

ORDINANCE NO. 1268

URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF UKIAH AMENDING ARTICLE 17, CHAPTER 2, DIVISION 9 OF THE CITY CODE REGULATING OFF STREET PARKING AND LOADING IN THE CITY.

The City Council of the City of Ukiah hereby ordains as follows:

SECTION ONE. FINDINGS

- A. The City's existing off-street parking requirements include activity-specific ratios that no longer reflect modern demand patterns or uses. These outdated standards result in the oversupply of parking, underutilized paved areas, and unnecessary costs for new development.
- B. Excess parking supply and continued automobile dependency is inconsistent with the City's adopted 2040 Ukiah General Plan Mobility Goal MOB-2 to reduce vehicle miles traveled (VMT), demonstrating the need to update outdated and conflicting parking regulations.
- C. The City's current parking regulations emphasize automobile accommodation without sufficient flexibility to support a balanced, multi-modal transportation system, which is inconsistent with the City's adopted 2040 General Plan Mobility Goal MOB-5, and demonstrates the need to expand regulatory mechanisms beyond the Minor or Major Variance process.
- D. Existing regulations and standards do not fully address modern parking lot design practices, including downcast lighting to reduce glare, permeable paving to reduce runoff, and site configurations that allow installation of solar canopies, electric vehicle charging infrastructure, additional landscaping, and shade structures.

SECTION TWO. PURPOSE

The purpose of this Ordinance is to:

- A. Promote effective vehicle circulation, reduce congestion, increase safety and aesthetics within the off-street parking and off-street loading areas.
- B. Promote proper siting of the off-street vehicle parking or off-street loading areas to minimize potential adverse effects on adjacent land uses.
- C. Encourage the use of alternative modes of transportation and reduce trips.
- D. Ensure access and maneuverability for emergency vehicles.
- E. Encourage bicycles as an alternative mode of transportation by providing adequate, convenient, and secure bicycle parking facilities.
- F. Support the strong link between land use and transportation through promotion of infill development and mixed land uses that bring common destinations closer to people and make efficient use of infrastructure.
- G. Improve air quality and public health outcomes and reduce Ukiah's contribution towards climate change-through encouragement of sustainable mobility options and reduction of Vehicle Miles Traveled (VMT) and associated greenhouse gas emissions generated by driving.

SECTION THREE.

Section 9036 in Division 9, Chapter 2, Article 4 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “* * *):

§ 9036 REQUIRED PARKING

B. Each required off-street parking space or garage space for multiple-family residential uses shall comply with the dimensional standards set forth in Section 9197 of this Code. In parking areas with ten (10) or more required spaces, the allowance for compact spaces shall be subject to the provisions of Section 9192 of this Code.

SECTION FOUR.

Section 9051 in Division 9, Chapter 2, Article 5 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “* * *”):

§ 9051 REQUIRED PARKING

B. Each required off-street parking space or garage space for multiple-family residential uses shall comply with the dimensional standards set forth in Section 9197 of this Code. In parking areas with ten (10) or more required spaces, the allowance for compact spaces shall be subject to the provisions of Section 9192 of this Code.

SECTION FIVE.

Section 9055.1 in Division 9, Chapter 2, Article 5.2 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “* * *”):

§ 9055.1 DEVELOPMENT STANDARDS

O. Parking and Circulation:

2. Required Parking:

a. Parking Standards: Multifamily dwelling parking standards shall be consistent with the parking regulations of their zoning designation.

b. Parking Standards: Mixed-use parking standards shall be consistent with subsection 9198.A.3 of this code.

SECTION SIX.

Section 9067 in Division 9, Chapter 2, Article 6 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “* * *):

§ 9067 PARKING REQUIREMENTS

The minimum parking area and number of on-site parking spaces required in the Neighborhood Commercial (C-N) Zoning District shall be as follows:

A. Commercial Uses:

* * *

4. Bicycle Parking: Bicycle parking facilities shall be provided in compliance with the requirements and design standards set forth in Sections 9199.B and 9208 of this Code.

* * *

SECTION SEVEN.

Section 9086 in Division 9, Chapter 2, Article 7 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “* * *):

§ 9086 REQUIRED PARKING

* * *

The minimum parking area required in the Community Commercial (C-1) Zoning Districts shall be as follows:

A. Commercial Uses:

* * *

5. Bicycle Parking: Bicycle parking facilities shall be provided in compliance with the requirements and design standards set forth in Sections 9199.B and 9208 of this Code..

* * *

SECTION EIGHT

Section 9100 in Division 9, Chapter 2, Article 8 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “* * *):

§ 9100 PARKING REQUIRED

* * *

The minimum parking area required in the Heavy Commercial (C-2) Zoning District shall be as follows:

A. Commercial Uses:

6. Bicycle Parking: Bicycle parking facilities shall be provided in compliance with the requirements and design standards set forth in Sections 9199.B and 9208 of this Code.

SECTION NINE.

Division 9, Chapter 2, Article 17 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “* * *”):

§ 9192 SIZE OF PARKING SPACES

The minimum dimensions of Standard parking spaces shall be nine feet (9') in width by nineteen feet (19') in length. The vertical clearance shall be not less than seven feet (7') over the entire area.

In any parking area with more than ten (10) required off street parking spaces, forty percent (40%) compact spaces may be allowed. The dimensions of a compact parking space shall be eight feet (8') in width by sixteen feet (16') in length. The vertical clearance shall be not less than seven feet (7') over the entire area.

§ 9193 ACCESS TO PARKING FACILITIES

A. Each required off street parking space or garage space for residential uses shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking space. All off street parking facilities shall be designed in a manner which will least interfere with traffic movements. Tandem parking is not acceptable for commercial uses of property.

§ 9194 SURFACING OF PARKING AREAS

All open off street parking areas or residential driveways shall be surfaced with asphaltic concrete (2 inch asphalt 6 inch aggregate base), concrete or other surfacing so as to provide a durable, dust free, all weather surface which shall meet the requirement of all applicable laws and the approval of the Director of Public Works. Permeable paving materials, including permeable asphalt, permeable concrete, interlocking pavers, and similar low-impact surfacing materials, are encouraged for off-street parking areas, drive aisles, and walkways, where site conditions allow. The use of permeable materials may be approved by the City Engineer or designee where such materials meet structural, drainage, and maintenance standards

§ 9196 LIGHTING OF PARKING AREAS

Any lighting used to illuminate off street parking areas shall be downcast, shielded, and directed away from the public right-of-way and away from residential properties in such a way as not to create a nuisance. Outdoor lighting shall be regulated by the State of California Title 24 Energy Efficiency Standards outdoor lighting requirements. If a conflict between the requirements of this Division and the State of California Title 24 Energy Efficiency Standards arises, that which produces the least glare shall apply.

§ 9197 DESIGN STANDARDS FOR PARKING AREAS

Minimum parking space dimensions shall be as follows, except as shown in Table 1-1, Figure 1-1.

- 1) Standard parking spaces shall have a minimum dimension of nine feet (9') in width by nineteen feet (19') in length.
- 2) Up to forty percent (40%) of the spaces in a parking lot may be compact spaces, with dimensions as shown in Table 1-1.
- 3) Parallel parking spaces shall be eight feet (8') by twenty-two feet (22'), except that spaces that are unencumbered at one end may be reduced to eight feet (8') by twenty feet (20').
- 4) The width of a parking space shall be increased by one foot (1') if either side of the space is adjacent to a wall, fence, support column or other structure, except where the obstruction is limited to the front or rear one-third of the parking space.

FIGURE 1-1

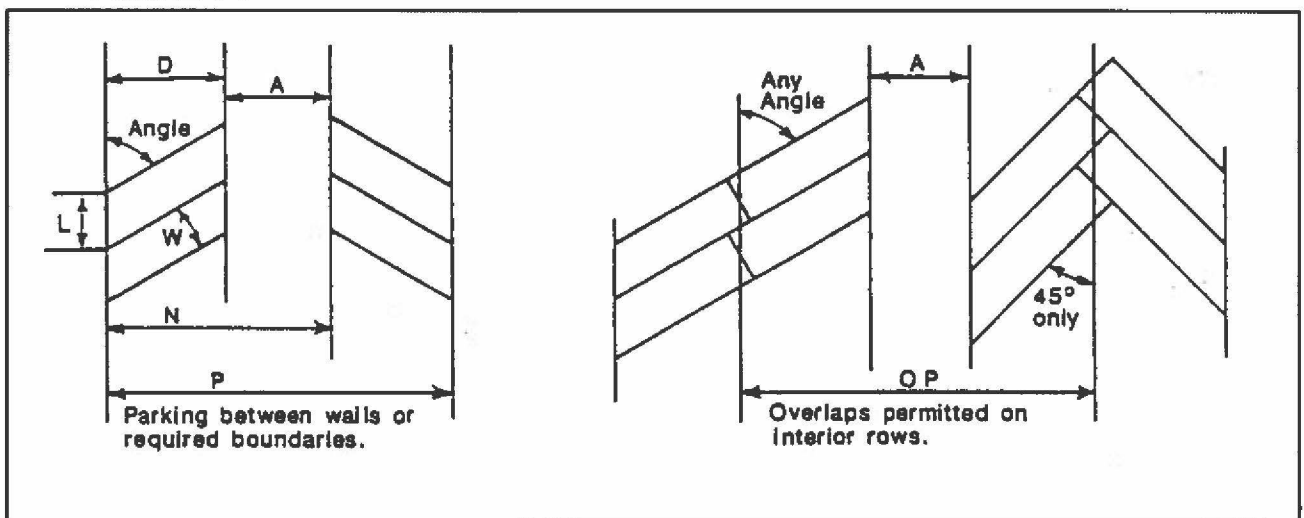


TABLE 1-1—MINIMUM PARKING SPACE AND AISLE DIMENSIONS

Space Width	Parking Angle	L	D	A	N	P	OP
Standard Size Automobile Spaces—Minimum Length = 19 ft							
9.0 ft	30°	18.0 ft	17.5 ft	12 ft (1)	29.5 ft	47 ft	39.5 ft
9.0 ft	45°	12.7 ft	20 ft	12 ft (1)	32 ft	47 ft	45 ft
9.0 ft	60°	10.4 ft	21 ft	15 ft (1)	36 ft	51.5 ft	52.5 ft
9.0 ft	90°	9.0 ft	19 ft	26 ft	45 ft	64 ft	—
9.5 ft	90°	9.5 ft	19 ft	25 ft	44 ft	63 ft	—
10.0 ft	90°	10.0 ft	19 ft	23 ft	42 ft	61 ft	—
Compact Automobile Spaces—Minimum Length = 16 ft							
9 ft	30°	16 ft	15 ft	12 ft (1)	27 ft	42 ft	—
9 ft	45°	11.7 ft	17 ft	12 ft (1)	29 ft	46 ft	—
9 ft	60°	9.5 ft	18 ft	12 ft (1)	30 ft	48 ft	—
9 ft	90°	9 ft	16 ft	23 ft	39 ft	55 ft	—
Allowable - Automobile Spaces—Minimum Length = 18 ft							

TABLE 1-1—MINIMUM PARKING SPACE AND AISLE DIMENSIONS

Space Width	Parking Angle	L	D	A	N	P	OP
8.5 ft	45 °	11.8 ft	16 ft	12.5 ft (1)	28 ft	44.5 ft	—
8.5 ft	60 °	9.7 ft	16.5 ft	14.5 ft (1)	30.5 ft	47.5 ft	—
8.5 ft	90 °	8.5 ft	18 ft	24.5 ft	42.5 ft	60.5 ft	—
9 ft	30 °	18 ft	16.8 ft	11 ft (1)	27.8 ft	44.6 ft	—
9 ft	45 °	12.7 ft	19 ft	16 ft (1)	35 ft	54 ft	—
9 ft	60 °	10.4 ft	20 ft	18 ft	38 ft	58 ft	—
9 ft	90 °	9.0 ft	18 ft	26 ft	44 ft	62 ft	—

Note:

- (1) Only one-way aisles permitted.

Where posts, columns, or obstruction, other than wheel stops, are located within parking areas, such posts, columns, or other obstruction shall not be permitted to be calculated within the required minimum parking dimensions set forth above. Further, such posts, columns, or obstructions shall not interfere with vehicular movement and parking or the opening of vehicular doors.

§ 9198 NUMBER OF PARKING SPACES REQUIRED

The number of on-site parking spaces required for the uses set forth in this Section shall be as follows. The Planning Commission or Zoning Administrator may approve a request to reduce parking requirements, and not be subject to the Variance Procedures set forth in Section 9264 of this Code, where the project is supported by proximity to services, transit access, shared parking, or other resources as part of any Site Development or Use Permit review.

A. Residential Uses:

1. **Special Needs Housing:** In any district, the Director of Community Development may approve a reduction in parking requirements not exceeding thirty percent (30%) for housing projects with at least four (4) living units reserved for seniors, disabled persons, emergency shelters, transitional housing, single room occupancies, or other special needs housing with reduced parking demand based on factors such as age of occupants, disabilities, household size, or other factors that support a finding of reduced parking demand. An agreement acceptable to the City restricting the use consistent with the reduction in parking may be required to be recorded in the office of the county recorder. For the purposes of this Subsection "senior" means a person sixty-two (62) years of age or older, or fifty-five (55) years of age in a senior citizen housing development as defined in Section 51.3 of the California Civil Code or as may be amended from time to time.

2. **Affordable Housing Projects:** In any district, the Director of Community Development may approve a reduction in parking requirements not exceeding twenty percent (20%) for housing projects with at least four (4) units affordable to persons of low, very low or extremely low income as defined by the California Health and Safety Code based on factors that support a finding of reduced parking demand. An agreement acceptable to the City ensuring the long-term affordability of the housing units shall be required and shall be recorded in the office of the county recorder. The term "long term" shall mean the typical time frame required for affordable housing projects associated with HOME grants and other affordable housing funding sources.

3. Residential Mixed-Use Projects: In any district, the sum of the separate parking requirements for each use in a mixed residential/commercial project may be reduced by not more than thirty five percent (35%) where day and nighttime uses offset parking demand based on documentation that supports a finding of reduced parking demand. An agreement acceptable to the City restricting the use consistent with the reduction in parking may be required to be recorded in the office of the County Recorder.

4. Other Residential Uses: Except as expressly modified by this Section, all other residential parking requirements shall comply with the standards set forth in Division 9, Chapter 2, Articles 3 through 7 and 12 of this Code.

B. Retail, Commercial And Service Uses:

1. Retail Stores, Professional Offices, And Business Offices: One parking space for each three hundred (300) square feet of gross leasable floor area. Similar uses having drive-up windows or drive-through facilities shall have a stacking area for at least five (5) vehicles.

2. Personal Services And Personal Improvement Facilities: One parking space for each three hundred fifty (350) square feet of gross leasable floor area.

C. Places of Public Assembly:

1. Commercial Recreation And Public Assembly: One parking space for each four (4) person capacity.

2. Public Establishments, Bars, Restaurants, Taverns and Nightclubs: A minimum of four (4) parking spaces plus one parking space for each three (3) seats. Similar uses having drive-up windows or drive-through facilities shall have a stacking area for at least five (5) vehicles.

D. Manufacturing Plants, Warehousing And Kindred Uses:

1. Industrial Uses of All Types Except A Building Used Exclusively For Warehouse Purposes: One parking space for each employee on the maximum shift, plus required space for any office area, plus a minimum of two (2) spaces for customer parking plus one space for each vehicle operated from or on the site. In no case shall the number of on-site parking spaces be less than Subsection D2 of this Section.

2. Warehouse, Storage Buildings Including Ministorage: One parking space for each two thousand five hundred (2,500) square feet up to twenty-five thousand (25,000) square feet; one for each additional ten thousand (10,000) square feet or one parking space for each two (2) employees on the maximum shift, whichever amount is greater, plus four (4) spaces for customers and one space for each vehicle operated from, or on the site. There shall be provided a minimum of three (3) spaces.

3. Wholesale Establishment: One parking space for each four hundred (400) square feet of gross leasable space.

4. Mixed Uses: When two (2) or more uses under the same or different owners and/or managers

are located in the same structure and/or in a common development, the sum of the separate requirements for each use shall be as set forth in this Section. In the event of multiple uses, the Commission may require areas of less intensive use to provide a higher parking requirement if it is determined that the health, safety, and general welfare of the area requires the higher standard. No parking space, or portion thereof, shall serve as a required space for more than one use unless otherwise authorized by the Commission.

5. Other Uses: For uses not set forth in this Section, parking spaces shall be provided on the same basis as required for the most similar listed use. A land use not specified shall provide parking as determined by the Director. The Director shall use the requirements of § 9198 for similar uses as a guide in determining the minimum number of parking spaces to be provided, and may require the applicant to fund a parking study to determine parking demand.

§ 9199 EXEMPTIONS FROM OFF STREET PARKING REQUIREMENTS

A. Existing Commercial Structures:

1. All existing commercial structures as of January 1, 1979, within the area defined as the City of Ukiah Parking District no. 1, shall be exempt from the required off street parking requirements prescribed in Section 9198 of this Article. This exemption applies to changes in the structure, a sale of the property or business or expansion into existing structure space. New commercial construction including demolition, reconstruction, structural additions and existing or new residential uses within said district are not exempt. The exemption provided in this Section does not require variance approval by the Planning Commission or the City Council.

B. Bicycle Parking Facility Exemption:

1. A parking space exemption may be granted to projects involving new construction at a rate of one vehicle space for every five (5) bicycle spaces provided. This exemption shall not exceed three (3) vehicle parking spaces per parcel. A bicycle parking space is a designated area with a facility designed for the parking and securing of bicycles.

2. Safe bicycle parking facilities shall be provided in all commercial developments, where it is determined that the use would attract bicyclists. The number of bicycle parking spaces required shall be not less than ten percent (10%) of the number of required off-street automobile parking spaces. Bicycle parking spaces required and provided under this Subsection shall count toward required off-street automobile parking and may be used to reduce the total number of vehicle parking spaces otherwise required.

3. Required bicycle parking shall be located conveniently near building entrances and designed to provide safe, secure, and weather-protected bicycle storage where feasible. Further standards are provided in Ukiah City Code § 9208 Bicycle Parking - Design Standards.

C. Adjustments to Parking requirements may be reduced through the following processes:

1. Where an applicant requests or where the Community Development Director determines that, due to special circumstances, any particular use requires a parking capacity which deviates from the standards specified in §UCC 9198, parking requirements may be reduced through the following processes:

a. Minor adjustment: Allows for parking modification up to 25 percent for projects that do not require discretionary review. The Community Development Director may approve an increase or decrease in parking spaces after first making the following findings:

(1) Due to special circumstances associated with the operation of the use at its location, the proposed use will generate a parking demand different from the standards specified in §UCC 9198

(2) The number of parking spaces approved will be sufficient for its safe, convenient, and efficient operation of the use.

b. Discretionary approval. If the project already requires Discretionary Review, this exception may be used to reduce the amount of parking spaces by any amount. The Zoning Administrator or Planning Commission may, as a condition of project approval, approve any increase or decrease in parking spaces after first making the following findings:

(1) Due to special circumstances associated with the operation of the use at its location, the proposed use will generate a parking demand different from the standards specified in §UCC 9198;

(2) The number of parking spaces approved will be sufficient for its safe, convenient, and efficient operation of the use.

C. In Lieu Fees:

1. Owners of property (a single parcel or combination of contiguous parcels) smaller than seven thousand (7,000) square feet in area may pay an in-lieu parking fee rather than providing all the required on-site parking spaces. The increased developable portion of the parcel that would have been used for vehicle parking spaces, shall not be solely used for structure(s) or building expansion.

2. Owners who propose to construct, demolish, reconstruct or make structural additions to a commercial structure on a parcel of land consisting of less than seven thousand (7,000) square feet may elect to pay a fee in lieu of providing on-site parking spaces as provided in Section 9198 of this Article. The actual amount of the fee per parking space shall be established pursuant to Sections 9542 and 9544 of this Division.

3. All in lieu fees for parking purposes shall be used by the City for the construction or improvement of automobile or bicycle parking facilities or alternative transportation facilities at an appropriate time which serves the employees and customers of the commercial area within Parking District no. 1.

4. Prior to the issuance of a building permit, the property owner shall pay the required in lieu fee to the City.

§ 9208 BICYCLE PARKING DESIGN STANDARDS.

For the purpose of this Section, "bicycle parking facilities" shall refer to both long-term/Class II and

short-term/Class I bicycle parking facilities as visualized in §9055.1 Development Standards.

A. All bicycle parking spaces provided shall be on a hard and stable surface.

B. All bicycle parking facilities shall be securely anchored to the surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.

C. All bicycle parking facilities shall support bicycles by at least two contact points on the bicycle to prevent the bicycle from falling over and to prevent damage to wheels, frame, or other components.

D. All bicycle parking facilities within vehicle parking areas shall be separated by a curb or other physical barrier to protect bicycles from damage by automobiles and other moving vehicles.

E. Short-term bicycle parking facilities are subject to and shall meet all the following requirements:

1. The facilities shall be located at least three feet (3') away from any wall, fence, or other structure.

2. When multiple short-term bicycle parking facilities are installed together in sequence, they shall be installed at least three feet (3') apart and located in a configuration that provides space for parked bicycles to be aligned parallel to each other.

3. The facilities shall be installed in a clear space at least two feet (2') in width by six feet (6') in length to allow sufficient space between parked bicycles.

4. Permanently anchored bicycle racks shall be installed to allow the frame and one or both wheels of the bicycle to be securely locked to the rack.

5. The facilities shall meet the minimum dimensions for bicycle parking spaces of two feet (2') wide, six feet (6') long and four feet (4') tall.

6. There must be at least five feet (5') of clear space to access all bicycle parking spaces and allow room for bicycle maneuvering. Where short-term bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.

F. The following information must be submitted with applications for an applicable building permit for new square footage or development permit:

1. Location, access route, and number of both short-term and long-term bicycle parking spaces;

2. The model or design of the bicycle parking facilities to be installed;

3. Dimensions of all aisles and maneuvering areas; and

4. Information adequate to illustrate the racks and spaces that satisfy the minimum horizontal requirement, and the racks and spaces that accommodate a larger bicycle footprint.

G. Short-term bicycle parking facilities that consist of permanently anchored bicycle racks shall be located in a convenient, highly visible and well lighted area within twenty feet of a building entrance and within view of pedestrian traffic.

H. Short-term bicycle parking facilities that consist of: covered, lockable enclosures with permanently anchored racks for bicycles; or lockable bicycle rooms with permanently anchored racks; or lockable, permanently anchored bicycle lockers shall be located in a convenient, highly visible and well-lighted area within one hundred feet of a common publicly accessible building entrance and within view of pedestrian traffic.

I. Long-term bicycle parking facilities for tenant and occupant use shall be conveniently accessible by pedestrians from the street and located within one hundred feet of building entrances accessible by tenants and occupants.

J. If bicycle parking is not visible from the main building entrances, a sign must be permanently posted at the main entrances, including public and employee entrances, indicating the location of the bicycle parking.

SECTION TEN.

Section 9228.6 in Division 9, Chapter 2, Article 18 of the Ukiah City Code is hereby amended to read as follows (unchanged text is omitted and is shown by “* * *”):

§ 9228.6 PARKING STALLS AND DRIVE AISLES

Parking facilities and stalls shall be designed with the dimensions included in Table 16: Minimum Parking Space and Aisles Dimensions, and as illustrated in Figure 5: Minimum Parking Space and Aisle Dimensions, except as provided below.

A. Compact Stalls: A maximum of forty percent (40%) of the required parking spaces may be compact spaces. Compact stalls shall be eight feet (8') in width and sixteen feet (16') in length and marked as compact. Compact spaces shall not be combined with uni-stall spaces.

* * *

SECTION ELEVEN. URGENCY ORDINANCE

This Ordinance is hereby declared to be necessary for the immediate preservation of the public peace, health, and safety (Govt. Code, § 36937(b)) and will take effect and be in force upon its adoption by a fourth-fifths (4/5) vote of the members of the Ukiah City Council. The facts constituting the urgency are as follows:

1. There has been an increase in incidents of people entering and illegally remaining on unoccupied properties considered "overparked," or having excess parking capacity. Such overparked properties contain large amounts of vacant pavement or concrete that increase the heat-island effect and attract nuisances including illegal assemblages of people, non-permitted sales establishments, traffic circulation and pedestrian safety concerns, accumulation of trash and debris, and disturbances of the public peace. Without timely regulatory tools to enable adaptive reuse, these properties face prolonged vacancy and progressive blight, which compound the public health, safety, and welfare impacts described above.

2. Regulations adopted through this Ordinance address and streamline parking requirements, reducing the incidence of overparked properties and significantly shortening the time by which such properties can be adaptively reused and returned to productive use. Facilitating adaptive reuse mitigates the conditions that contribute to physical and economic blight and the associated nuisances identified in Paragraph 1.

3. Regulations adopted through the Ordinance respond directly to the Climate Emergency Resolution, reducing the required numbers of off-street parking spaces, and automobiles, for certain uses.

4. The City Council finds that the existing regulations governing off-street parking requirements are not adequate at this time to prohibit incidents that may pose an immediate threat to the public health, safety, and welfare. The City Council further finds that there is a current and immediate threat to the public health, safety, and welfare presented by entry and assemblages of people, non-permitted sales establishments, traffic circulation and pedestrian safety concerns, the accumulation of trash and debris, and other similar nuisances disturbing the public peace. If this Ordinance is not immediately effective, the City would be unable to timely reduce parking requirements for overparked properties, thereby delaying or stalling such properties from being put into productive use and reducing the City's ability to effectively protect the public peace, health, and safety by preventing these potential adverse effects.

SECTION TWELVE.

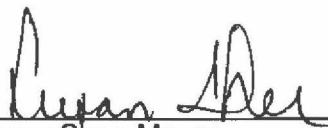
1. **Publication:** Within fifteen (15) days after its adoption, this Ordinance shall be published once in a newspaper of general circulation in the City of Ukiah. In lieu of publishing the full text of the Ordinance, the City may publish a summary of the Ordinance once 5 days prior to its adoption and again within fifteen (15) days after its adoption.

2. **Effective Date:** The urgency ordinance shall become effective immediately after its adoption.

3. **Severability:** If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, is for any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases of this Ordinance, or its application to any other person or circumstance. The City Council of the City of Ukiah hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases hereof be declared invalid or unenforceable.


Adopted on May 20, 2026, by the following roll call vote:

AYES: Councilmembers Crane, Rodin, Criss, Orozco, and Mayor Sher.
NOES: None.
ABSENT: None.
ABSTAIN: None.



Susan Sher, Mayor

ATTEST:



Araceli Sandoval, Deputy City Clerk