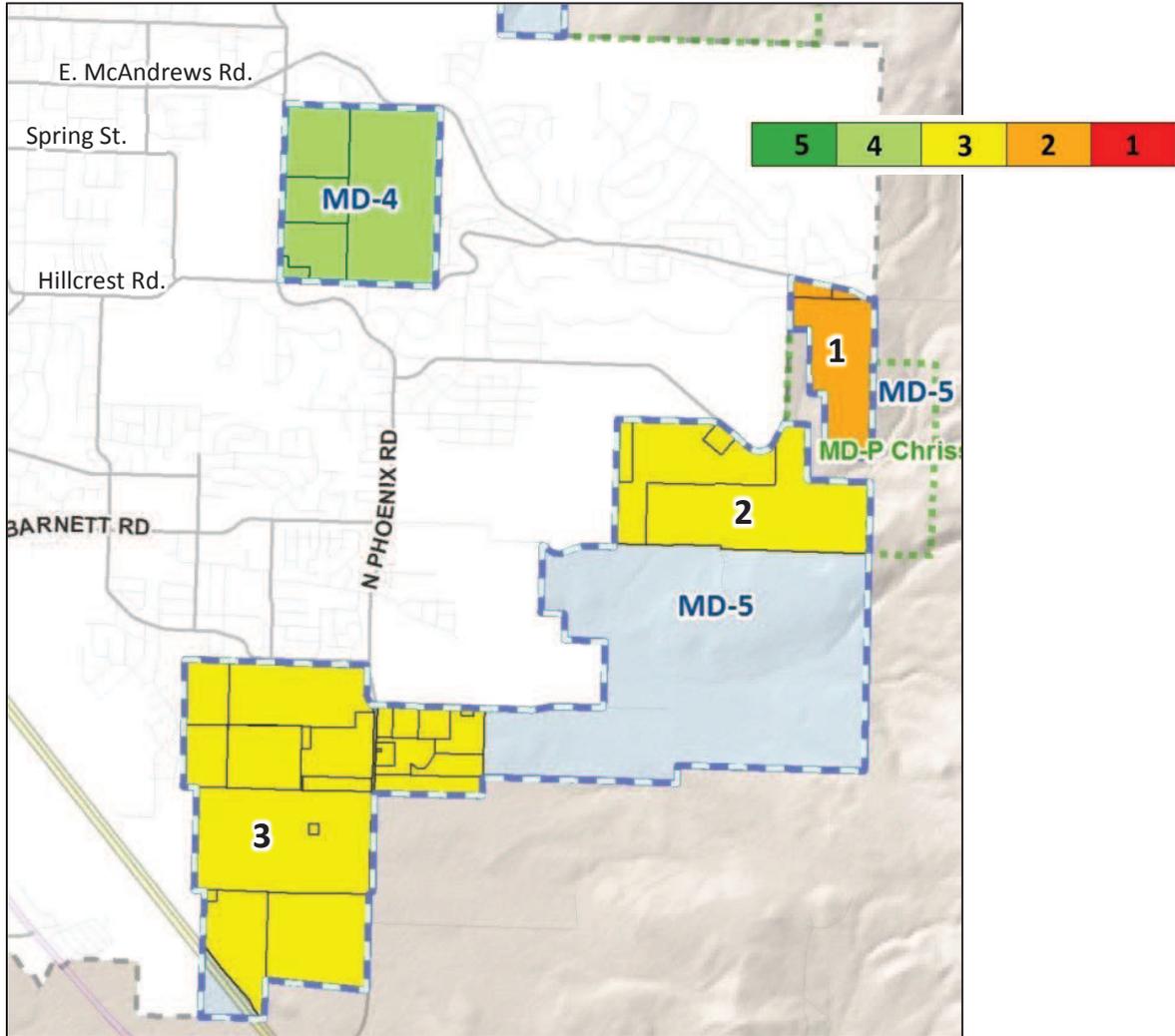




## NORTHEAST

The Highway 62 corridor is more sensitive to growth than some other facilities. Staff originally considered giving both MD-1 and MD-2 the lowest score, but MD-2 was bumped up slightly because a Springbrook Road extension to East Vilas Road would provide an alternative to Crater Lake Highway (Hwy. 62). The MD-3 area was given a moderate score because connections through it would relieve pressure on Delta Waters Road.

Staff continually wrestled with the inherent irony in these discussions: bringing in land to help alleviate a transportation problem also creates further demands on the transportation system. However, the urban reserve is exactly where the City decided it wanted to grow in the future, so staff concentrated on where extending the boundary would provide some capacity benefit, and not just put additional traffic on existing streets.



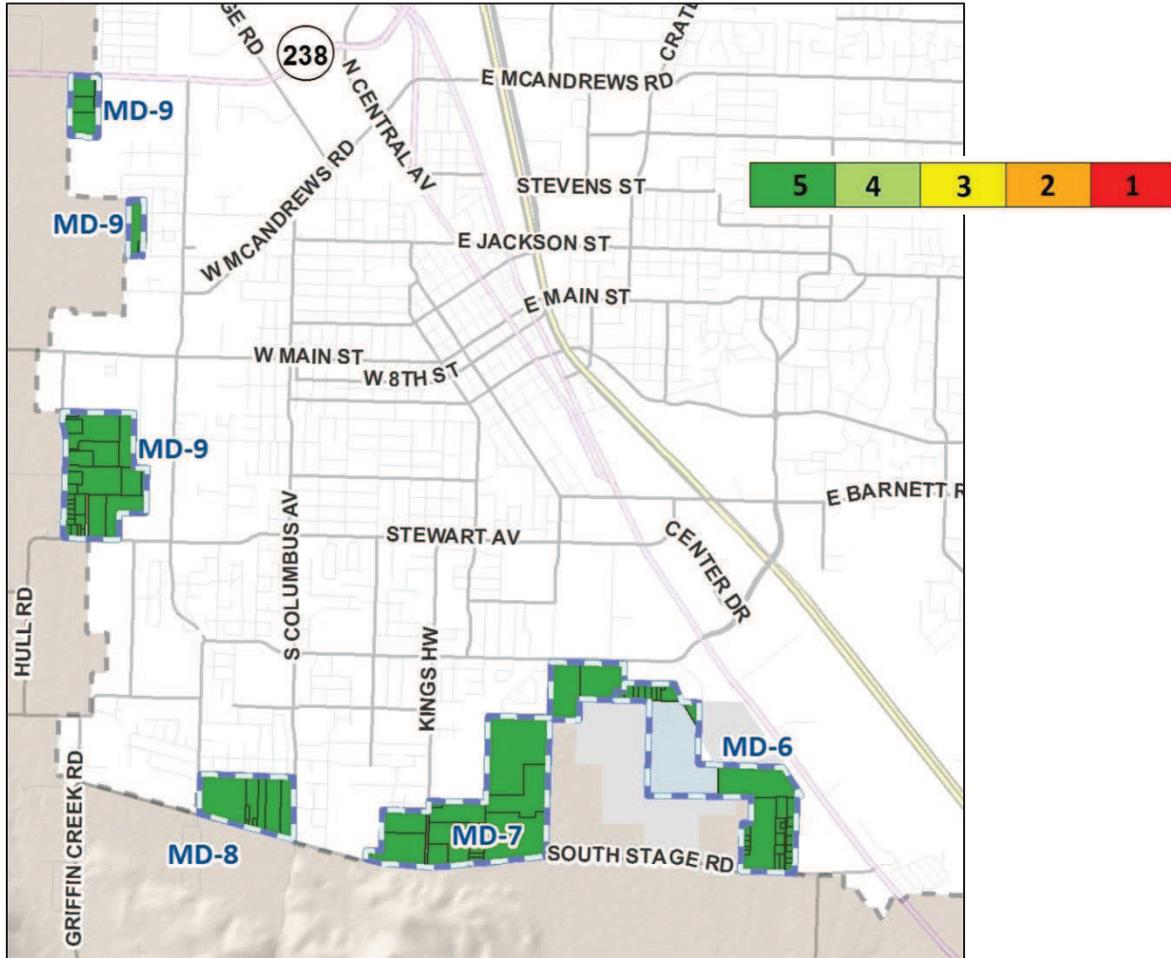
## SOUTHEAST

Most of the areas in the southeast received low scores in the first go-around. It was obvious that North Phoenix Road will experience congestion no matter where development takes place in the urban reserve; it is an inevitable result of the growth that will occur in Medford and the surrounding communities as well. Note that the separate ESA parts of MD-5 are labeled 1–3 on the map for easier reference.

Staff reasoned that MD-4 (Hillcrest Orchards) would benefit from an extension of Spring Street eastward to join a collector coming north off Hillcrest Road through MD-4. Instead of just putting more traffic on East McAndrews Road and Hillcrest Road, it would provide an alternative route through its own development and the development of Dunbar Farm.

MD-5.1 would likely not be able to provide through-connections due to topography, hence the moderate-low score. MD-5.2 would include an extension of East Barnett Road that would bend northward to join Cherry Lane where it oxbows southward, so staff as-

signed it a moderate score. MD-5.3, comprising the Centennial golf course and the parcels south of it, also received a moderate score on the assumption that the South Stage overpass of the interstate highway would draw off pressure from North Phoenix Road and East Barnett Road.

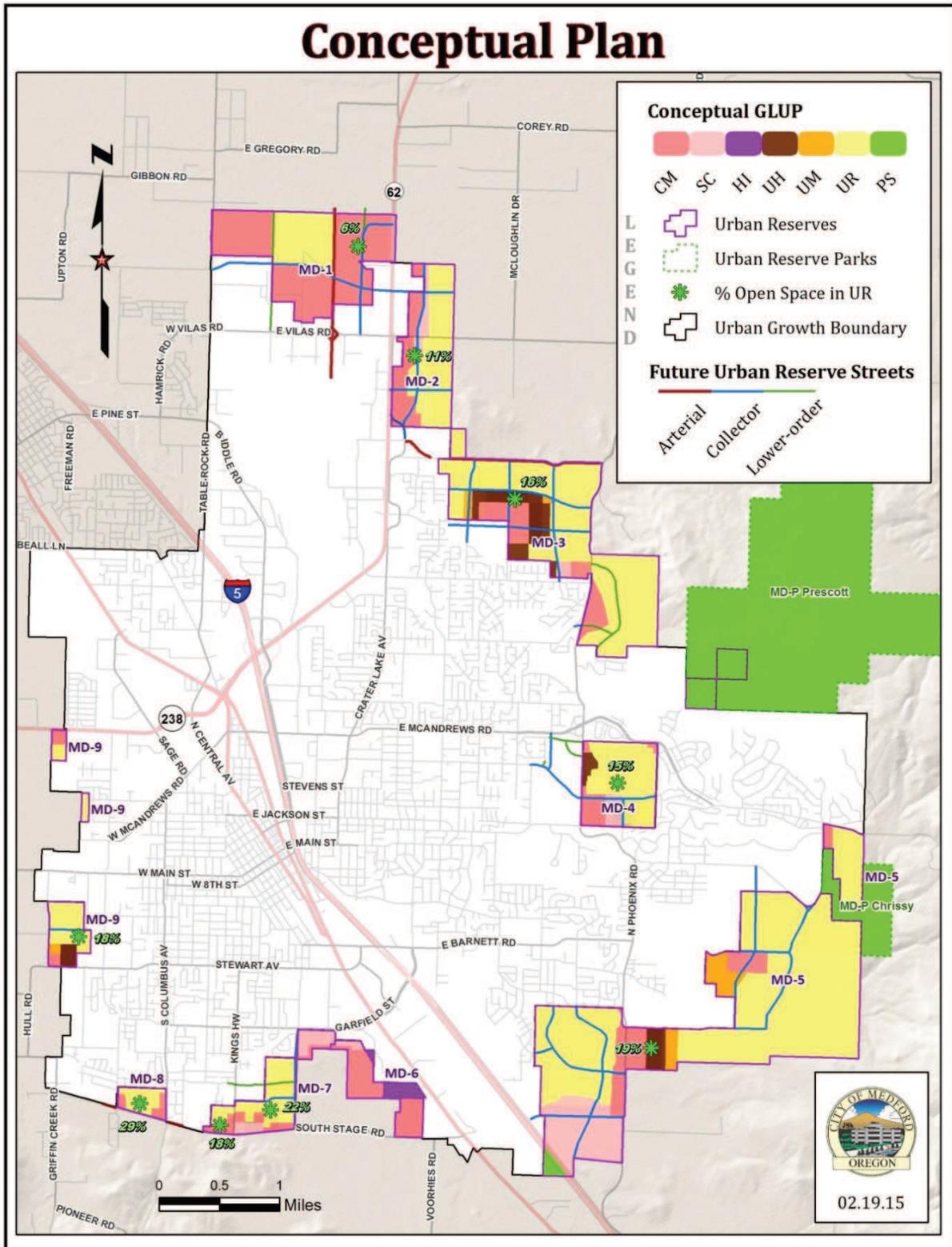


## SOUTHWEST

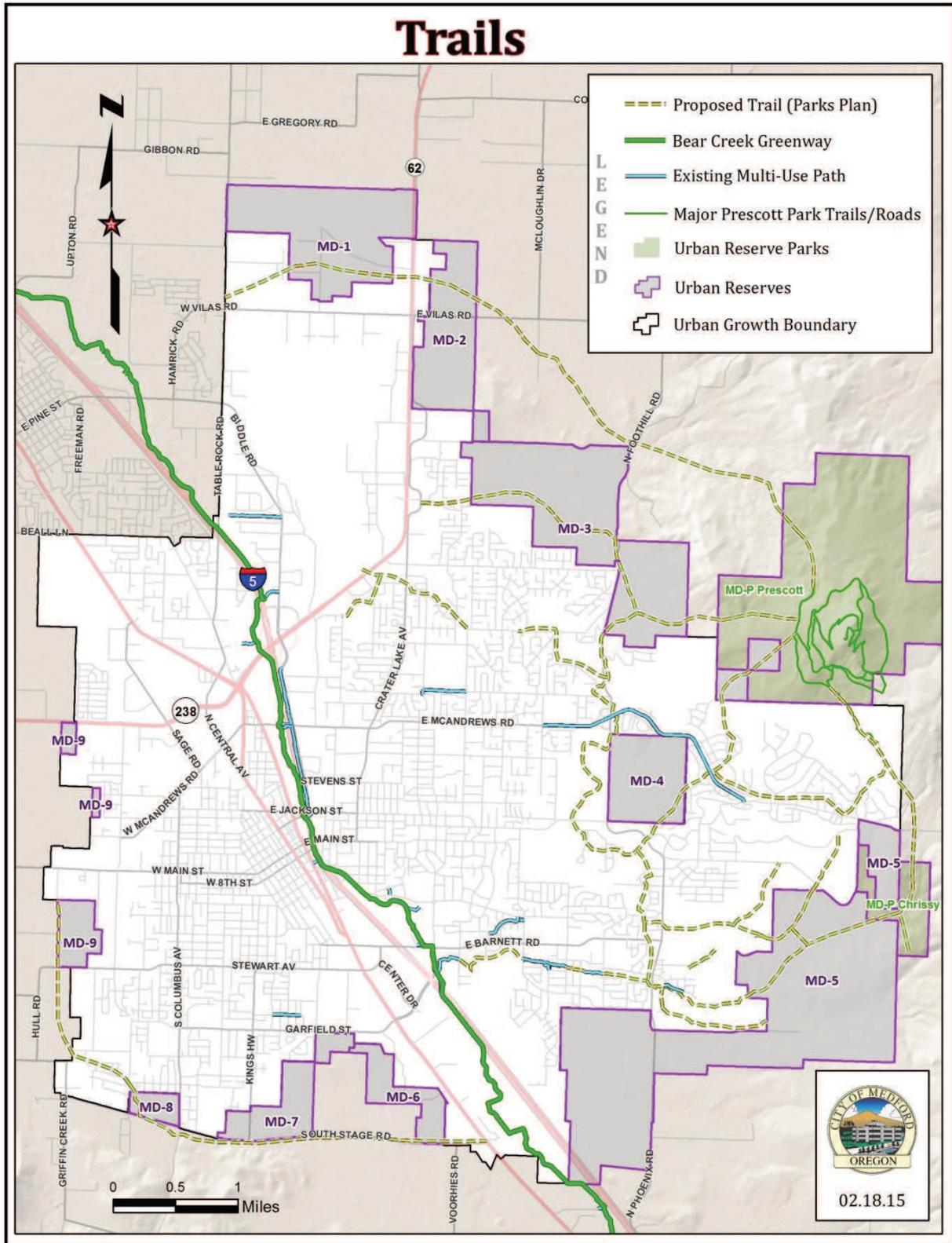
Except for the segment of South Columbus Avenue between West 10th Street and Stewart Avenue, all the higher-order streets in this quadrant proved to have sufficient capacity for motor vehicles in all the modeling scenarios. In addition, MD-7 would allow the extension of South Holly Street to South Stage Road. Giving all the areas in this quadrant a high transportation score was an obvious choice for staff.

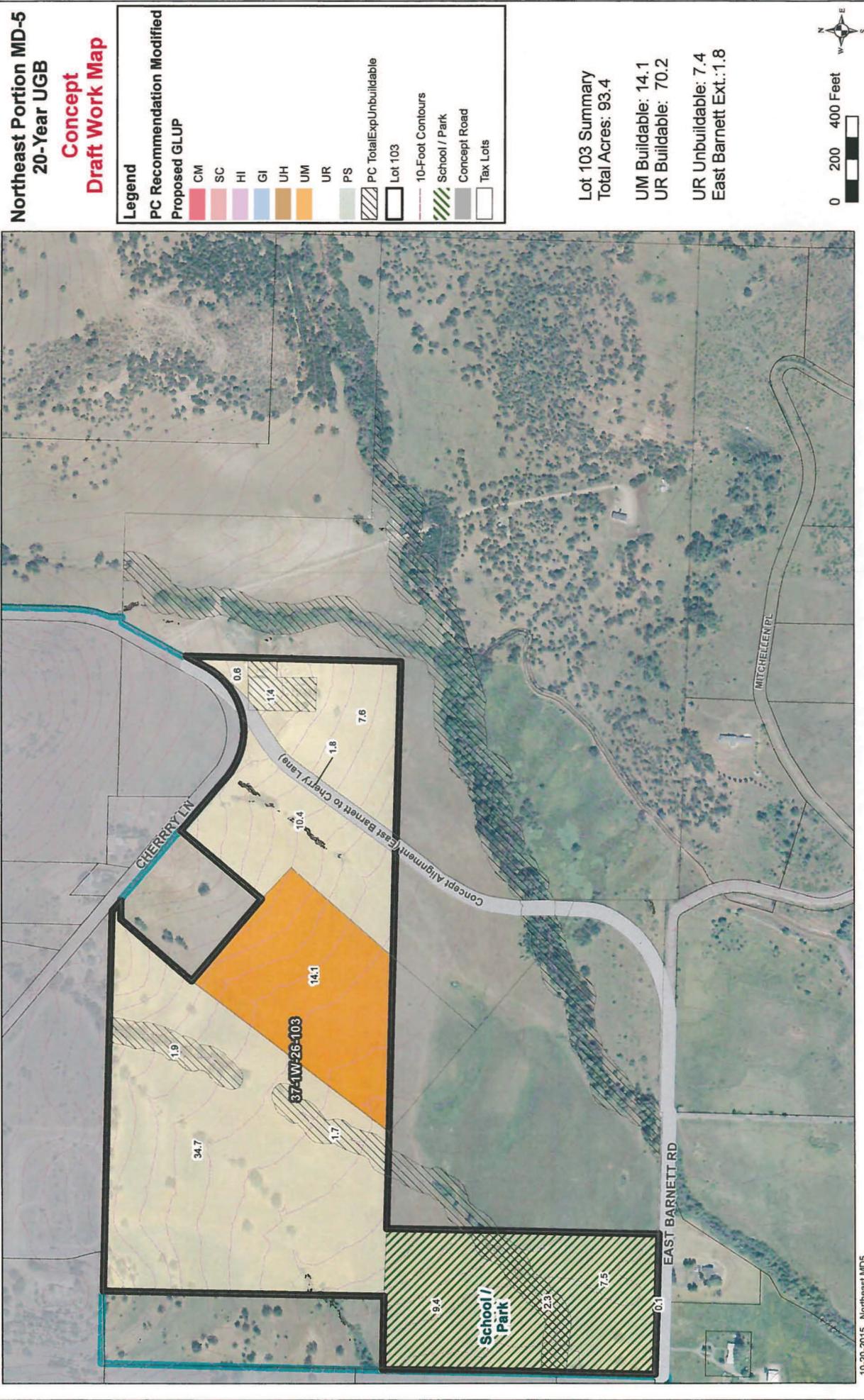
## APPENDIX J. CONCEPTUAL PLAN

Map 8.1. Conceptual Plan for Urban Reserve (Higher-order Streets and Land Use)



Map 8.2. UGB/Urban Reserve Trails Plan (adapted from Leisure Services Plan Figure 6.2)





**Northeast Portion MD-5  
20-Year UGB**

**Concept  
Draft Work Map**

**Legend**

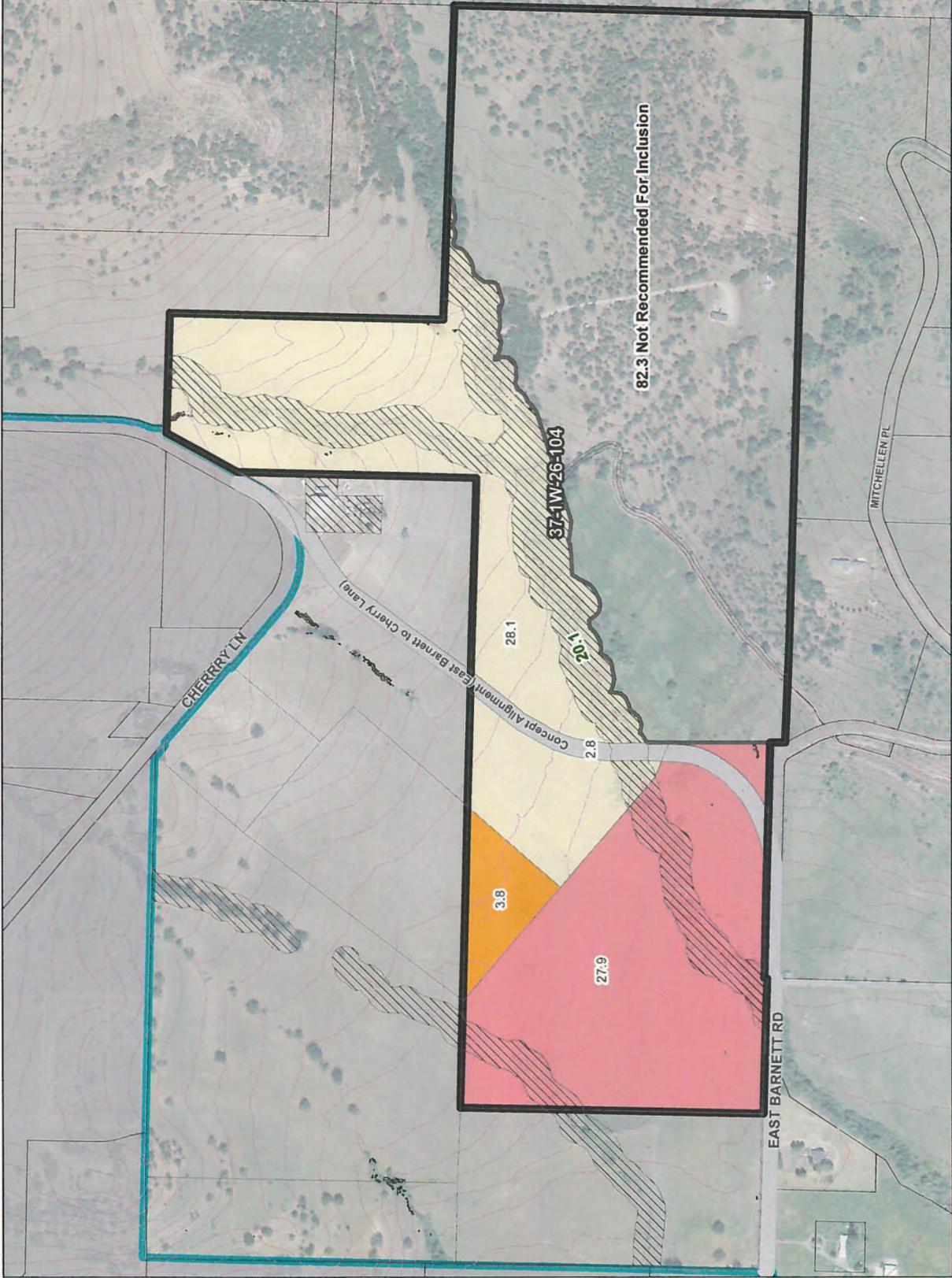
**PC Recommendation Modified**

**Proposed GLUP**

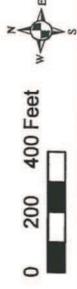
- CM
- SC
- HI
- GI
- UH
- UM
- UR
- PS

**PC TotalExpUnbuildable Modified**

- Lot 104
- 10-Foot Contours
- Concept Road
- Tax Lots



**Lot 104 Summary**  
**Total Acres: 164.9**  
 SC Buildable: 27.9  
 UM Buildable: 3.8  
 UR Buildable: 28.1  
 East Barnett Ext.: 2.8  
 Unbuildable: 20.1  
 Remainder: 82.3



**Northeast Portion MD-5  
20-Year UGB**

**Concept  
Draft Work Map**

**Legend**

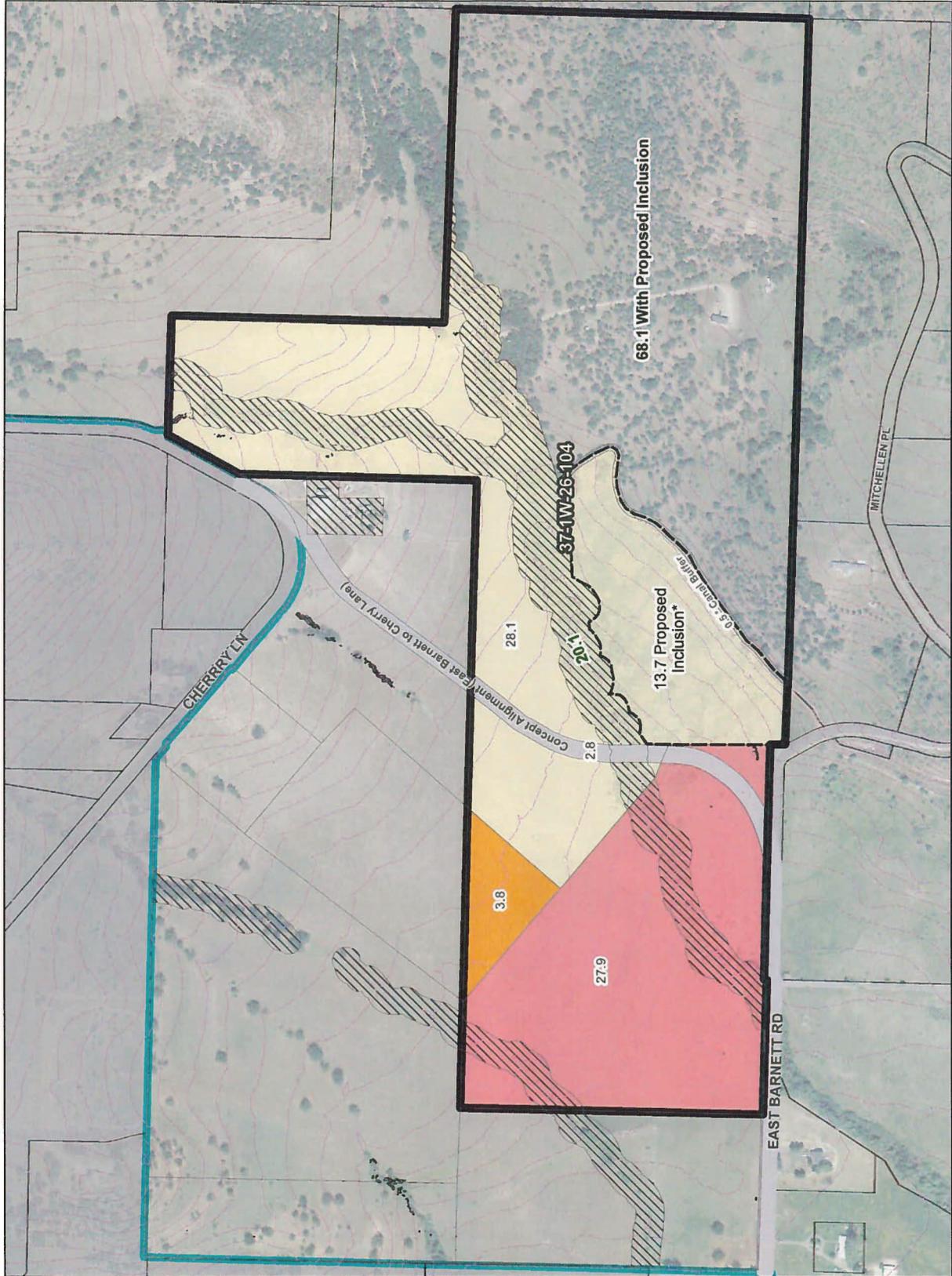
**PC Recommendation Modified**

**Proposed GLUP**

- CM
- SC
- HI
- GI
- UH
- UM
- UR
- PS

**PC TotalExp/Unbuildable Modified**

- Lot 104
- 10-Foot Contours
- Concept Road
- Tax Lots
- Proposed Additional Inclusion



**Lot 104 Summary**  
Total Acres: 164.9

SC Buildable: 27.9  
UM Buildable: 3.8  
UR Buildable: 28.1  
UR Proposed: 13.7  
East Barnett Ext.: 2.8  
Unbuildable: 20.1  
Unbuildable Canal: 0.5  
Remainder: 68.1



