

DRAFT FINDINGS
MAJOR SITE DEVELOPMENT PERMIT, MAJOR USE PERMIT, LOT MERGER
CONVERSION OF AN EXISTING BUILDING INTO AN 'URGENT CARE AND
ADMINISTRATION OFFICE'
1240 AIRPORT PARK BOULEVARD (APNS 180-080-74 & 180-080-75)
FILE NO. 25-0011; PERMIT NO. PA25-000019

These Findings pertain to the construction and operation of a new Urgent Care Clinic and Administrative Office facility owned by Mendocino Community Health Clinics (MCHC) at 1240 Airport Park Boulevard. The project merges two parcels (APNs 180-080-74 and 180-080-75) into a single 1.16-acre lot and adaptively reuses the existing 7,129-square-foot building. A 6,958-square-foot mezzanine will be added within the existing structural shell for administrative offices, while the ground floor (7,186 SF) will house an urgent care clinic with seven exam rooms, imaging, and support areas. The total building area will be 14,144 SF. Site improvements include 48 parking spaces (requesting a reduction from the 64-space requirement), patient loading zones, upgraded pedestrian facilities, screened mechanical equipment, and full solar panel offset. The property is located in the Mixed-Use: Airport Industrial Park Planned Development (AIP-PD) zoning district and within Airport Compatibility Zones 5 and 6.

SITE DEVELOPMENT PERMIT FINDINGS (UCC §9263E)

1. The proposal is consistent with the goals, objectives, and policies of the City General Plan.

The project supports General Plan Goal LU-4, encouraging the growth of office and service uses to provide jobs and community services, and Goal LU-11, ensuring high-quality site planning, landscaping, and architectural design. The adaptive reuse and expansion for an Urgent Care Clinic and Administrative Office is permitted with a Use Permit in the Light Manufacturing/Mixed-Use zone. The project aligns with Policy PFS-12.7 and MOB-1.10 by providing bicycle parking and trail access to the adjacent Great Redwood Trail. Site planning also conforms with the AIP-PD Ordinance and intensity criteria established by the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP) for Zones 5 and 6.

2. The location, size, and intensity of the proposed project will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern.

Emergency access is addressed through an 8-foot-wide path for ambulance travel and a secondary fire access road, compliant with Ukiah Valley Fire Authority (UVFA) standards, including support for 75,000-pound imposed loads (CFC 503.1.2). Pedestrian walkways link parking areas to the building entrance, consistent with AIP-PD and General Plan policies MOB-1.8 and MOB-3.6. The requested 16-space parking reduction is allowed under AIP-PD discretionary review (UCC 9228.3), contingent upon Planning Commission review of operational and staffing data to confirm that circulation remains safe and non-hazardous.

3. The accessibility of off-street parking areas and the relation of parking areas with respect to traffic on adjacent streets will not create a hazardous or inconvenient condition to adjacent or surrounding uses.

The Lot Merger consolidates two parcels, creating adequate area for the 48 provided parking spaces and patient loading zones. The reduction from 64 required spaces is permitted under AIP-PD regulations for unique uses (UCC 9228.3) and is consistent with the Ukiah 2040 General Plan policies promoting flexible parking standards and Transportation Demand Management (TDM) (MOB-2.2, MOB-5). Bicycle parking supports these policies. The Planning Commission's final determination is conditioned on confirming that the reduced parking will prevent overflow onto adjacent streets and maintain safe access for surrounding uses.

- 4. Sufficient landscaped areas have been reserved for purposes of separating or screening the proposed structure(s) from the street and adjoining building sites, and breaking up and screening large expanses of paved areas.**

The proposal includes 23% landscaping coverage, which actively exceeds the 20% minimum coverage required by the AIP-PD ordinance. The landscaping materials (including Japanese Maple and Northern Red Oak trees) provide necessary visual separation and effective screening, particularly for the staff parking areas located behind the building and the ground-mounted mechanical equipment.

- 5. The proposed development will not restrict or cut out light and air on the property, or on the property in the neighborhood; nor will it hinder the development or use of buildings in the neighborhood, or impair the value thereof.**

The project involves placing the 6,958 SF expansion (mezzanine floor) within the existing structural shell and footprint, meaning it will not increase the current building height or footprint, thus limiting changes to height, bulk, and mass. Located within a commercial corridor (Light Manufacturing/Mixed-Use zone) surrounded by commercial uses (Tractor Supply and a Multi-Tenant Building), the commercial renovation and contemporary design is expected to enhance the area and will not impair neighboring commercial property values.

- 6. The improvement of any commercial or industrial structure will not have a substantial detrimental impact on the character or value of an adjacent residential zoning district.**

The property is located in the Light Manufacturing/Mixed-Use zone of the AIP-PD. The surrounding uses are predominantly commercial and large-format retail. Since the adjacent zoning districts are not residential, the commercial improvement is not expected to cause a substantial detrimental impact on the character or value of an adjacent residential zoning district.

- 7. The proposed development will not excessively damage or destroy natural features, including trees, shrubs, creeks, and the natural grade of the site.**

The site is an existing, previously developed urban parcel that has served commercial functions since 1992. The terrain is generally flat and contains no sensitive natural features. Existing mature trees along the western boundary are required to be retained whenever possible, as mandated by the AIP-PD. The landscape plan integrates these existing trees, with only limited trimming or removal requested to accommodate necessary safety features, such as the emergency ambulance path.

8. There is sufficient variety, creativity, and articulation to the architecture and design of the structure(s) and grounds to avoid monotony and/or a box-like uninteresting external appearance.

Adaptive reuse of the former steel pre-fabricated structure incorporates new glazing, fiber cement panels, and architectural detailing across all elevations. Integration of the previously undeveloped front parcel, with new parking, pedestrian facilities, and 23% landscaping, substantially enhances the corridor's visual and functional quality, meeting AIP-PD objectives for exemplary architectural treatment.

CEQA FINDINGS

The project qualifies for a Categorical Exemption under CEQA Guidelines, Article 19, Class 1 (Existing Facilities), Section 15301(a) because it involves the minor alteration and conversion of an existing commercial structure, with negligible expansion of the existing use. The addition of the mezzanine is under 10,000 square feet, occurs within an urbanized area, and all necessary public services and facilities are available. The expansion occurs entirely within the existing building footprint and does not increase the building's height or mass.

The exceptions to Class 1 exemptions under CEQA Guidelines Section 15300.2 do not apply. Although the project requests a reduction of 16 required parking spaces, parking adequacy is a local land use policy subject to discretionary review under the Airport Industrial Park Planned Development (AIP-PD) ordinance and does not constitute a significant environmental impact. The site is located within Ukiah Municipal Airport Compatibility Zones 5 and 6; potential airport-related impacts, including noise and glare, are mitigated through a required conditioned aviation easement, consistent with the Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP), ensuring compatibility and public safety.

PUBLIC NOTICE

- Notice of the Public Hearing was provided in the following manner, in accordance with UCC §9231.3, 9263 and 9264:
- Published in the Ukiah Daily Journal on November 30, 2025; and
- Posted on the Project site on November 25, 2025; and
- Posted at the Civic Center (glass case) 72 hours prior to the public hearing; and
- Mailed to property owners within 300 feet of the Project parcels on November 25, 2025