who shall require a written agreement between landowner(s) and the City, in a form satisfactory to the City Attorney.

*Code reviser’s note: Table 3 became inactive when the city began using its GIS system. Below are the links to the two sheets of the official zoning map:

Sec. 10-2.3.204. Pedestrian Retail Zoning District Parking Regulations.

A. Number of Parking Spaces Required. All Commercial and Community Facility uses shall have a parking requirement of one (1) space per three hundred (300) square feet of rentable floor area. For Residential uses, the parking requirement shall be determined by the Planning Commission in the approval of a conditional use permit. Computation of spaces required for the Eating and Drinking Establishment use classification shall exclude floor area used for permanent outdoor seating.

B. Number of Loading Spaces Required. See "Table B - Loading Regulations," Use Classification Group I.

C. In-Lieu Fee for the Pedestrian Retail Zoning District. Where it is not desirable to provide on-site parking, the City Council may permit the parking requirements for uses within the Pedestrian Retail zoning district to be satisfied by the payment of a fee in lieu of actually providing the parking spaces. For the purpose of this section, the cost of a parking space shall be the cost of constructing a parking space in a parking structure, including land cost, as estimated by the City Engineer. The fee to be paid to satisfy parking requirements in lieu of providing any or all spaces on site shall be discounted according to following table:

<table>
<thead>
<tr>
<th>REQUIRED PARKING SPACES</th>
<th>FEE FOR PARKING SPACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Space</td>
<td>10% of Cost</td>
</tr>
<tr>
<td>Second Space</td>
<td>25% of Cost</td>
</tr>
<tr>
<td>Third Space</td>
<td>50% of Cost</td>
</tr>
<tr>
<td>Fourth Space</td>
<td>75% of Cost</td>
</tr>
<tr>
<td>Five or more spaces</td>
<td>100% of Cost (including the first four spaces)</td>
</tr>
</tbody>
</table>

Before approving payment of a fee in lieu of providing on site parking, the City Council shall find:

1. The project benefitting from this approval is furthering the goals and policies of the General Plan for the Pedestrian Retail district relative to uses, revitalization, pedestrian amenities and design.
2. The project applicant has explored all alternatives and has demonstrated to the satisfaction of the City Council that either (1) providing on-site parking is detrimental to the goals and policies of the General Plan for the Pedestrian Retail district or (2) providing on-site parking is not physically or economically feasible.

3. That the number of in-lieu parking spaces available for purchase not exceed 110% of constructed and planned in-lieu parking spaces. For the purposes of this section, an in-lieu parking space is "planned" if a parking facility with designated in-lieu parking spaces is under construction, or has received all necessary entitlements, or has had City funds appropriated for its construction, or is specified in a specific plan adopted by the City Council.

D. Employee-Only Attendant Parking. An employee-only attendant parking program may be used at all Commercial and Community Facility uses in the Pedestrian Retail Zoning District to meet up to twenty percent (20%) of the parking requirements of this section, provided the operations program requirement and design standards set forth in this subsection D are satisfied. An employee-only attendant parking program may include any combination of tandem parking, stacked parking, mechanical lift parking, and standard parking spaces, as described in this subsection. Parking that meets the requirements of this subsection D need not comply with any other provisions of this Code relating to valet or attendant parking.

1. Operations Program. An employee-only attendant parking operations program ("operations program") that includes the contents set forth in this subsection shall be submitted to the Planning Manager no less than ninety (90) days prior to use of any employee-only attendant parking spaces to meet the parking requirements of this section. The Planning Manager shall review the operations program to confirm that it addresses each subject listed in this subsection (D)(1).

   a. Identification of Types and Locations of Spaces. The number and location of tandem parking spaces, stacked parking spaces, standard parking spaces and mechanical lifts shall be identified in the operations program. The total number of tandem, stacked, and mechanical lift spaces shall not exceed twenty percent (20%) of the total required number of spaces for the Commercial and Community Facility use.

   b. Enforcement Program. The operations program shall include an enforcement program with the following components: (1) registration of employee vehicles; (2) employee permits, stickers, or similar instruments that identify employee vehicles; (3) quarterly investigations to identify current employees and employee vehicles; (4) signage directing employees to designated areas; (5) regular monitoring in customer areas to identify employee vehicles; and (6) penalties that may include ticketing and towing for employees who use customer parking spaces.

2. Tandem Parking Design Standards. A tandem parking space is a parking space designed to accommodate no more than two (2) vehicles, one in front of the other, such that the front vehicle may not be retrieved without the rear vehicle being moved. Tandem parking spaces shall be a minimum width of eight and one-half (8.5) feet and a minimum total length, for both vehicles, of thirty-three (33) feet. Drive aisles adjacent to such tandem parking shall have a minimum width of sixteen (16) feet.

3. Stacked Parking Design Standards. A stacked parking space is a parking space that (a) is one of a group of four (4) parking spaces, at least one (1) of which is generally perpendicular to the other