

CITY OF MEDFORD

OFF-STREET PARKING ORDINANCE

10.741 General Provisions.

A development permit shall not be issued until plans and evidence are presented to show how the off-street parking and loading requirements are to be fulfilled and that property is and will be available for exclusive use as off-street parking and loading space.

Off-street parking spaces shall be provided and maintained as set forth in this section for all uses in all zoning districts. Such off-street parking spaces shall be provided at the time a certificate of occupancy is issued for a new building or the expansion of an existing building. For building expansions the additional required parking and access improvements shall be based on the expansion only.

Additional parking is required when a use is changed to another use with greater parking requirements provided that the requirements for the new use do not exceed the existing parking by more than 25 percent.

Any use requiring one-half or more of a parking space shall be deemed to require the full space. Parking spaces provided to meet the requirements of this code shall not be reduced in size or number to an amount less than required by this code for the use occupying the building. The provision and maintenance of off-street parking space is a continuing obligation of the property owner.

In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately.

Required parking shall be available for the parking of operable automobiles of residents, customers and employees and shall not be used for the storage of vehicles or materials or for the parking of trucks used in conducting the business or use. A required loading space shall not be used for any purpose other than the immediate loading or unloading of goods.

A parking plan, drawn to scale, shall accompany development permit applications for all developments excluding single and two-family dwellings. The plan shall show all those elements necessary to indicate that the requirements of this code are being fulfilled and shall include, but is not limited to:

- (1) Delineation of individual parking spaces;
- (2) Circulation area necessary to serve spaces;
- (3) Access to streets, alleys and proper ties to be served;
- (4) Curb cuts;
- (5) Type landscaping, fencing or other screening materials;
- (6) Abutting land uses;
- (7) Grading, drainage, surfacing and subgrading details;
- (8) Location and candlepower of lighting fixtures;

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- (9) Delineations of all structures or other obstacles to parking and circulation on the site; and
- (10) Specifications as to signs and bumper guards.

10.742 Off-Street Loading Standards.

(1) Types of Loading Berths; Design. Required off-street loading space shall be provided in berths which conform to the following minimum specifications.

(a) Type "A" berths shall be at least 60 feet long by 12 feet wide by 15 feet high, inside dimensions with a 60-foot maneuvering apron.

(b) Type "B" berths shall be at least 30 feet long by 12 feet wide by 14 feet 6 inches high, inside dimensions with 30-foot maneuvering apron.

(2) Number of Loading Spaces Required: The following numbers and types of berths shall be provided for the specified uses. The uses specified below shall include all structures designed, intended or arranged for such use.

Table 1

Use	Gross Floor Area (sq. ft.)	Berths Required	Type
a. Freight terminals, industrial plants, manufacturing or wholesale establishments, warehouses	12,000 - 36,000	1	A
	36,000 - 60,000	2	A
	60,000 - 100,000	3	A
	each additional 50,000 or fraction thereof	1	A
b. Motel, convention halls, multi-family dwellings or sports arenas	25,000 - 150,000	1	B
	150,000 - 400,000	2	B
	each additional 250,000 or fraction thereof	1	B
c. Multi-Family (Central Business District)*	more than 25,000	1	B
d. Hospital, convalescent homes and	10,000 - 100,000	1	B

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similar institutional
uses;
Table 1 (Continued)

over 100,000

2

B

Use	Gross Floor Area (sq. ft.)	Berths Required	Type
e. Department stores, retail establishments, funeral homes, and commercial establishments not otherwise specified;	7,000 - 24,000	1	B
	24,000 - 50,000	2	B
	50,000 - 100,000	3	B
	over 100,000 each additional 50,000 or major fraction thereof	1	B
f. Hotels or office buildings	25,000 - 40,000	1	B
	40,000 - 100,000	2	B
	each additional 100,000 - or major fraction thereof	1	B
g. Schools	over 14,000	1	B

*Adequate loading spaces shall be provided so that a minimum of one space shall be provided to serve all dwellings within an improved walking distance of 250 feet, excluding vertical distances being served by an elevator.

(3) Uses not specifically mentioned. In the case of a use not specifically mentioned, the requirements for off-street loading facilities shall be the same as the above mentioned use which, as determined by the Planning Director, is most similar to the use not specifically mentioned.

(4) Concurrent different uses. When any proposed structure will be used concurrently for different purposes, final determination of loading requirements will be made by the Planning Director but in no event shall the loading requirements be less than the total requirement for each use based upon its aggregate floor area.

(5) Location of required loading facilities. The off-street loading facilities required for the uses mentioned in this code shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements.

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(6) Manner of using loading areas. No space for loading shall be so located that a vehicle using such loading space projects into any public right-of-way. Loading space shall be provided with access to an alley, or if no alley adjoins the lot, with access to the street. Any required front, side or rear yard may not be used for loading.

10.743 Off-Street Parking Standards.

Banks: One (1) space per two hundred (200) square feet of gross floor area plus five (5) spaces of off-street waiting (loading) per drive-up window.

Bowling alley: Five (5) spaces per lane, plus one (1) space per employee on the largest work shift.

Cemetery: One (1) space per employee, plus one (1) space per four (4) visitors to the maximum seating capacity of the chapel.

Church: One (1) space per four (4) seats of maximum capacity or eight feet of bench length.

Commercial, General: One (1) space per two hundred (200) square feet of gross floor area.

Community and recreation center: One (1) space per two hundred and fifty (250) square feet of gross floor area, or one (1) space per four (4) patrons to the maximum capacity.

Drive-in theater: One (1) space per employee plus ten (10) spaces of off-street stacking per drive-up window.

Furniture Stores: One (1) space per four hundred (400) square feet of gross floor area.

Golf courses (nine- and eighteen-hole): Five (5) spaces per hole, plus one (1) space per employee on the largest shift, plus seventy-five (75) percent of the spaces otherwise required for any accessory uses (e.g., bars, restaurants).

Golf driving range: One (1) space per tee.

Hospitals: Two (2) spaces per three (3) patient beds, plus one (1) space per staff doctor and each other employee on the largest work shift.

Hotel or motel: One (1) space per room, plus one (1) space per every three (3) employees on the largest work shift, plus one (1) space per three (3) persons to the maximum capacity of each public meeting and/or banquet room, plus fifty (50) percent of the spaces otherwise required for accessory uses (e.g. restaurants and bars).

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Libraries and museums: One (1) space per four hundred (400) square feet of floor area or one (1) space per four (4) seats to the maximum capacity, whichever is greater, plus one (1) space per two (2) employees on the largest shift.

Light industrial, Mini-warehouse: Two (2) spaces per manager's residence, plus one (1) space per ten (10) storage cubicles.

Light industrial, Veterinary office with enclosed kennels and/or pens: Three (3) spaces per doctor, plus one (1) space per employee on the largest shift.

Light industrial, Warehouse: One (1) space per employee on the largest shift, plus one (1) space per four thousand (4,000) square feet of gross floor area.

Miniature golf: One and one-half (1.5) spaces per hole.

Nursery: One (1) space per two hundred (200) square feet of gross floor area of inside sales or display.

Nursery, Day or Child Care Center Facility: One (1) space per teacher/employee on the largest shift, plus one (1) off-street loading space per six (6) students.

Nursing homes: One (1) space per six (6) patient beds, plus one (1) space per employee on the largest shift, plus one (1) space per staff member and visiting doctor.

Office, general: One (1) space per three hundred square feet of gross floor area.

Office, beauty and barber shops: Two and one-half (2.5) spaces per chair.

Office, medical offices: One (1) space per two hundred (200) square feet of gross floor area plus one (1) space per doctor.

Outdoor recreational, general: One (1) space per four (4) expected patrons at capacity.

Outdoor theater: One (1) space per three (3) patrons to the maximum capacity of the facility inclusive of both indoor and outdoor capability.

Private clubs: One (1) space per three (3) persons to the maximum capacity of the facility.

Public service use: One (1) space per employee on the largest work shift, plus one (1) space per company vehicle normally stored on the premises.

Recreational, general: One (1) space per four (4) patrons to the maximum capacity of facility, plus one (1) space per two (2) employees on the largest work shift.

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Recreational vehicle park: One and one-half (1.5) spaces per each recreational vehicles site, plus one (1) space per employee on the largest shift.

Repair services: One (1) space per three hundred (300) square feet of gross floor area.

Residential, Single-Family: Two (2) parking spaces per dwelling unit.

Residential, Multiple-Family: One and one-half (1.5) spaces per dwelling unit.

Restaurant, Fast-food: One (1) space per seventy-five (75) square feet of gross floor area.

Restaurant, standard: One (1) space per three (3) patron seats or one (1) space per hundred (100) square feet of gross floor area, whichever is greater.

Retirement housing: One-half (.5) spaces per dwelling unit plus one (1) space per employee on the maximum shift.

Road service, general: One (1) space per two hundred (200) square feet of gross floor area.

Schools, college: One (1) space per staff worker on the largest shift, plus one space per two (2) students of the largest class attendance period.

Schools, commercial or trade: One (1) space per three (3) students, plus one (1) space per employee (including faculty) at capacity class attendance period.

Schools, elementary: One (1) space per teacher and staff member plus one space per two (2) class rooms.

Schools, senior high: One (1) space per teacher and staff member on the largest shift, plus one (1) space per five (5) non-bused students.

Skating rink, ice or roller: One (1) space per three hundred (300) square feet of gross floor area.

Swimming facility: One (1) space per seventy-five (75) square feet of gross water area, plus one (1) space per employee on the largest shift.

Taverns, dance halls, night clubs, and lounges: One (1) space per fifty (50) square feet of gross floor area.

Tennis, racquetball, handball courts: Four (4) spaces per court, plus one (1) space per employee on the largest shift.

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Theater and auditoriums: One (1) space per three (3) patrons based on maximum capacity. This requirement may be satisfied on a space-by-space basis by a facility's providing written proof that it has the use of a nearby parking lot available to its patrons (e.g., by contractual arrangement).

Vehicle sales and service: One (1) space per fifteen hundred (1,500) square feet of gross floor area.

Vehicle repair and maintenance: One (1) space per four hundred (400) square feet of gross floor area, plus one (1) space per employee on the largest work shift.

10.744 Joint Use of Parking Facilities.

The off-street parking requirements of two or more uses, structures, or parcels of land may be satisfied by the same parking or loading space used jointly to the extent that it can be shown by the owners or operators of the uses, structures, or parcels that their operations and parking needs do not overlap in point of time. If the uses, structures, or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract, or other appropriate written and recorded document to establish the joint use.

10.745 Location of Parking Facilities.

All parking spaces shall be on the same lot as the main structure it serves or on an abutting lot. However, upon demonstration by the applicant that parking on the same lot or abutting lot is not available, the approving authority may authorize the parking spaces to be on any lot within 250 feet walking distance of the structure being served upon written findings of compliance with the following provisions:

- (1) There is a safe, direct, attractive, lighted and convenient pedestrian route between the parking area and the use being served;
- (2) There is assurance in the form of deed, lease, contract or other similarly recorded document that the required spaces will continue to be available for off-street parking use according to the required standards.

10.746 General Design Requirements for Parking.

With the exception of storage of trailered items and recreational vehicles at single-family residences, all parking, loading, driveway, and vehicle maneuvering areas shall be paved, including, but not limited to, wheeled-vehicle sales lots, truck trailer parking areas, and on-site single-family residential driveways etc., to the following minimum design requirements:

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(1) *Surfacing.* All surfacing shall be consistent with Section 9.550 of the City Code. Residential development may reduce the concrete standard to a four (4) inch minimum thickness.

Extended single-family residential driveways shall be a minimum of ten (10) feet in width.

(2) *Curb Cuts.* Access points with the street shall be the minimum necessary to provide access while not inhibiting the safe circulation and carrying capacity of the street. Curb cuts shall be located not closer than 5 feet to a side lot line, except that a common access way to two adjacent properties (width not exceeding 45 feet) may be provided at the common lot line. Common access ways shall be encouraged in order to reduce the number of access points to streets. Access grades shall not exceed 15% and shall be graded to allow clearance to pass a standard American Automobile 15 feet in length

(3) *Parking Area Planters.* Parking areas exceeding twenty-four (24) parking spaces shall contain areas of interior landscaping such as planter islands or planter projections into the parking area which comply with the planting schedule and as approved by the Site Plan and Architectural Commission. It is the purpose of this section to create shade and visual relief for large expanses of parking. Therefore, the planter areas shall be dispersed throughout the parking area and the tree species shall have a moderate to broad spreading canopy. All trees shall be planted with root barrier guards. All shrubs shall be kept less than three (3) feet in height so as not to obstruct driver vision. Removal of detrimental construction materials and proper soil volume and preparation shall occur prior to planting. The minimum landscaped area and number of required plants per twenty-four (24) spaces is as follows:

Table II

District	Plants/24 Spaces		Sq. Ft./24 Spaces
	trees	shrubs	
SFR (Nonresidential uses), MFR 20, MFR-30, C-N	2	4	300
C-S/P, C-C, C-H, C-R	3	6	450
I-L, I-G, I-H	2	4	300

(4) *Irrigation Systems.* All landscaped areas shall be irrigated with a permanent irrigation system unless a licensed landscape architect submits written verification that the proposed plant materials do not require irrigation.

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(5) *Conformity with Code.* No building or structure shall be changed or enlarged without the inclusion of additional parking spaces in conformance with the requirements of this code. The requirements of this code shall apply only to the additional parking necessitated by the change in use or building expansion.

(6) *D.E.Q. Indirect Source Construction Permit.* All parking areas, where applicable, shall be subject to review and approval by the Department of Environmental Quality (D.E.Q.).

(7) *Final Certificate of Occupancy.* No Final Certificate of Occupancy shall be granted to any structure until the parking areas are completed and ready for use.

(8) *Disabled Person Parking.* Disabled person parking spaces shall be provided at the following rate: One (1) space for parking areas from 6 - 25 spaces. Two (2) spaces for parking areas from 26 - 50 spaces. One (1) additional space for each additional 100 spaces. The disabled person parking symbol shall be painted on the parking space and a disabled person parking sign shall be placed in front of each space.

Disabled person parking spaces shall be a minimum of nine (9) feet wide and shall have an adjacent access aisle a minimum of six (6) feet in width located on the passenger side of the parking space, except that two (2) adjacent parking spaces may share an aisle. The access aisle shall abut pedestrian access to the building and there shall be no ramps within the aisle or parking spaces.

(Note: Also subject to Americans with Disabilities Act and standards contained in the Uniform Building Code.)

(9) *Screening.* Where parking, vehicle maneuvering, or loading areas abut a public street, there shall be provided a minimum ten (10) foot wide landscaping buffer.

(10) *Parking, Required Yard.* Parking and loading spaces and their maneuvering area shall not be located in a required yard, except as follows:

(a) In a SFR or MFR zone, parking lots with more than three (3) spaces that do not back directly into the street may encroach to within ten (1) feet of a street right-of-way.

(b) When creating a common driveway with an adjacent parcel.

(c) At a single-family residence in a SFR zone, paving may be located within a required side or rear yard.

(11) *Driveways.* All driveways shall be improved to the standards set forth in Article IV, Section 10.550, Driveway Approaches. Residential driveways on arterial and collector streets shall comply with the minimum turnaround standards as illustrated below:

(See: Appendix - Diagram I)

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(12) *Aisles.* Except for single or two family dwellings, groups of more than three parking spaces shall be provided with adequate aisles or turnaround areas so that all vehicles may enter the street in a forward manner.

(13) *Minimum Clearance.* Driveways, aisles, turnaround areas and ramps shall have a minimum vertical clearance of at least twelve feet for their entire length and width but such clearance may be reduced in parking structures.

(14) *Drainage.* Adequate drainage shall be provided to dispose of the run-off generated by the impervious surface area of the parking area. Provisions shall be made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.

(15) *Connect Parking Areas.* Parking areas with access to arterial or collector streets shall be so designed as to connect with existing or future parking areas on adjacent sites thereby eliminating the necessity of utilizing the arterial or collector street for cross movements.

(16) *Parking Lot Dimension Standards.*

Table III

a	b	c	d	e	f(1)	f(2)
0 deg.	8'-0"	8.0	12.0	23.0	28.0	--
"	8'-6"	8.5	12.0	23.0	29.0	--
"	9'-0"	9.0	12.0	23.0	30.0	--
"	9'-6"	9.5	12.0	23.0	31.0	--
"	10'-0"	10.0	12.0	23.0	32.0	--
20 deg.	8'0"	14.0	11.0	23.4	39.0	31.5
"	8'6"	14.5	11.0	24.9	40.0	32.0
"	9'0"	15.0	11.0	26.3	41.0	32.5
"	9'6"	15.5	11.0	27.8	42.0	33.1
"	10'0"	15.9	11.0	29.2	42.8	33.4
30 deg.	8'0"	16.5	11.0	16.0	44.0	37.1
"	8'6"	16.9	11.0	17.0	44.8	37.4
"	9'0"	17.3	11.0	18.0	45.6	37.8
"	9'6"	17.8	11.0	19.0	46.6	38.4
"	10'0"	18.2	11.0	20.0	47.4	38.7
40 deg.	8'0"	18.3	13.0	12.4	49.6	43.5
"	8'6"	18.7	12.0	13.2	49.4	42.9
"	9'0"	19.1	12.0	14.0	50.2	43.3
"	9'6"	19.5	12.0	14.8	51.0	43.7

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" 10'0" 19.9 12.0 15.6 51.8 44.1

< Table III - continued >

a	b	c	d	e	f(1)	f(2)
45 deg.	8'0"	19.1	14.0	11.3	52.2	46.5
"	8'6"	19.4	13.5	12.0	52.3	46.3
"	9'0"	19.8	13.0	12.7	52.6	46.2
"	9'6"	20.1	13.0	13.4	53.2	46.5
"	10'0"	20.5	13.0	14.1	54.0	46.9
50 deg.	8'0"	19.7	14.0	10.5	53.4	48.3
"	8'6"	20.0	12.5	11.1	52.5	47.0
"	9'0"	20.4	12.0	11.7	52.8	47.0
"	9'6"	20.7	12.0	12.4	53.4	47.3
"	10'0"	21.0	12.0	13.1	54.0	47.6
60 deg.	8'0"	20.4	19.0	9.2	59.8	55.8
"	8'6"	20.7	18.5	9.8	59.9	55.6
"	9'0"	21.0	18.0	10.4	60.0	55.5
"	9'6"	21.2	18.0	11.0	60.4	55.6
"	10'0"	21.5	18.0	11.5	61.0	56.0
70 deg.	8'0"	20.6	20.0	8.5	61.2	58.5
"	8'6"	20.8	19.5	9.0	61.1	58.2
"	9'0"	21.0	19.0	9.6	61.0	57.9
"	9'6"	21.2	18.5	10.1	60.9	57.7
"	10'0"	21.2	18.0	10.6	60.4	57.0
80 deg.	8'0"	20.1	25.0*	8.1	65.2	63.8
"	8'6"	20.2	24.0*	8.6	64.4	62.9
"	9'0"	20.3	24.0*	9.1	64.3	62.7
"	9'6"	20.4	24.0*	9.6	64.4	62.7
"	10'0"	20.5	24.0*	10.2	65.0	63.3
90 deg.	8'0"	19.0	26.0*	8.0	64.0	--
"	8'6"	19.0	25.0*	8.5	63.0	--
"	9'0"	19.0	24.0*	9.0	62.0	--
"	9'6"	19.0	24.0*	9.5	62.0	--
"	10'0"	19.0	24.0*	10.0	62.0	--
**90 deg.	8'0"	18.5	22.0*	8.0	59.0	--
"	8'6"	18.5	21.0*	8.5	58.0	--
"	9'0"	18.5	20.0*	9.0	57.0	--

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* Two-way circulation.

** Back in. For attendant parking only. Two-way traffic in aisles possible, but not desirable.

a = parking angle

b = stall width

c = stall to curb (19' long stall)

d = aisle width

e = curb length per car

f1 = center-to-center width of two-row bin with access road between (curb to curb)

f2 = center-to-center width of two-row bin with access road between (overlap c-c)

(See - Appendix - Diagram II)

(17) Compact Cars. A maximum of twenty (20) percent of the total required parking may be improved as compact parking spaces. All compact parking spaces must be identified for compact parking only. Compact parking space shall have the following minimum dimensions:

Width - as per the table in (16) above.

Length - reduce column "c" in the table in (16) above by three (3) feet.

10.747 Bicycle Parking - General Provisions.

The bicycle parking and storage provisions are intended to provide bicycle parking facilities to accommodate bicycle travel and encourage additional bicycle trips.

Bicycle parking facilities shall be either lockable enclosures in which the bicycle is stored or stationary racks which accommodate bicyclist's locks securing the frame and both wheels. Bicycle racks or lockers shall be securely anchored to the surface or to a structure.

If 10 or more bicycle parking spaces are required, then at least 50% of the bicycle parking spaces shall be covered. For the purposes of this section, covered parking may include placement underneath an awning, eave or other overhang or other facility as determined by the approving authority that protects the bicycle from direct exposure to the elements.

Bicycle parking shall be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to parked bicycles.

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Any building expansion or change of occupancy, or any new construction that requires Site Plan and Architectural Commission review, excluding two-family and three-family dwellings, shall bring the property into conformance with the Bicycle Parking and Storage Regulations. For building expansions, the additional required bicycle parking improvements shall be related to the expansion only.

When required by this code, the site development plan shall include a bicycle parking plan, drawn to scale and submitted with the development permit application. The plan shall show all those elements necessary to indicate that the requirements of this code are being fulfilled.

10.748 Bicycle Parking Standards.

Bicycle parking spaces shall be provided in accordance with the following:

Commercial: 10% of the number of spaces provided for automobiles, to be calculated by rounding up to the nearest whole number.

Industrial: 20% of the number of spaces provided for automobiles, to be calculated by rounding up to the nearest whole number.

Office: 10% of the number of spaces provided for automobiles, to be calculated by rounding up to the nearest whole number.

Institutional: 10% of the number of spaces provided for automobiles, to be calculated by rounding up to the nearest whole number.

Residential, multiple-family: One space per unit (4 units or more).

Residential, retirement or congregate housing: .05 space per unit; 4 space minimum, regardless of number of units.

Schools: 4 spaces per classroom.

Transit centers/park and ride lots: 10% of the number of spaces provided for automobiles.

10.749 Location of Bicycle Parking Facilities.

Required bicycle parking facilities shall be located on-site in well lighted, secure locations within 50 feet of well-used entrances and not farther from the entrance than the closest automobile parking space. Bicycle parking shall have direct access to both the public right-of-way and to a main entrance of the principal use. Bicycle parking may also be provided inside a building in suitable, secure and accessible locations. Bicycle

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parking for multiple uses (such as in a commercial center) may be clustered in one or several locations.

10.750 General Design Requirements for Bicycle Parking.

All bicycle parking and maneuvering areas shall be constructed to the following minimum design standards:

- (1) **Surfacing.** Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.
- (2) **Parking Space Dimension Standard.** Bicycle parking spaces shall be at least 6 feet long and 2 feet wide with minimum overhead clearance of 7 feet.
- (3) **Lighting.** Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.
- (4) **Aisles.** A 5-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.
- (5) **Signs.** Where bicycle parking facilities are not directly visible from the public rights-of-way, entry and directional signs shall be provided to direct bicycles from the public rights-of-way to the bicycle parking facility.

10.751 Exceptions to Bicycle Parking Standards.

The approving authority may allow exceptions to the bicycle parking standards in connection with temporary uses or uses that do not generate the need for bicyclists parking such as Christmas tree sales and mini-storage units.

10.809 Vanpool and Carpool Preferential Parking Requirements.

All new industrial, commercial and institutional development shall provide preferential parking for vanpools and carpools as follows:

- (1) **Number.** Industrial, commercial, institutional and office developments shall designate at least 10% of the employee parking spaces for vanpool or carpool parking.
- (2) **Marking.** The vanpool/carpool spaces shall be clearly marked "Reserved - Vanpool/Carpool Only".

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(3) Location. Designated vanpool/carpool spaces shall be the closest employee parking spaces to the building entrance normally used by employees except for any disabled person spaces provided.

Appendix

Diagram I

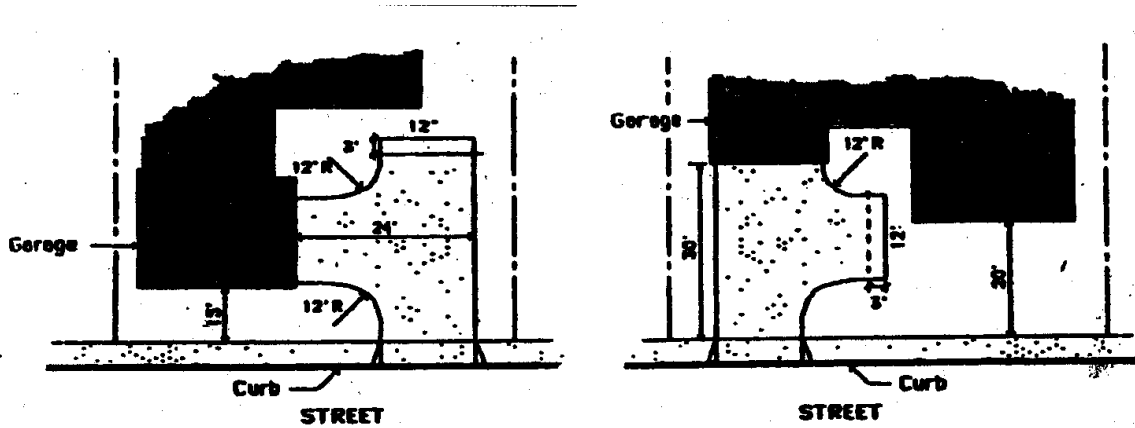


Diagram II

