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## DECISION OF THE PLANNING ADMINISTRATOR

### CLASS 2 SITE PLAN REVIEW MODIFICATION

**APPLICATION NO.:** 24-119664-PLN

**NOTICE OF DECISION DATE:** November 22, 2024

**REQUEST:** A Modification to a Class 2 Site Plan Review (21-109485-RP) to enlarge the proposed hangar from approximately 4,800 square feet to approximately 8,000 square feet in gross floor area. The proposed hangar is on a 15,500 square foot leased portion of Salem Municipal Airport (McNary Field), a property zoned IP (Industrial Park), PS (Public Service), and IG (General Industrial), within the McNary Field Overlay Zone, approximately 649.24 acres in size, and located at 3980 Airway Drive SE (Marion County Assessor Map and Tax Lot: 083W01 / 100).

**APPLICANT:** Gene Bolante, Studio 3 Architecture

**LOCATION:** 3980 Airway Drive SE

**FINDINGS:** The findings are in the attached Decision dated November 22, 2024.

**DECISION:** The **Planning Administrator APPROVED** the application based upon the submitted materials and the findings as presented in the decision.

The rights granted by the attached decision, which are effective as of the date of this decision, must be exercised by November 22, 2028, or this approval shall be null and void.

Case Manager: Quincy Miller, Planner I, [gmiller@cityofsalem.net](mailto:gmiller@cityofsalem.net), (503) 584-4676

This decision is final; there is no local appeal process. Any person with standing may appeal this decision by filing a "Notice of Intent to Appeal" with the Land Use Board of Appeals, 775 Summer St NE, Suite 330, Salem OR 97301, **not later than 21 days** after **November 22, 2024**. Anyone with questions regarding filing an appeal with the Oregon Land Use Board of Appeals should contact an attorney.

The following items are submitted to the record: 1) All materials and evidence submitted by the applicant, including any applicable professional studies; and 2) All materials, evidence, and comments from City Departments and public agencies. The application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. To view the materials without registering, you may use the search function and enter the permit number listed here: 24 119664.

<http://www.cityofsalem.net/planning>

**BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM**

**DECISION**

<b>IN THE MATTER OF APPROVAL OF</b>	<b>) FINDINGS &amp; ORDER</b>
<b>MODIFICATION OF CLASS 2</b>	<b>)</b>
<b>SITE PLAN REVIEW (21-109485-RP)</b>	<b>)</b>
<b>CASE NO. 24-119664-PLN</b>	<b>)</b>
<b>3980 AIRWAY DRIVE SE</b>	<b>) NOVEMBER 22, 2024</b>

In the matter of the application for a Modification to an existing Class 2 Site Plan Review, the Planning Administrator, having received and reviewed the evidence and application materials, makes the following findings and adopts the following order as set forth herein.

**REQUEST**

A Modification to a Class 2 Site Plan Review (21-109485-RP) to enlarge the proposed hangar from approximately 4,800 square feet to approximately 8,000 square feet in gross floor area. The proposed hangar is on a 15,500 square foot leased portion of Salem Municipal Airport (McNary Field), a property zoned IP (Industrial Park), PS (Public Service), and IG (General Industrial), within the McNary Field Overlay Zone, approximately 649.24 acres in size, and located at 3980 Airway Drive SE (Marion County Assessor Map and Tax Lot: 083W01 / 100).

**PROCEDURAL FINDINGS**

1. On September 1, 2021, an application for a Class 2 Site Plan Review (21-109485-RP) was approved for development of a 4,800 square foot airplane hangar located on a 11,700 square foot leased portion of Salem Municipal Airport (McNary Field).
2. On September 26, 2024, an application was accepted for a Modification to an existing Class 2 Site Plan Review (21-109485-RP), increasing the size of the proposed airplane hangar to 8,000 square feet of gross floor area and increasing the size of the leased portion of Salem Municipal Airport to 15,500 square feet.
3. After additional requested information was provided by the applicant, the application was deemed complete on November 7, 2024.

**SUBSTANTIVE FINDINGS**

**1. Proposal**

The proposed Class 2 Site Plan Review affects property located at 3980 Airway Drive SE (**Attachment A**). The Modification to the Class 2 Site Plan Review proposes to enlarge the proposed airplane hangar by 3,200 square feet, from 4,800 square feet of gross floor area proposed in 21-109485-RP, to 8,000 square feet of gross floor area. The modified site plan and construction details are included as **Attachment B**, and the original approval that is being modified is included as **Attachment C**.

**2. City Department Comments**

Development Services – Reviewed the proposal and indicated no concerns.

Building and Safety – Reviewed the proposal and indicated no concerns.

Salem Fire Department – Reviewed the proposal and indicated no concerns.

### **DECISION CRITERIA FINDINGS**

#### **3. Analysis of a Modification of Class 2 Site Plan Review Approval Criteria**

Pursuant to Salem Revised Code (SRC) 220.010, a site plan review approval may be modified after its effective date if the proposed modification meets the criteria in this section. Proposed modifications that do not meet the criteria in this section require submittal of a new application for site plan review. Modification of a Class 1 or Class 2 site plan review approval is processed as a Type I procedure under SRC Chapter 300. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

***SRC 220.010(d)(1): Modification of a Class 2 Site Plan Review shall be granted if all of the following criteria are met:***

***(A) The proposed modification does not change the class of site plan review of the original application;***

**Finding:** The applicant has requested a modification to an existing Class 2 Site Plan Review that originally approved development of a 4,800 square foot airplane hangar located on a 11,700 square foot leased portion of Salem Municipal Airport (McNary Field).

The applicant is requesting to increase the size of the proposed airplane hangar from 4,800 square feet to 8,000 square feet, as the leased portion of McNary Field has increased from 11,700 square feet to 15,500 square feet. Additionally, the applicant is also providing two bicycle parking spaces, removing an interior room, and increasing the size of the bathroom compared to the original approval in 21-109485-RP.

The increased size of the hangar and associated changes do not substantially change the parameters of the original approval and comply with the approval criterion. Therefore, this standard is met.

***(B) The proposed modification meets all the applicable standards of the UDC;***

**Finding:** The subject property is split-zoned between IP (Industrial Park), PS (Public Service), IG (General Industrial), and is part of the McNary Field Overlay Zone. As the specified leased portion of McNary Field is only within the IP zone and the McNary Field Overlay Zone, the proposed developed is subject to the use and development standards of the IP zone (SRC Chapter 553) and the McNary Field Overlay Zone (SRC Chapter 629). The following is a summary of the applicable use and development standards of the IP, PS, IG, and McNary Field Overlay zones.

*SRC 629.010(a) – Uses:*

The permitted, special, conditional, and prohibited uses in the McNary Field Overlay Zone are set forth in Table 629-1.

**Finding:** There are no changes to the *aviation facilities* use proposed with the Class 2 Site Plan Review. This standard is met.

*SRC 544.010(a), SRC 553.010(a), SRC 554.010(a) – Lot Standards:*

Within the PS zone, all uses require a minimum lot area of 10,000 square feet, lot width of 50 feet, and lot depth of 80 feet. There are no minimum lot size, lot width, or lot depth for all uses in the IP and IG zones. The minimum street frontage requirement for all other uses in the PS, IP, and IG zones is 16 feet.

**Finding:** The existing lot complies with the minimum lot standards of the PS, IP, and IG zones. No changes to the lot size or dimensions are proposed.

*SRC 544.010(b), SRC 553.010(b), SRC 554.010(b) – Setbacks:*

Setbacks within the PS, IP, and IG zones shall be provided as set forth in Tables 544-3, 544-4, 553-3, 553-4, 554-3, and 554-4.

*Abutting Street*

**North:** The northern portion of the lot is zoned PS and primarily abuts the right-of-way for Mission Street SE. There is a minimum 20-foot setback for buildings and accessory structures up to 35 feet in height, with an additional one foot of setback for each foot over 35 feet in height up to a maximum setback of 50 feet. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

**South/East:** Both the southern and eastern portions of the lot are zoned PS and IP, with the southern portion abutting the right-of-way for Airway Drive SE and the eastern portion abutting the right-of-way for Turner Road SE. The PS zone has a minimum 20-foot setback for buildings and accessory structures up to 35 feet in height, with an additional one foot of setback for each foot over 35 feet in height up to a maximum setback of 50 feet. Within the PS zone, vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2). The IP zone has a minimum 20-foot setback for buildings and accessory structures regardless of height, along with a minimum 20-foot setback for vehicle use areas.

**West:** The western portion of the lot is zoned PS and IG and primarily abuts the right-of-way for 25<sup>th</sup> Street SE. Within the PS zone, there is a minimum 20-foot setback for buildings and accessory structures up to 35 feet in height, with an additional one foot of setback for each foot over 35 feet in height up to a maximum setback of 50 feet. Buildings and accessory structures within the IG zone have a minimum setback of five feet. Vehicle use areas in both the PS and IG zones are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

**Finding:** The proposed hangar is located within a leased portion on the southern part of the lot that is zoned IP, requiring a minimum 20-foot setback from Airway Drive SE. The hangar is located more than 20-feet away from Airway Drive SE, meeting the standard.

*Interior Front, Side and Rear*

**North:** A small portion on the northern side of the lot zoned PS abuts several lots that are zoned CG (General Commercial). There is no minimum setback required for buildings or accessory structures when abutting commercial zones. Vehicle use areas abutting commercial zones require a minimum five-foot setback with Type A landscaping.

**South:** A small portion of the southern side of the lot zoned PS and IP abuts several lots which are zoned IP. Areas that are zoned PS which abut Industrial and Employment Zones have no minimum building or accessory structure setback but do have a minimum five-foot setback with Type A landscaping for vehicle use areas. Areas that are zoned IP which abut areas zoned IP have a ten-foot minimum setback and Type A landscaping for buildings, accessory structures, and vehicle use areas.

**East:** A portion of the lot on the eastern side is zoned PS and IP, and abuts several lots zoned PS, IP, and RA. Areas that are zoned PS which abut Industrial and Employment Zones or Public Zones have no minimum building or accessory structure setback but do have a minimum five-foot setback with Type A landscaping for vehicle use areas. Areas that are zoned PS which abut Residential Zones have a minimum 20-foot setback for buildings and accessory structures up to 35 feet in height, with a minimum 30-foot setback if greater than 35 feet in height, along with Type A landscaping. Vehicle use areas in the PS zone which abut Residential Zones require a minimum 20-foot setback with Type A landscaping.

Areas that are zoned IP which abut Public Zones, or the IP zone have a minimum ten-foot setback with Type A landscaping for buildings, accessory structures, and vehicle use areas. Areas that are zoned IP which abut Residential Zones have a minimum 30-foot setback with Type C landscaping for buildings, accessory structures, and vehicle use areas.

**West:** A portion of the lot on the western side is zoned PS and abuts several lots zoned PS, as well as an area zoned IG which abuts lots zoned IG. Areas that are zoned PS which abut Public Zones or are zoned IG and abut lots zoned IG have no minimum building or accessory structure setback but do have a minimum five-foot setback with Type A landscaping for vehicle use areas.

**Finding:** The proposed hangar is within the southern portion of the lot within the IP zone, which abuts two other lots which are zoned IP. The hangar is more than ten feet away from the neighboring lots and Taxiway "R," meeting the setback standard.

*SRC 544.010(c), SRC 553.010(c), SRC 554.010(c) – Lot Coverage & Height:*

Buildings and accessory structures within the PS, IP, and IG zones shall conform to the lot coverage and height standards set forth in Tables 544-5, 553-5, and 554-5.

For all uses in the PS zone, the maximum lot coverage for building and accessory structures is 60% and the maximum height is 70 feet. For all uses in the IP zone, there is no maximum lot coverage for buildings or accessory structures, but the maximum height is 45 feet. For all uses in the IG zone, there is no maximum lot coverage for buildings or accessory structures, but the maximum height is 70 feet.

**Finding:** The proposed hangar is within the IP zone, and as the height is less than 45 feet, this standard is met.

*SRC 544.010(d), SRC 553.010(d), SRC 554.010(d) - Landscaping:*

- (1) *Setbacks*. Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (2) *Vehicle Use Areas*. Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.
- (3) *[IP Zone] Development Site*. A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC Chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicular use areas, may count toward meeting this requirement.

**Finding:** The site plan for the proposed hangar indicates adequate setbacks and site landscaping area, with no interior parking lot landscaping required. A Class 2 Adjustment, Case No. ADJ15-04, was approved in 2015 to eliminate the 15 percent development site landscaping requirement for the IP zone within the McNary Field Overlay. Therefore, this standard is met.

### **General Development Standards SRC 800**

#### *SRC 800.065 – Pedestrian Access.*

Except where pedestrian access standards are provided elsewhere under the UDC, all developments, other than single family, two family, three family, four family, and multiple family developments, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section. For purposes of this section development means the construction of, or addition to, a building or accessory structure or the construction of, or alteration or addition to, an off-street parking or vehicle use area. Development does not include construction of, or additions to, buildings or accessory structures that are less than 200 square feet in floor area.

When a development site is comprised of lots under separate ownership, the pedestrian access standards set forth in this section shall apply only to the lot, or lots, proposed for development, together with any additional contiguous lots within the development site that are under the same ownership as those proposed for development.

**Finding:** A Class 2 Adjustment, Case No. ADJ20-07, was conditionally approved in 2020 to eliminate pedestrian access standards for areas within the secured perimeter of Salem Municipal Airport. As the proposed hangar is within the secured perimeter fencing area, this standard is not applicable.

### **Off-Street Parking, Loading, and Driveways SRC 806**

#### *SRC 806.015 – Amount Off-Street Parking.*

- (a) *Maximum Off-Street Parking*. Except as otherwise provided in this section, and unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-1. For the purposes of calculating the maximum amount of off-street parking allowed, driveways shall not be considered off-street parking spaces.

**Finding:** At the time of the original approval, the City had a standard for minimum parking requirements with each new use. Since then, code changes have removed the minimum parking requirements, and review for a maximum parking standard instead. An *aviation facility* use has a maximum parking requirement of one space per 1,000 square feet of development.

As there are only two vehicle parking spaces proposed for an 8,000 square foot hangar, this standard is met.

(a) *Compact parking.* Up to 75 percent of the off-street parking spaces provided on a development site may be compact parking spaces.

**Finding:** No compact spaces are proposed; therefore, this standard is not applicable.

(b) *Carpool and vanpool parking.* New developments with 60 or more off-street parking spaces, and falling within the public services and industrial use classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.

**Finding:** Less than 60 spaces are proposed; therefore, this standard is not applicable.

(c) *Required electric vehicle charging spaces.* For any newly constructed building with five or more dwelling units on the same lot, including buildings with a mix of residential and nonresidential uses, a minimum of 40 percent of the off-street parking spaces provided on the site for the building shall be designated as spaces to serve electrical vehicle charging. In order to comply with this subsection, such spaces shall include provisions for electrical service capacity, as defined in ORS 455.417.

**Finding:** The proposed development is not residential; therefore, this standard is not applicable.

*SRC 806.035 – Off-Street Parking and Vehicle Use Area Development Standards.*

(a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to:

- (1) The development of new off-street parking and vehicle use areas;
- (2) The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added;
- (3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
- (4) The paving of an unpaved area.

**Finding:** The proposal does not include a new off-street parking and vehicle use area, and does not add or replace pavement; therefore, this section is not applicable to the proposed modification.

## **Bicycle Parking**

*SRC 806.045 – General Applicability.*

(a) Bicycle parking shall be provided as required under this chapter for each proposed new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity.

(b) *Applicability to change of use of existing building in Central Business District (CB) zone.* Notwithstanding any other provision of this chapter, the bicycle parking requirements for a change of use of an existing building within the CB zone shall be met if there are a minimum of eight bicycle parking spaces located within the public right-of-way of the block face adjacent to the primary entrance of the building. If the minimum number of required

bicycle parking spaces are not present within the block face, the applicant shall be required to obtain a permit to have the required number of spaces installed. For purposes of this subsection, "block face" means the area within the public street right-of-way located along one side of a block, from intersecting street to intersecting street.

- (c) *Applicability to nonconforming bicycle parking area.* When bicycle parking is required to be added to an existing bicycle parking area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

**Finding:** The expansion of the hangar constitutes an expansion of the use; therefore, this standard is applicable.

*SRC 806.050 – Proximity of Bicycle Parking to use or Activity Served.*

Bicycle parking shall be located on the same development site as the use or activity it serves.

*SRC 806.055 – Amount of Bicycle Parking.*

Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-9.

**Finding:** An *aviation facility* use does not require bicycle parking. Two bicycle racks are proposed on the site plan, exceeding the standard.

*SRC 806.060 - Bicycle Parking Development Standards.*

Bicycle parking areas shall be developed and maintained as set forth in this section.

(a) *Location.*

- (1) *Short-term bicycle parking.* Short-term bicycle parking shall be located outside a building within a convenient distance of, and clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route

**Finding:** The site plan indicates the proposed bicycle parking is within 50 feet of a primary entrance, and the modification does not propose to move their location; therefore, this standard is met.

- (b) *Access.* Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area.

**Finding:** As shown on the site plan, each bicycle parking area has direct access to a primary building entrance through the proposed pedestrian pathways, free of obstruction or barriers, in conformance with the requirements of SRC 806.060(b).

(c) *Dimensions.* All bicycle parking areas shall meet the following dimension requirements:

- (1) *Bicycle parking spaces.* Bicycle parking spaces shall conform to the minimum dimensions set forth in Table 806-10.
- (2) *Access aisles.* Bicycle parking spaces shall be served by a minimum four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.



**Finding:** Bicycle parking spaces shall be a minimum of six feet in length and one and half feet in width when the proposed bicycle racks are side-by-side. The proposed bicycle parking spaces are located on a paved walkway, with adequate dimensions to provide pedestrian passage for all six proposed spaces as review with the original decision. The applicant's plans indicate that there is still adequate length for each proposed stall to be at least six feet with the addition of the sidewalk covers and posts. The applicant is also still providing a minimum five-foot-wide access aisle; therefore, the standard is met.

(d) *Surfacing.* Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.

**Finding:** The proposed bicycle parking spaces are placed on a hard surface material; therefore, the standard is met.

(e) *Bicycle Racks.* Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards:

- (1) Racks must support the bicycle frame in a stable position, in two or more places without damage to wheels, frame, or components.
- (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
- (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and
- (4) Racks shall be securely anchored.
- (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-11.

**Finding:** There are no changes to the type of bicycle racks proposed under the previous approval. This standard is met.

## **Off-Street Loading Areas**

### *SRC 806.065 – General Applicability.*

Off-street loading areas shall be provided and maintained for each proposed new use or activity; any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.

### *SRC 806.070 – Proximity of Off-Street Loading Areas to use or Activity Served.*

Off-street loading shall be located on the same development site as the use or activity it serves.

### *SRC 806.075 – Amount of Off-Street Loading.*

Unless otherwise provided under the UDC, off-street loading shall be provided in amounts not less than those set forth in Table 806-11.

**Finding:** Per Table 806-11, *transportation facility* uses such as *aviation facilities* require one off-street loading space when the gross floor area of a development is between 5,000-100,000 square feet. Per SRC 806.075(a), an off-street parking area meeting the requirements of this

chapter may be used in place of a required off-street loading space when the use or activity does not require a delivery vehicle which exceeds a maximum combined vehicle and load rating of 8,000 pounds and the off-street parking area is located within 25 feet of the building or the use or activity that it serves. As the off-street parking area is located within 25 feet of the building and no delivery vehicles heavier than 8,000 pounds are anticipated, this standard is met.

#### 4. Conclusion

Based on the conformance with the preceding requirements the Planning Administrator certifies that the proposed Class 2 Site Plan Review Modification is in conformance with the UDC and the approval criteria provided in SRC 220.010(d)(1), provided compliance occurs with any applicable items noted above.

Please Note: Findings included in this decision by the direction of the Salem Fire Department are based on non-discretionary standards. Fire Code related findings are intended to inform the applicant of the clear and objective Fire Prevention Code standards of SRC Chapter 58 that will apply to this development proposal on application for building permit(s). Additional or different Fire Prevention Code standards may apply based on the actual building permit application submitted.

If a building permit application has not already been submitted for this project, please submit a copy of this decision with your building permit application for the work proposed.

#### **IT IS HEREBY ORDERED**

The proposed Class 2 Site Plan Review Modification is consistent with the provisions of SRC Chapter 220 and is hereby **APPROVED** subject to the applicable standards of the Salem Revised Code and the findings contained herein.



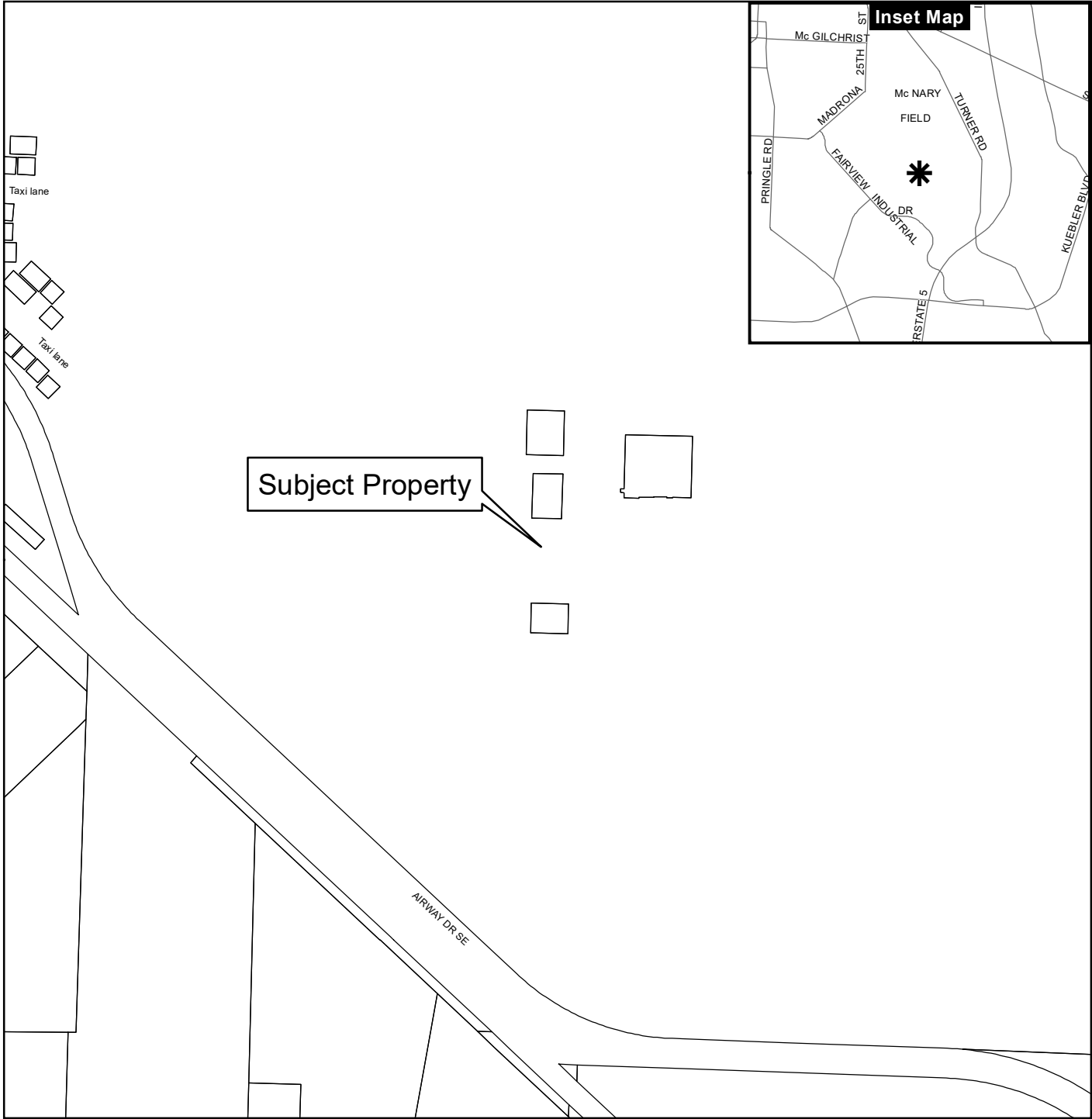
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Quincy Miller, Planner I, on behalf of  
Lisa Anderson-Ogilvie, AICP  
Planning Administrator

Attachments: A. Vicinity Map  
B. Modified Site Plan and Elevations  
C. Original 21-109485-RP Decision

# Vicinity Map

## 3980 Airway Drive SE



### Legend

- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools

Parks

**CITY OF Salem**  
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Community Planning and Development

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0 100 200 400 Feet

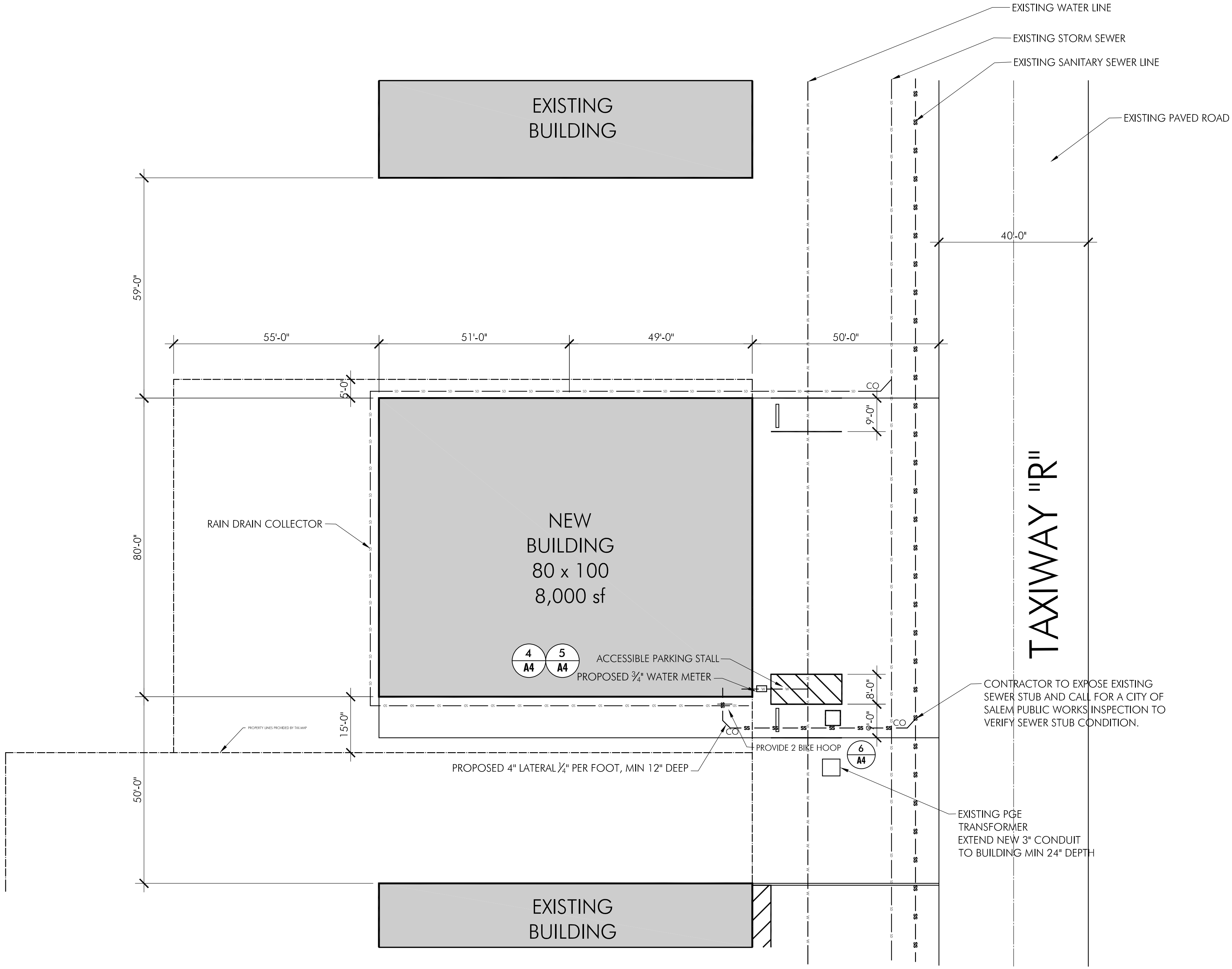


IN THE EVENT CONFLICTS ARE DISCOVERED  
BETWEEN THE ORIGINAL SIGNED AND SEALED  
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AND/OR THEIR CONSULTANTS, AND ANY COPY OF  
THE DOCUMENTS TRANSMITTED BY MAIL, FAX,  
ELECTRONICALLY OR OTHERWISE, THE ORIGINAL  
SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

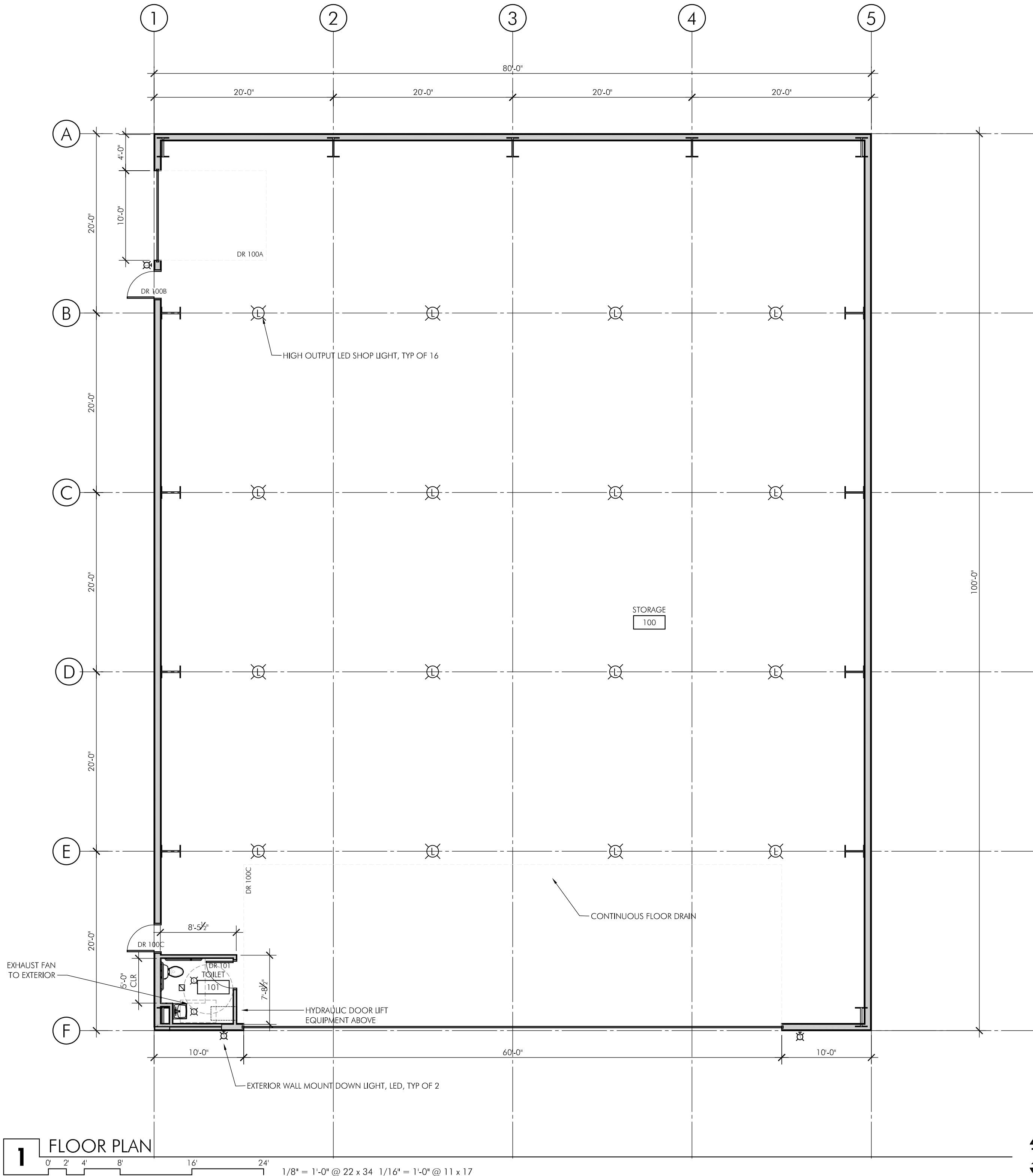
PROJECT # 2024-125  
DATE: 18 SEPT 2024  
REVISIONS

NEW BUILDING :  
AIRPLANE HANGER  
3980 AIRWAY DRIVE, SALEM, OREGON

SHEET  
A1



1 FLOOR PLAN

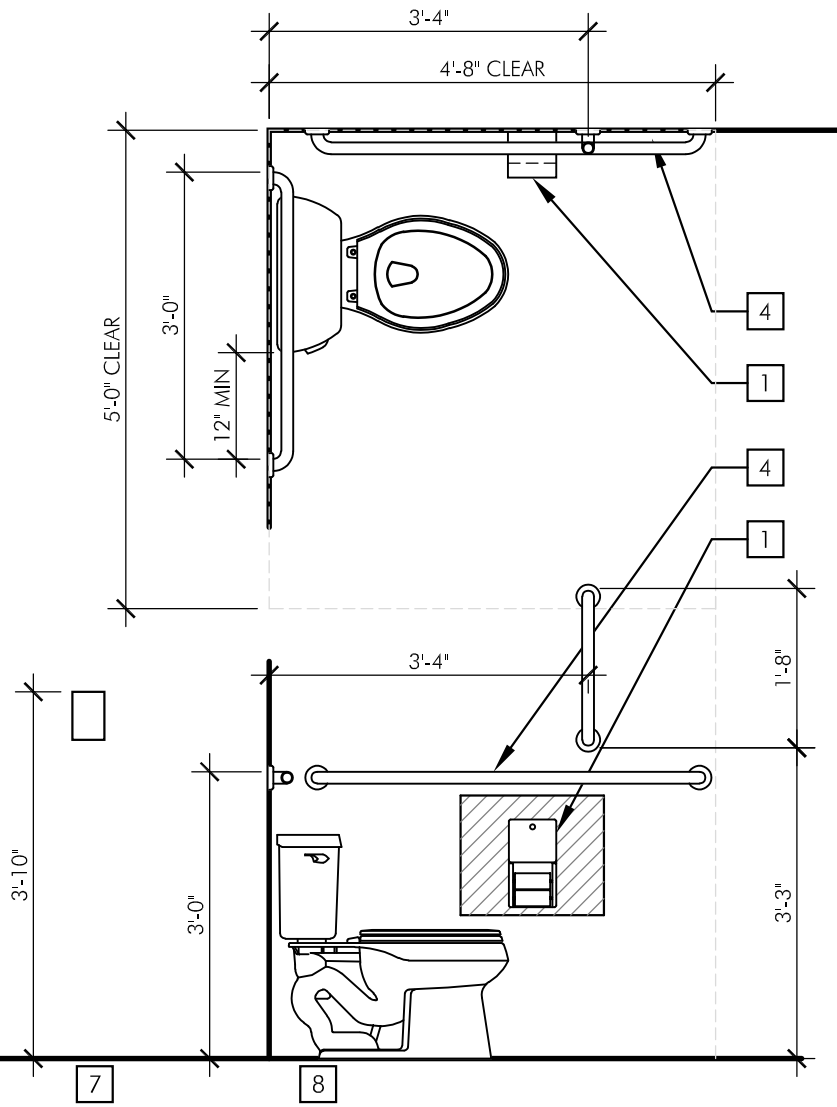
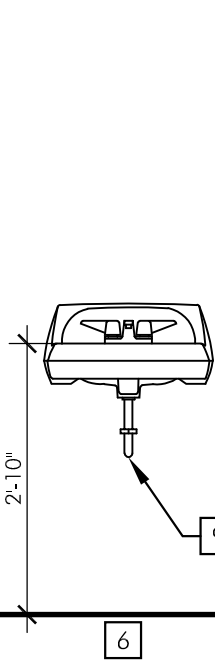
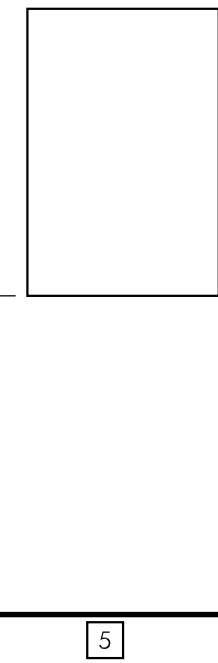
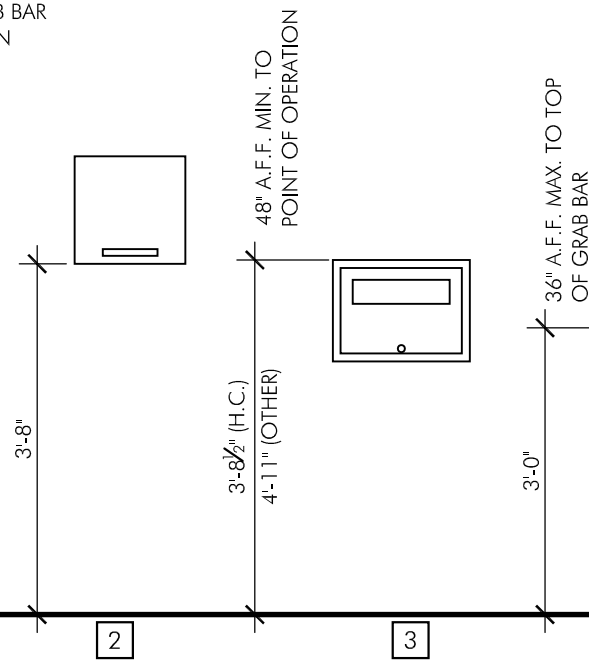
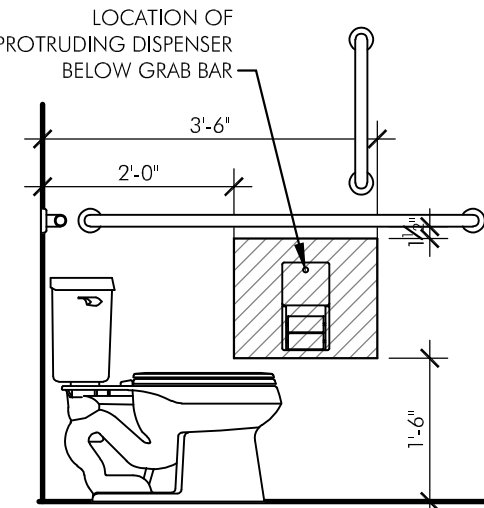


1/8" = 1'-0" @ 22 x 34 1/16" = 1'-0" @ 11 x 17



## TOILET ACCESSORIES NOTES

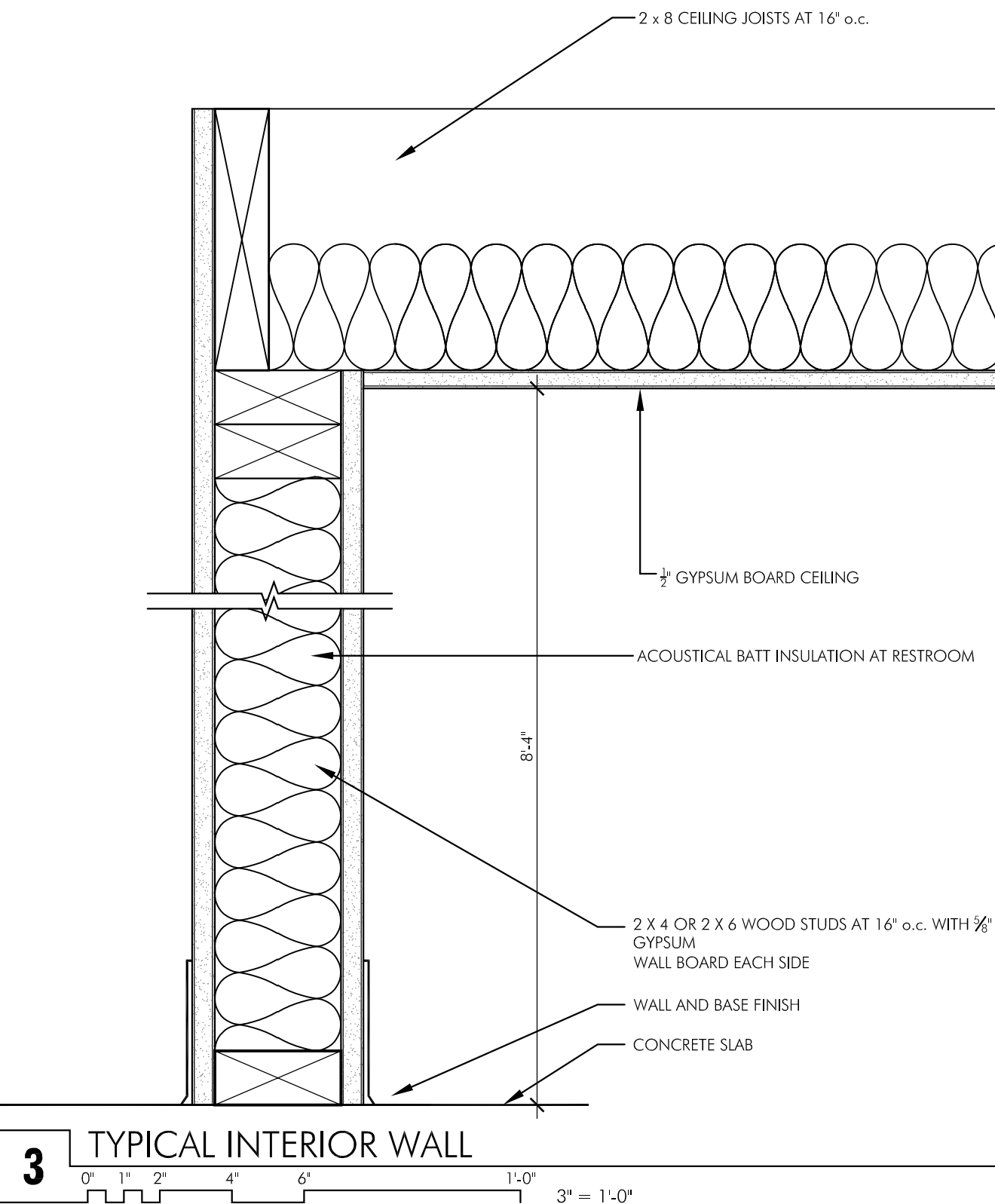
- 1 PROTRUDING TOILET PAPER DISPENSER
- 2 PAPER TOWEL DISPENSER
- 3 SEAT COVER DISPENSER
- 4 GRAB BAR
- 5 3'-0" HIGH MIRROR 24" WIDE
- 6 ACCESSIBLE WALL HUNG SINK
- 7 FOAM HAND SOAP DISPENSER
- 8 HANDICAPPED TOILET PLAN & PROFILE W/ GRAB BAR MOUNTING HEIGHT AND DISPENSER LOCATION
- 9 WRAP PIPES UNDER SINK



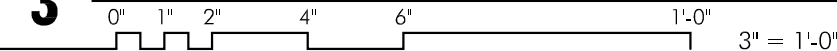
## 2 TOILET ACCESSORIES MOUNTING HEIGHTS DETAIL

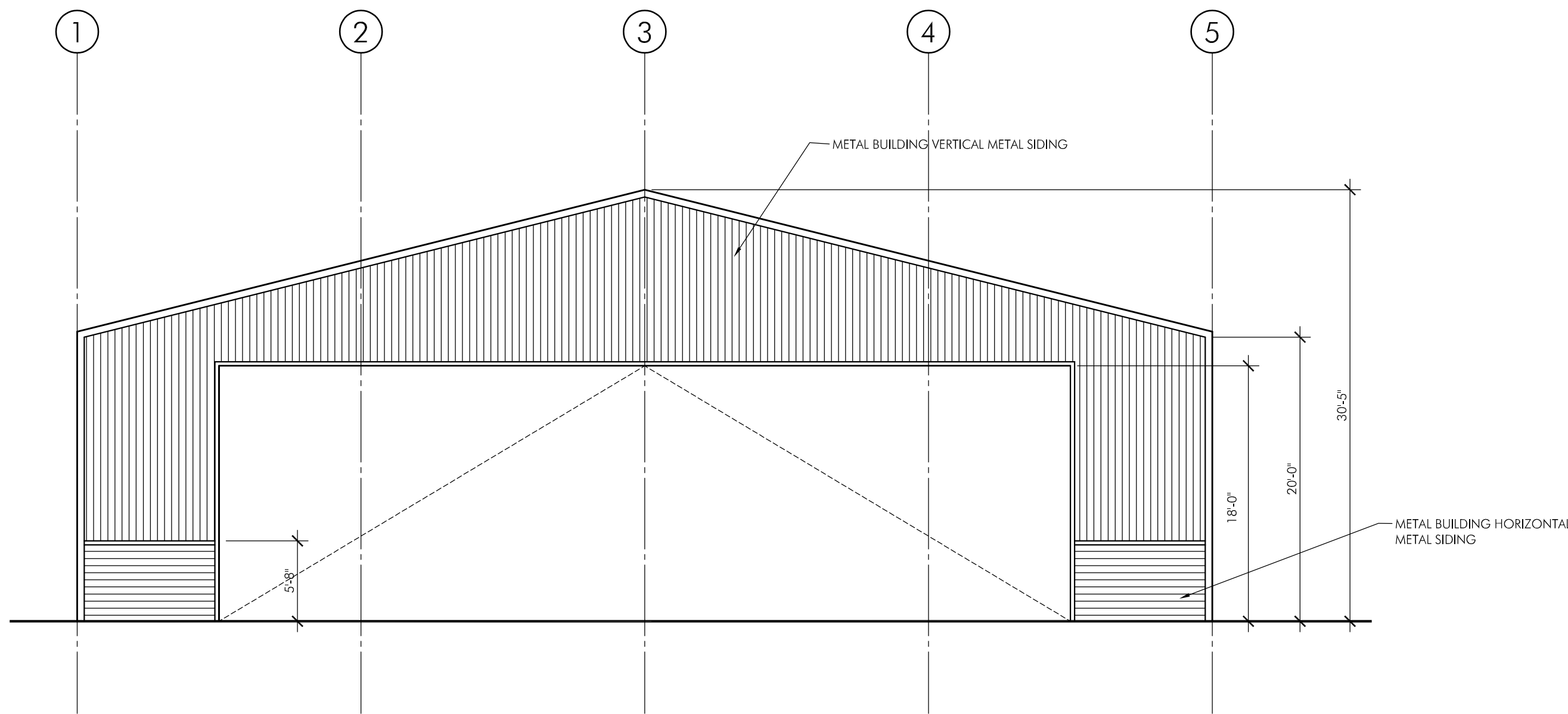


X-Restroom Fixture Heights.dwg

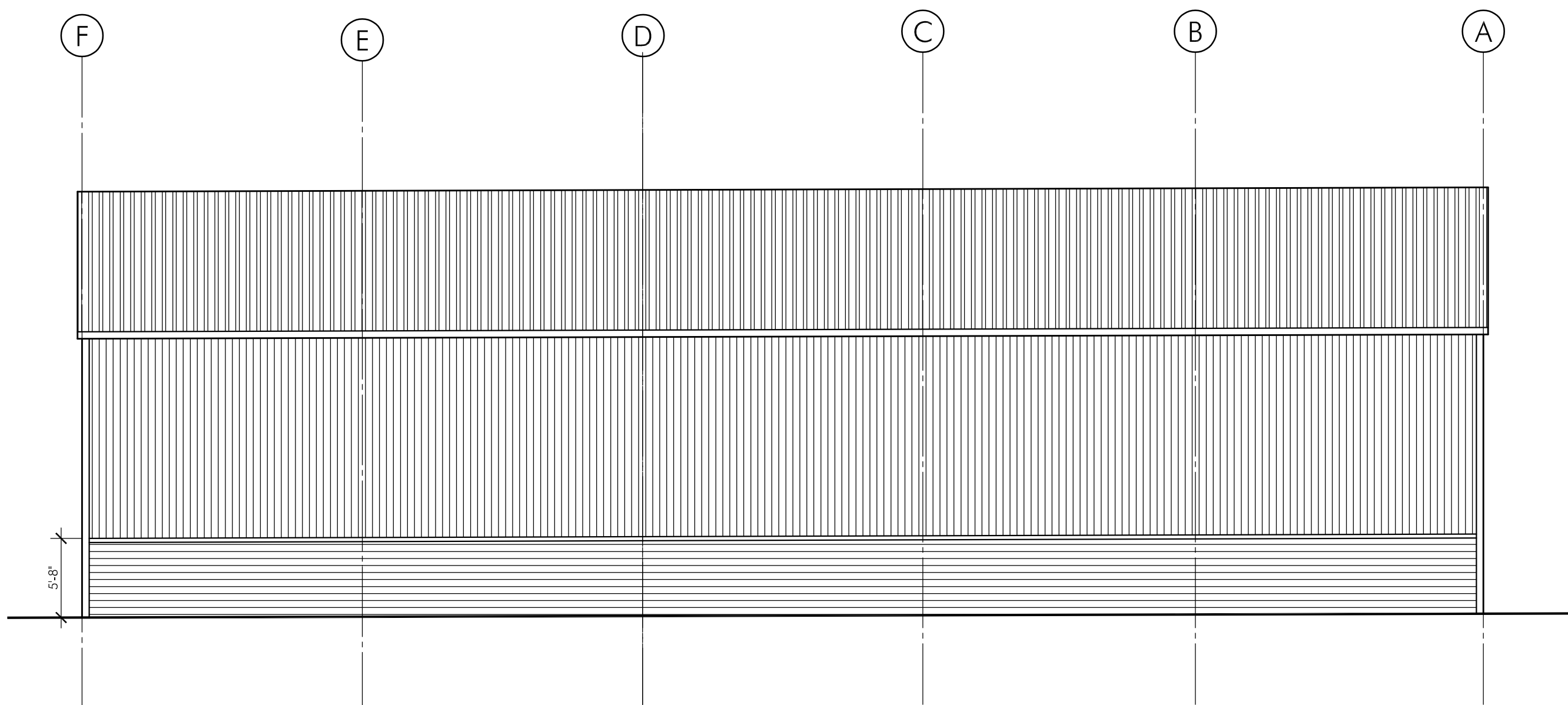


## 3 TYPICAL INTERIOR WALL

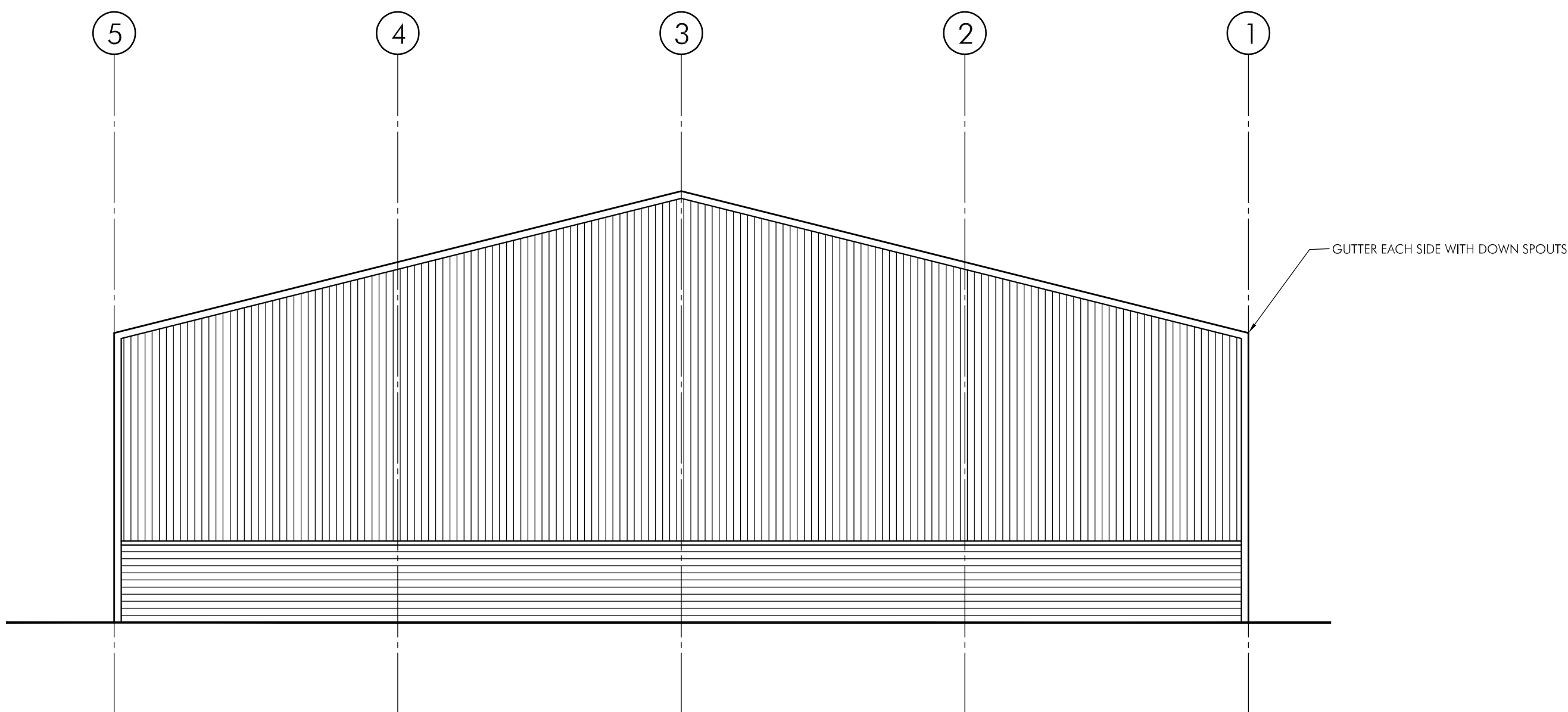




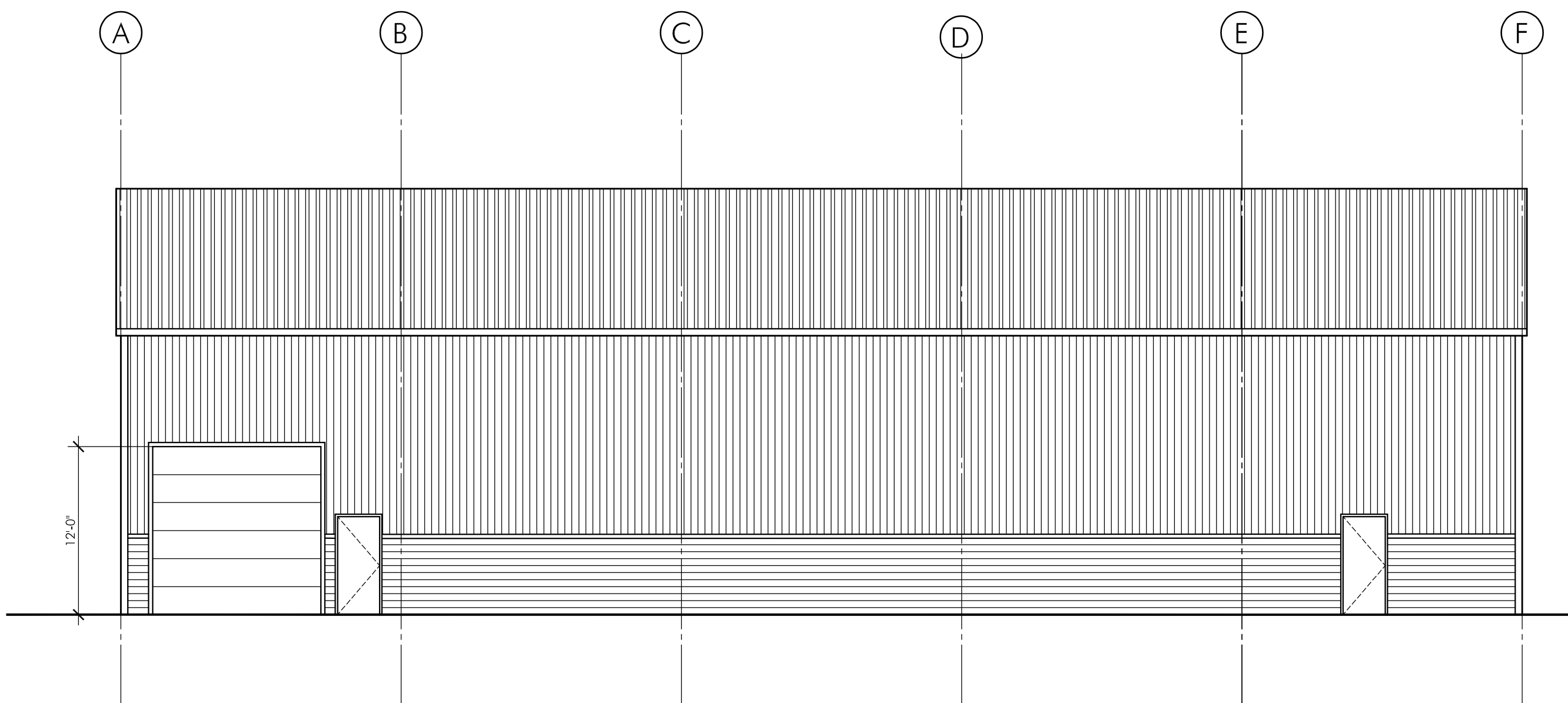
1 FRONT ELEVATION  
0' 2' 4' 8' 16' 24' 1/8" = 1'-0" @ 22 x 34 1/16" = 1'-0" @ 11 x 17



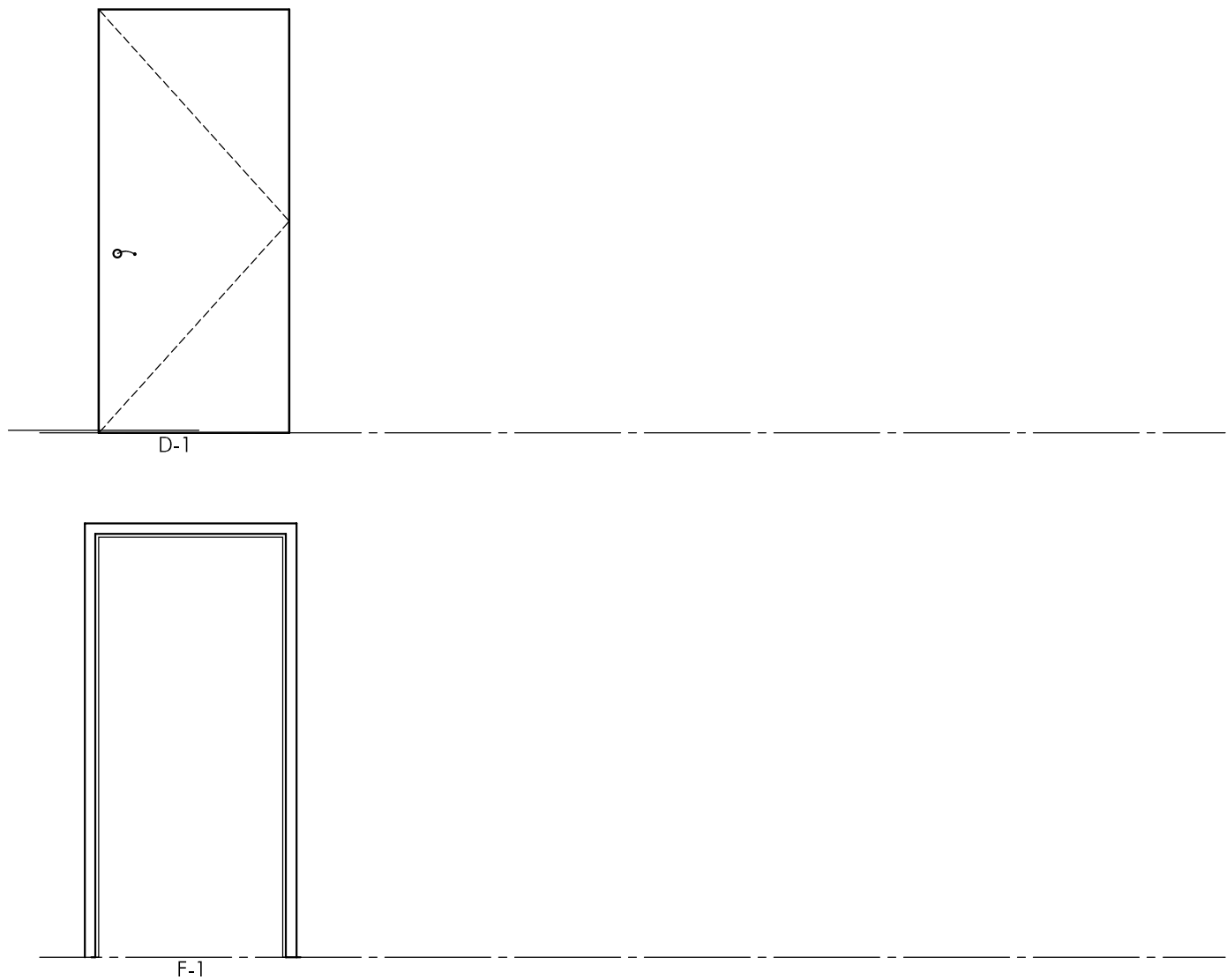
2 ELEVATION - SIDE  
0' 2' 4' 8' 16' 24' 1/8" = 1'-0" @ 22 x 34 1/16" = 1'-0" @ 11 x 17



3 REAR ELEVATION  
0' 2' 4' 8' 16' 24' 1/8" = 1'-0" @ 22 x 34 1/16" = 1'-0" @ 11 x 17

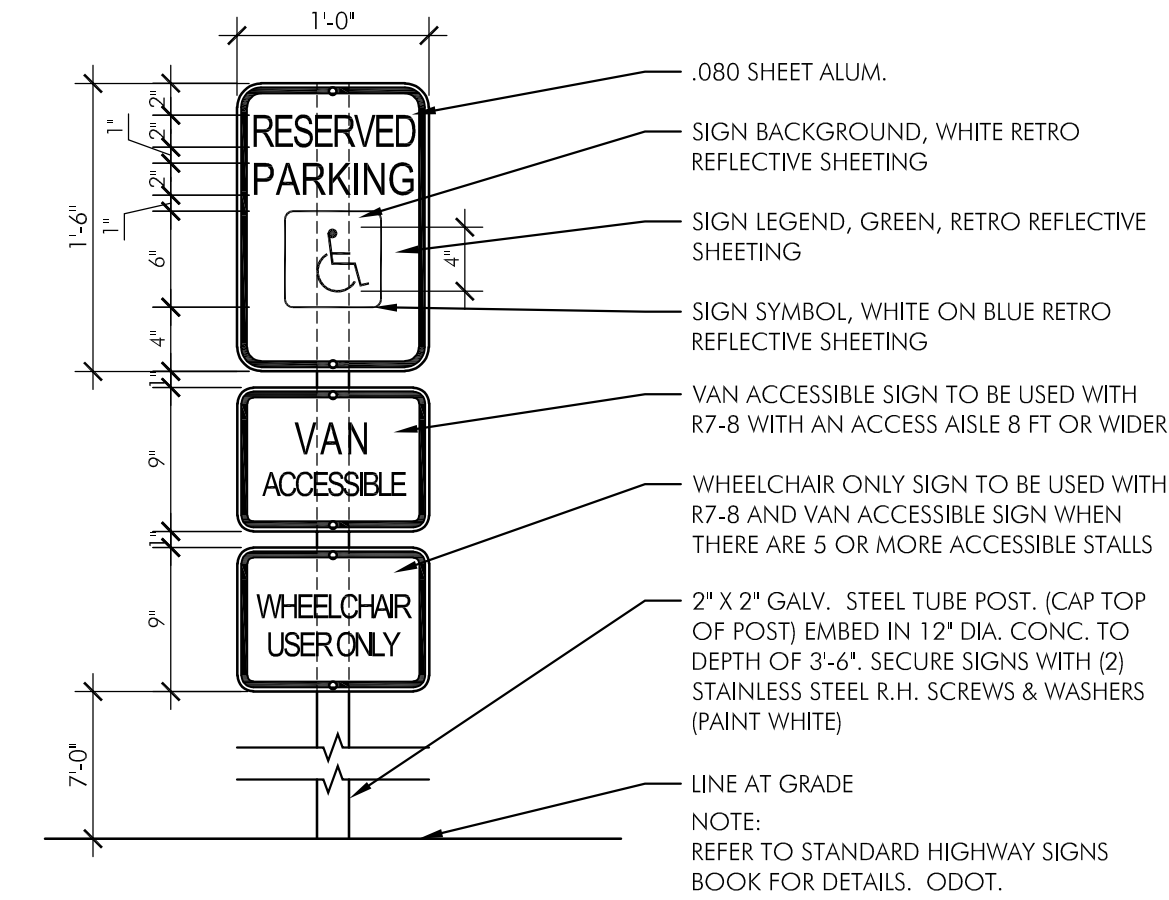


4 ELEVATION - SIDE  
0' 2' 4' 8' 16' 24' 1/8" = 1'-0" @ 22 x 34 1/16" = 1'-0" @ 11 x 17

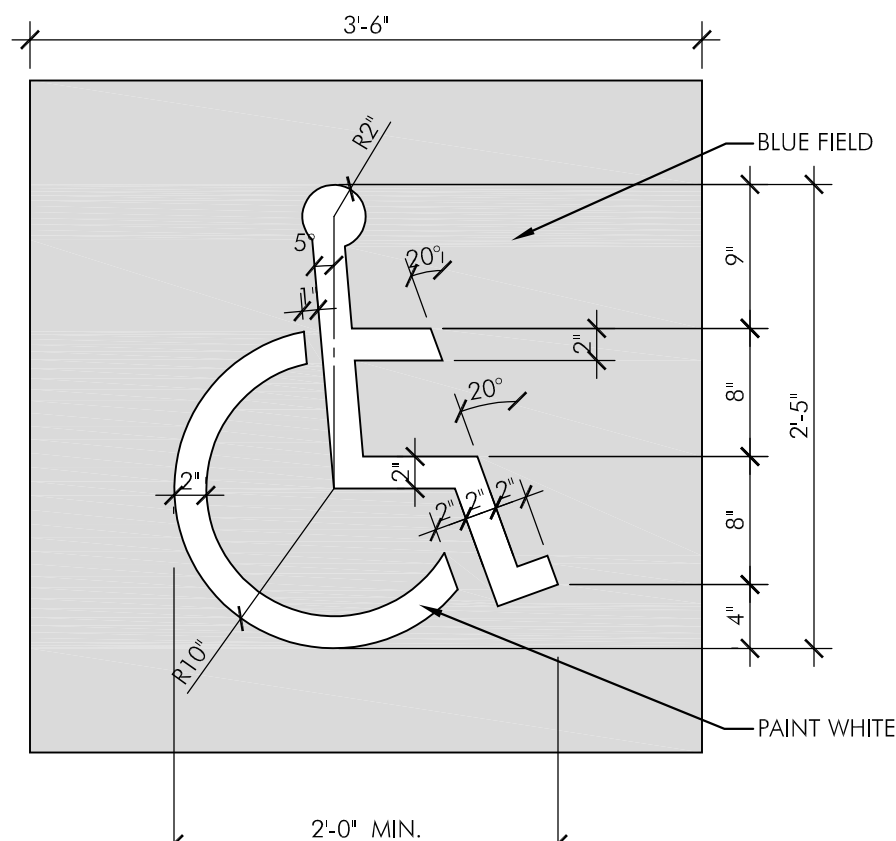


1 DOOR AND FRAME ELEVATIONS

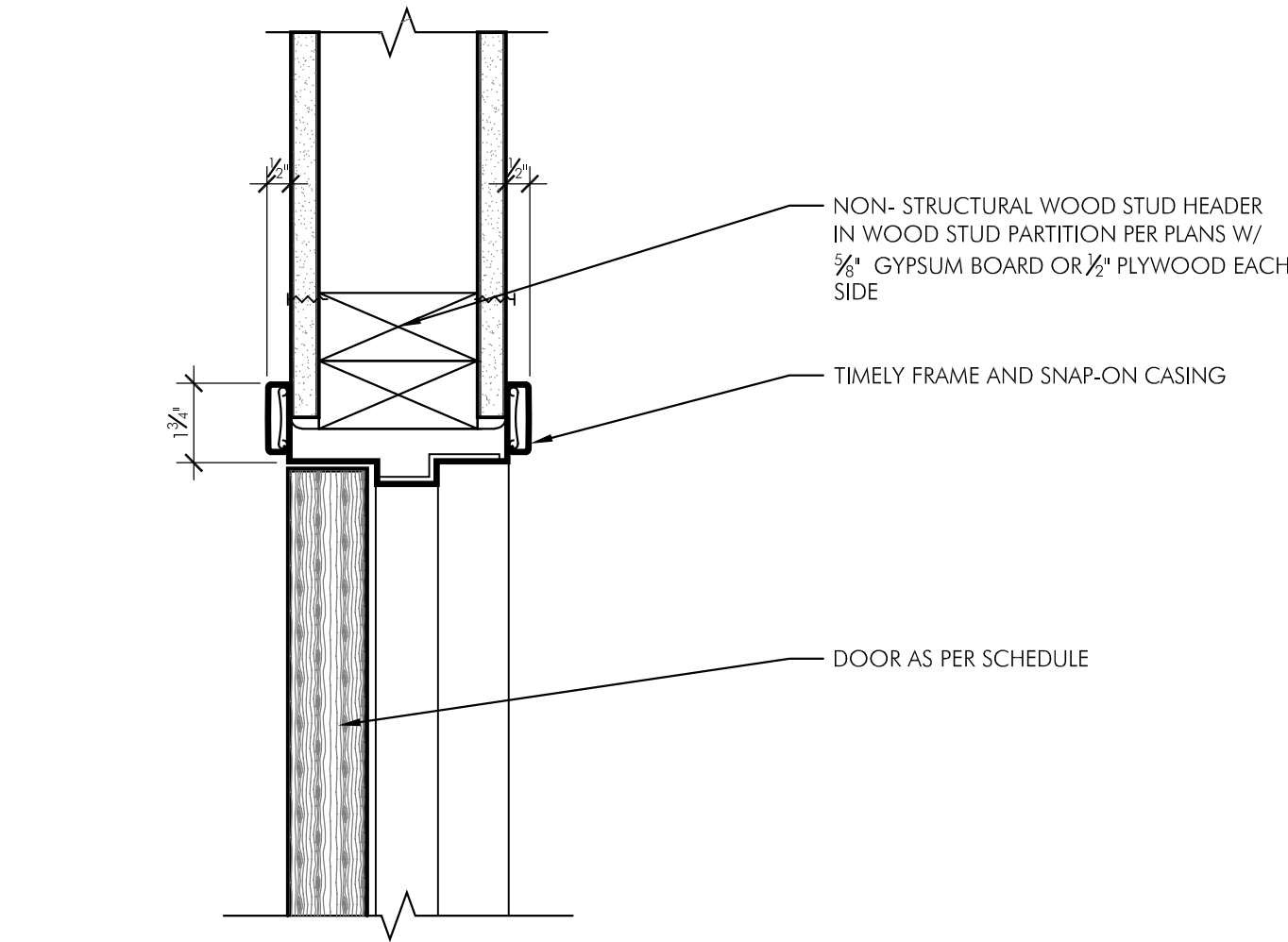
DOOR AND FRAME SCHEDULE											ALL DOORS TO BE 1 1/2" THICK UNLESS OTHERWISE NOTED.		
TYPE:	DOOR				FRAME			DETAILS			HDWR. GROUP	LABEL	REMARKS
	NOMINAL SIZE	TYPE	MATL	GLASS	TYPE	MATL	GLASS	H	J	S			
DR 100A	10'-0" x 12'-0"	--	MTL	--	--	--	--	--	--	--	--	--	--
DR 100B	3'-0" x 6'-8"	D-1	MTL	--	F-2	MTL	--	--	--	--	HW-5	--	--
DR 100C	18'-0" x 60'-0"	--	MTL	--	--	--	--	--	--	--	--	--	--
DR 101	3'-0" x 6'-8"	D-1	WD	--	F-1	MTL	-	2/A4	3/A4	--	HW-3	--	



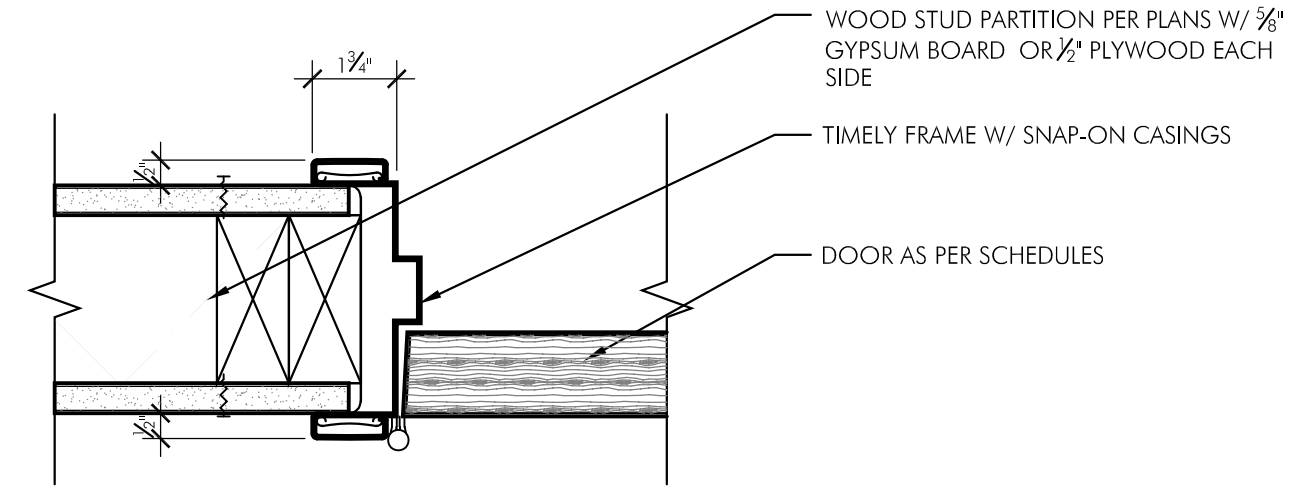
4 ACCESSIBLE PARKING SIGN DETAIL R7-8



3 HANDICAPPED PARKING SYMBOL DETAIL

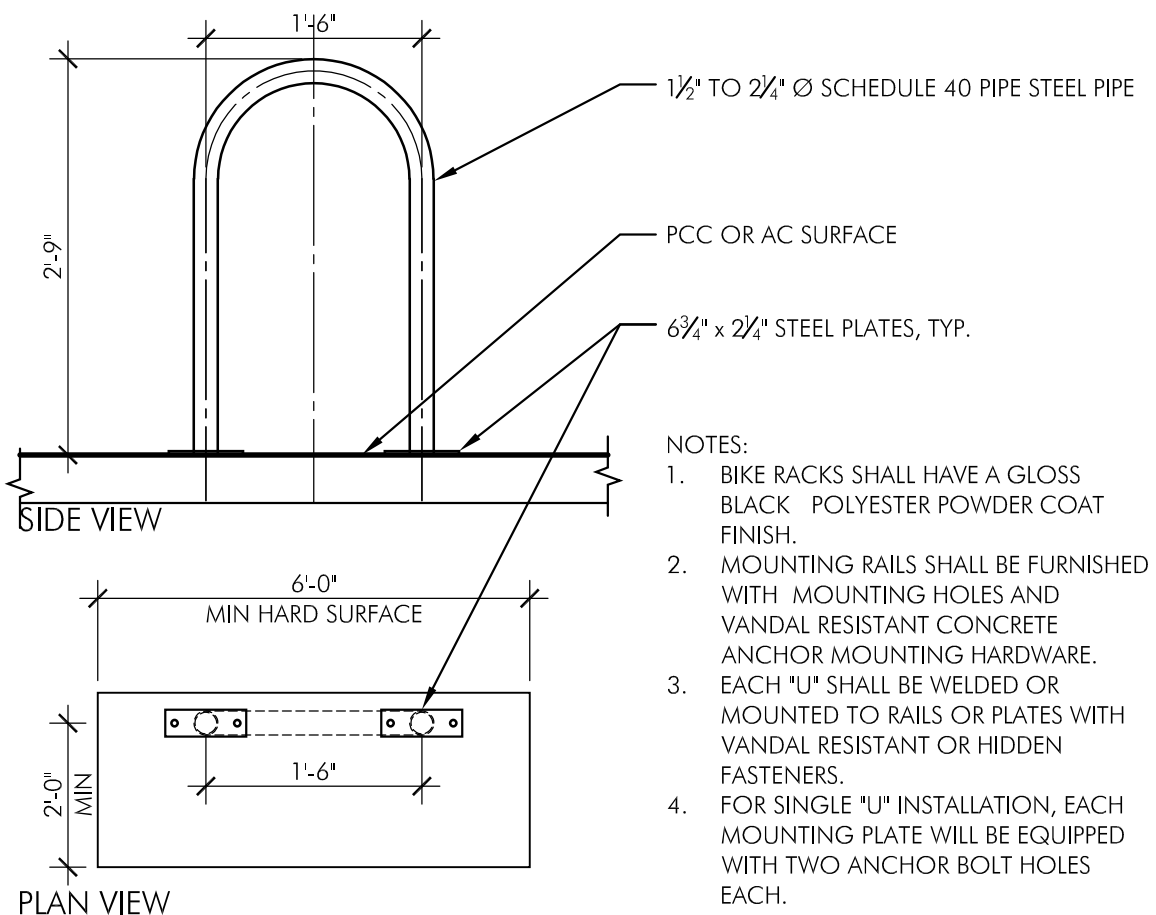


2 TYPICAL WOOD HEAD DETAIL



3 TYPICAL WOOD JAMB DETAIL

DOOR HARDWARE SCHEDULE:													
HW-3							HW-5						
1	OCCUPANCY SENSOR						1	OFFICE LOCKSET					
1	PASS THRU LEVER HANDLES						1	LEVER HANDLES					
1 1/2	PAIR HINGES						1 1/2	PAIR HINGES					
1	DOOR STOP						1	DOOR STOP					
1	FRAME SILENCERS						1	SMOKE SEAL CLOSER					



6 "INVERTED U" BIKE RACK DETAIL

IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 2024-125  
DATE: 18 SEPT 2024  
REVISIONS

NEW BUILDING :  
AIRPLANE HANGER  
3980 AIRWAY DRIVE, SALEM, OREGON

## NOTICE OF DECISION

PLANNING DIVISION  
555 LIBERTY ST. SE, RM 305  
SALEM, OREGON 97301  
PHONE: 503-588-6173  
FAX: 503-588-6005



*Si necesita ayuda para comprender esta informacion, por forvor llame  
503-588-6173*

### PLANNING ADMINISTRATOR DECISION FOR SITE PLAN REVIEW

**CASE TYPE:** Class 2 Site Plan Review  
**AMANDA NO.:** 21-109485-RP  
**DATE OF DECISION :** September 1, 2021  
**PROPERTY LOCATION:** 3980 Airway Drive SE  
**APPLICANT:** Paul Young  
**ZONE:** IP (Industrial Park)  
 PS (Public Service)  
**COMPREHENSIVE PLAN:** Industrial  
 Parks, Open Space and Outdoor Recreation  
**OVERLAY:** McNary Field and Airport Overlay

#### REQUEST

A Class 2 Site Plan Review to construct a 4,800 square foot airplane hangar on an 11,700 square foot leased portion of Salem Municipal Airport (McNary Field), zoned IP (Industrial Park) and PS (Public Service), designated IND (Industrial) and POS (Parks, Open Space and Outdoor Recreation) in the Salem Area Comprehensive Plan, within the McNary Field and Airport Overlay Zones, and located at 3980 Airway Drive SE 97302 (Marion County Assessor Map and Tax Lot 083W01 00100, 083W12A 00100, and 083W12A 00500).

#### FINDINGS

The purpose of Site plan review is to provide a unified, consistent, and efficient means to review for development activity that requires a building permit, to ensure that such development meets all applicable standards of the UDC, including, but not limited to, standards related to access, pedestrian connectivity, setbacks, parking areas, external refuse storage areas, open areas, landscaping, and transportation and utility infrastructure. The site plan is attached.

Pursuant to SRC 220.005(b)(2), Class 2 Site Plan Review is required for any development that requires a building permit, other than development subject to Class 1 Site Plan Review, and that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015.

#### 1. Approval Criteria

SRC 220.005(f)(2) provides that an application for Class 2 Site Plan Review shall be granted if:

- (a) Only clear and objective standards which do not require the exercise of discretion or legal judgment are applicable to the application.



**Finding:** Only clear and objective standards apply to the proposed development.

(b) The application meets all the applicable standards of the UDC.

**Finding:** The following is a summary of the applicable development standards of the UDC.

## **Land Use**

### *Zoning*

Development of the property is subject to the provisions of the IP (Industrial Park) district (SRC Chapter 553), PS (Public Service) district (SRC Chapter 544), McNary Field Overlay zone (SRC Chapter 629), Airport Overlay zone (SRC Chapter 602), and all other applicable provisions of the Salem Revised Code.

### *Uses*

The Salem Zoning Code Chapter 400 establishes a framework for the classification of land uses based upon common functional, product, or physical characteristics, and to provide the basis for assignment of land uses to zones and overlay zones. Hangars are classified as Aviation Facilities uses and are permitted outright per Table 629-1: Uses. The proposed site plan is included as **Attachment A**.

### *SRC 553.010(a) & 544.010(a) - Lot Standards:*

There are no minimum lot area or dimension requirements in the IP zone. In the PS zone, minimum lot area is 10,000 square feet with dimensions of 50 feet in width minimum and 80 feet of depth minimum. All non-residential uses are required to have a minimum of 16 feet of street frontage.

**Staff Response:** The subject property consists of a lot that has frontage on Mission Street SE, 25<sup>th</sup> Street SE, Turner Road SE, or Airway Drive SE, exceeding the minimum frontage requirement.

### *SRC 553.010(b) & 544.010(b) - Setbacks:*

**North:** Adjacent to the north is the right-of-way for Mission Street SE and Turner Road SE. A minimum 20-foot setback is required for buildings and accessory structures not more than 35 feet tall. Buildings and accessory structures more than 35 feet tall within the PS zone are subject to a minimum setback of 20 feet, plus one foot for each one-foot of height over 35 feet, but the setback need not exceed 50 feet.

**South:** Adjacent to the south is the right-of-way for Airway Drive SE. A minimum 20-foot setback is required for buildings and accessory structures not more than 35 feet tall. Buildings and accessory structures more than 35 feet tall within the PS zone are subject to a minimum setback of 20 feet, plus one foot for each one-foot of height over 35 feet, but the setback need not exceed 50 feet.

**West:** Adjacent to the west is the right-of-way for 25<sup>th</sup> Street SE. A minimum 20-foot setback is required for buildings and accessory structures not more than 35 feet tall. Buildings and accessory structures more than 35 feet tall within the PS zone are subject

to a minimum setback of 20 feet, plus one foot for each one-foot of height over 35 feet, but the setback need not exceed 50 feet.

**East:** Adjacent to the east is the right-of-way for Turner Road SE. A minimum 20-foot setback is required for buildings and accessory structures not more than 35 feet tall. Buildings and accessory structures more than 35 feet tall within the PS zone are subject to a minimum setback of 20 feet, plus one foot for each one-foot of height over 35 feet, but the setback need not exceed 50 feet.

**Staff Response:** The proposed hangar is approximately 30 feet in height requiring a minimum 20-foot setback. The proposed hangar location exceeds the minimum 20-foot setback requirement for buildings and accessory structures. Therefore, the proposal complies with the setback requirements.

*SRC 553.010(c), 544.010(c), & 602.020(a) – Lot Coverage, Height:*

There is no maximum lot coverage standard within the IP zone. There is maximum lot coverage of 60% in the PS zone. The maximum height in the IP zone is 45 feet. The maximum height in the PS zone is 70 feet. The Airport Overlay Zone restricts the maximum height of the structure based on the location of the structure.

**Staff Response:** The proposed hangar is being constructed within the IP zoned portion of the site. The proposed hangar is approximately 30 feet in height and would be in compliance with the height limit of 45 feet in the IP zone.

*SRC 553.010(d) & 544.010(d) - Landscaping:*

**Setbacks.** Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.

**Vehicle Use Areas.** Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.

**Development Site.** Class 2 Zoning Adjustment Case No. ADJ15-04 was approved in 2015 to eliminate the requirement that a minimum of 15 percent of the development site within the IP zone shall be landscaped. No landscaping is required within the proposed lease area.

**Staff Response:** The proposed site plan indicates adequate setback bufferyards and site landscaping area to meet SRC 554.010(d). No interior parking lot landscaping is required by SRC Chapter 806.

*SRC 553.010(e) – Outdoor Storage:*

Outdoor storage shall conform to the following standards:

- (1) Storage areas shall not be located within required setbacks.
- (2) Storage areas shall be enclosed by a minimum 6-foot-high sight-obscuring fence, wall, or hedge; or a berm.
- (3) Materials and equipment stored shall not exceed a maximum height of 14 feet above grade; provided, however, materials and equipment more than 6 feet in height above grade shall be screened by sight-obscuring landscaping.

**Staff Response:** The proposed site plan does not indicate an outdoor storage area.

## **Off-Street Parking, Loading, and Driveways SRC Chapter 806**

### *SRC 806.005 - Off-Street Parking; When Required.*

Off-street parking shall be provided and maintained for each proposed new use or activity.

### *SRC 806.010 - Proximity of Off-Street Parking to Use or Activity Served.*

Required off-street parking shall be located on the same development site as the use or activity it serves.

**Staff Response:** The proposed off-street parking is provided on the same development site as the use it serves.

### *SRC 806.015 - Amount of Off-Street Parking.*

*Minimum Required Off-Street Parking.* The minimum number of off-street parking spaces required for an aviation facility is the greater of 0.75 space per employee or 1 parking space per 5,000 sq. ft.

*Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.

*Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.

*Maximum Off-Street Parking.* Unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2.

**Staff Response:** The applicant states that no employees will be working at the hangar. The minimum number of parking spaces is 1 space per 5,000 sq. ft. The proposed hangar is approximately 4,800 square feet requiring one off-street parking space. The applicant's site plan indicates two off-street parking space are provided. Carpool/vanpool or compact parking is not required.

### *SRC 806.035 - Off-Street Parking and Vehicle Use Area Development Standards.*

*General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas.

*Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.

*Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

**North:** Adjacent to the north is the right-of-way for Mission Street SE and Turner Road SE. SRC 806.035(c)(2)(A) provides that the off-street parking and vehicle use area shall be setback a minimum of 6 to 10 feet.

**South:** Adjacent to the south is the right-of-way for Airway Drive SE. SRC 806.035(c)(2)(A) provides that the off-street parking and vehicle use area shall be setback a minimum of 6 to 10 feet.

**West:** Adjacent to the west is the right-of-way for 25<sup>th</sup> Street SE. SRC 806.035(c)(2)(A) provides that the off-street parking and vehicle use area shall be setback a minimum of 6 to 10 feet.

**East:** Adjacent to the east is the right-of-way for Turner Road SE. SRC 806.035(c)(2)(A) provides that the off-street parking and vehicle use area shall be setback a minimum of 6 to 10 feet.

**Staff Response:** The proposed site plan indicates the parking and vehicle use area setbacks exceed the minimum 6 to 10 foot setback requirement to property lines abutting streets. Therefore, the proposal complies with the setback requirements.

**Adjacent to Buildings and Structures:** The off-street parking or vehicle use area shall be set back from the exterior wall of the building or structure by a minimum 5-foot-wide landscape strip or by a minimum 5-foot-wide paved pedestrian walkway.

**Staff Response:** The applicant's site plan indicates a 5-foot-wide paved pedestrian walkway in between the exterior wall of the new hangar and the off-street parking area is proposed. The proposal meets this standard.

*Interior Landscaping.* Interior landscaping shall be required for off-street parking areas 5,000 square feet or greater in size.

**Staff Response:** The proposed parking area is under 5,000 square feet in size; therefore, this standard is not applicable.

*Off-Street Parking Area Dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6.

**Staff Response:** As proposed, the parking spaces meet the minimum dimensional requirements of SRC 806.

*Additional Off-Street Parking Development Standards 806.035(f)-(m).*

**Staff Response:** The proposed off-street parking area is developed consistent with the additional development standards for bumper guards, grade, surfacing, and drainage. Off-street parking area screening is not required for the proposed parking area.

*SRC 806.040 - Driveway Development Standards.*

**Access.** Off-street parking and vehicle use areas shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available or a loop to the single point of access.

**Location.** Driveways shall not be located within required setbacks.

*Additional Development Standards 806.040(c)-(g).*

**Staff Response:** The off-street parking spaces take direct access from a shared paved taxiway that serves the existing and future hangars; no interior driveway is proposed.

## **Bicycle Parking**

*SRC 806.045 - General Applicability.*

Bicycle parking shall be provided and maintained for each proposed new use or activity.

*SRC 806.050 - Proximity of Bicycle Parking.*

Bicycle parking shall be located on the same development site as the use or activity it serves.

**Staff Response:** The site plan indicates bike parking will be provided on the same development site as the aviation facilities use.

*SRC 806.055 - Amount of Bicycle Parking.*

Bicycle parking shall be provided in amounts not less than those set forth in Table 806-8. The use requires the greater of 4 spaces or 1 space per 10,000 square feet.

**Access.** Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance.

**Dimensions.** Bicycle parking spaces shall be a minimum of 6 feet by 2 feet and shall be served by a minimum 4-foot-wide access aisle.

**Bicycle Racks.** Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components; racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock; racks shall be of a material that resists cutting, rusting, and bending or deformation; and be securely anchored.

**Staff Response:** The proposed hangar is approximately 4,800 square feet in gross floor area, requiring a minimum of four bicycle parking spaces. The site plan indicates four bicycle parking spaces are being provided by two U-shaped bicycle racks. This standard is met.

## **Off-Street Loading Areas**

*SRC 806.065 - General Applicability.*

Off-street loading areas shall be provided and maintained for each proposed new use or activity.

*SRC 806.070 - Proximity of Off-Street Loading Areas to Use or Activity Served.*

Off-street loading areas shall be located on the same development site as the use or activity it serves.

*SRC 806.075 - Amount of Off-Street Loading.*

Off-street loading shall be provided in amounts not less than those set forth in Table 806-9. An off-street parking area meeting the requirements of this Chapter may be used in place of a required off-street loading space when the use or activity does not require a delivery vehicle which exceeds a maximum combined vehicle and load rating of 8,000 pounds and the off-street parking area is located within 25 feet of the building or the use or activity that it serves.

**Staff Response:** Uses within transportation facilities with a floor area of 5,000 to 100,000 square feet require one off-street loading area with dimensions of 12 feet wide, 40 feet long and 14 feet for height clearance. The proposed hangar is approximately 4,800 square feet in floor area, therefore; no off-street loading spaces are required.

**Pedestrian Access SRC 800**

Except where pedestrian access standards are provided elsewhere under the UDC, all developments, other than single family, two family, three family, four family, and multiple family developments, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section.

*SRC 800.065(a)(1) – Pedestrian connections between building entrances and streets.*

A pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street.

**Finding:** Class 2 Adjustment Case No. ADJ20-07 was approved in 2020 to eliminate the Pedestrian Access standards inside the secured perimeter fencing, including runways, taxi ways, aircraft hangers and secured interior corridors of the Salem Municipal Airport (McNary Field). The proposed development site is located within the secured perimeter fencing of the airfield; therefore, no pedestrian access standards are required within the proposed lease area for the hangars.

**Natural Resources**

*SRC 601 – Floodplain:*

Public Works staff has reviewed the Flood Insurance Study, Flood Insurance Rate Maps and Interim Flood Hazard Area Maps and has determined that no floodplain or floodway areas exist within the lease space area of the proposed hangar.

*SRC 808 - Preservation of Trees and Vegetation:* The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove a significant tree (Oregon White Oak greater than 24 inches in diameter at breast height) (SRC 808.015) or a tree or native vegetation in a riparian corridor (SRC 808.020), unless the removal is excepted under SRC 808.030(a)(2), undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

No protected trees or native vegetation have been identified on the site plan for removal.

*SRC 809 – Wetlands:* The Salem-Keizer Local Wetland Inventory (LWI) does not show wetland area(s) or hydric soils mapped on the property.

*SRC 810 - Landslide Hazards:* SRC Chapter 810 requires a geological assessment or report when regulated activity is proposed in a mapped landslide hazard area. According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no areas of landslide susceptibility on within the lease space area. Therefore, no geological assessment of the property is required.

*Archeological Review* - The subject property is located within the City's Historic and Cultural Resources Projection Zone due to the possibility of archaeological resources being present on the site. Because of this, archeological review, in addition to the land use applications identified above, may also be required for the proposed development. Because of the potential for archaeological resources being present on the site, the applicant may be required to have an **Inadvertent Discovery Plan (IDP)** for the project in place in case any resources are inadvertently discovered during construction or ground disturbing activity.

Kimberli Fitzgerald, the City's Historic Preservation Officer, is available to answer any questions you may have regarding the requirements associated with the potential archeological resources on the property. Kimberli can be reached at 503-540-2397 or [KFitzgerald@cityofsalem.net](mailto:KFitzgerald@cityofsalem.net).

### **Historic Property Status**

The subject property is not listed as a historic resource.

### **Previous Land Use Actions**

Conditional Use/Site Plan Review Case No.14-05, Zoning Adjustment Case No. 08-7, Zoning Adjustment Case No.15-04, and Zoning Adjustment Case No. 20-07 were previously approved on the subject property. The previous land use actions include no conditions that conflict with the applicant's proposed site plan, and the proposed development is consistent with these previously approved land use actions.

### **City Department Comments**

The Building and Safety Division reviewed the proposal and commented "With the property separation distances shown, all construction types except Type V construction may be used. The proposed hangar height is called out at 30-feet. If the door height is taller than 28-feet all fire suppression requirements will need to be for a Group I hangar.

If the hangar is under 28-feet, the hangar can be classified as a Group III. Development of the hangar will be reviewed for conformance with these requirements at the time of building permit application review.”

The Public Works Department reviewed the proposal and provided a memo which is included as **Attachment B**.

The Fire Department has reviewed the proposal and commented, “Unable to evaluate the existing water supply from the provided site plan. Fire Department access and water supply will be required per the Oregon fire code and will be reviewed for conformance at building permit application.

## 1. Conclusion

Based on conformance with the preceding requirements, the Planning Administrator finds that the proposed site plan for property located at 3980 Airway Drive SE complies with approval criteria provided in SRC 220.005(f)(1).

## **DECISION**

Final approval of the attached site plan is hereby GRANTED subject to SRC Chapter 220 and the applicable standards of the Salem Revised Code and providing compliance occurs with any applicable items noted above. This decision is final a final land use decision.

Please Note: Findings included in this decision by the direction of the Salem Fire Department are based on non-discretionary standards. Fire Code related findings are intended to inform the applicant of the clear and objective Fire Prevention Code standards of SRC Chapter 58 that will apply to this development proposal on application for building permit(s). Additional or different Fire Prevention Code standards may apply based on the actual building permit application submitted.

If a building permit application has not already been submitted for this project, please submit a copy of this decision with your building permit application for the work proposed.

If you have any questions regarding items in this site plan review, please contact Sally Long at 503-540-2311 or by email at [sjlong@cityofsalem.net](mailto:sjlong@cityofsalem.net).



Sally Long, Planner I, on behalf of  
Lisa Anderson-Ogilvie, AICP  
Planning Administrator

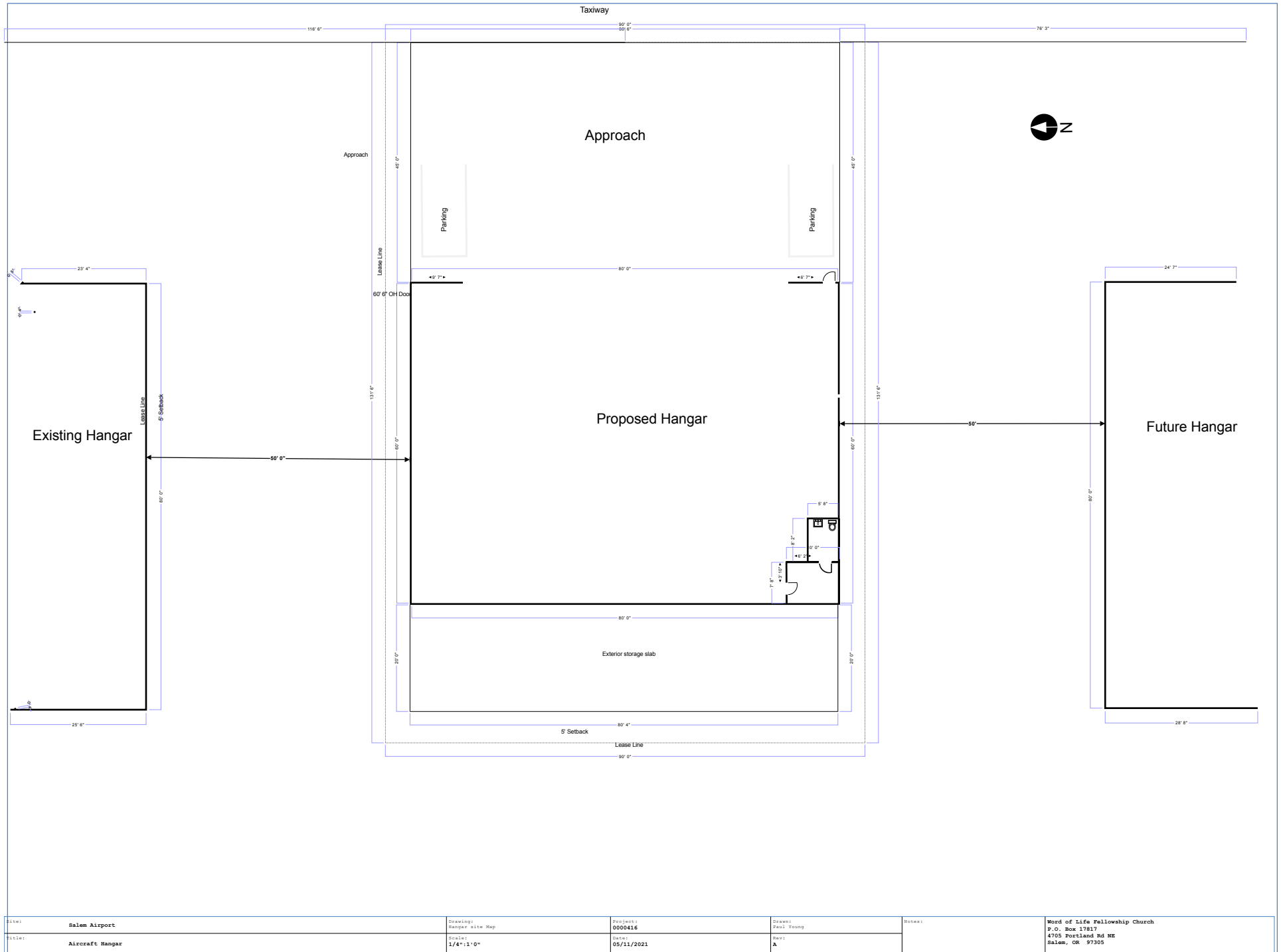
Application Deemed Complete:  
Decision Mailing Date:  
State Mandated Decision Date:

August 11, 2021  
September 1, 2021  
December 9, 2021



Attachments: A) Proposed Site Plan  
B) Public Works Memo

G:\CD\PLANNING\Sally\Site Plan Review\Class 2\3980 Airway Dr SE - Hangar\21-109485-RP.sjl.docx



Site:	Salem Airport	Drawing:	Hangar Site Map	Project:	0000416	Drawn:	Paul Young	Notes:	Word of Life Fellowship Church
Title:	Aircraft Hangar	Scale:	1/4"=1'-0"	Date:	05/11/2021	Rev:	A		P.O. Box 17817 4705 Portland Rd NE Salem, OR 97305



# MEMO

**TO:** Sally Long, Planner I  
Community Development Department

**FROM:** Glenn Davis, PE, CFM, Chief Development Engineer  
Public Works Department

**DATE:** September 1, 2021

**SUBJECT:** PUBLIC WORKS RECOMMENDATIONS  
CLASS 2 SITE PLAN REVIEW (21-109485-RP)  
3980 AIRWAY DRIVE SE  
AIRPLANE HANGAR

## PROPOSAL

A Class 2 Site Plan Review to construct a 4,800-square-foot airplane hangar on a leased portion of Salem Municipal Airport (McNary Field), zoned IP (Industrial Park) and PS (Public Service), designated IND (Industrial) and POS (Parks, Open Space, and Outdoor Recreation) in the Salem Area Comprehensive Plan, within the McNary Field and Airport Overlay Zones, and located at 3980 Airway Drive SE 97302 (Marion County Assessor Map and Tax Lot 083W01 00100, 083W12A 00100, and 083W12A 00500).

## SUMMARY OF FINDINGS

The proposed development meets applicable criteria related to Public Works infrastructure.

## FINDINGS

### 1. Utility Services

Finding—Design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director. Construction plans shall be approved and secured per SRC Chapter 77 prior to building permit issuance, and the improvements shall be completed and accepted to the satisfaction of the Public Works Director prior to occupancy.

### 2. Streets

Finding—The existing street system is adequate to serve the proposed development and the development meets the exceptions described in SRC 803.040(d); therefore, no right-of-way dedication or street improvements are required. The proposed hangar accesses a private taxiway internal to the Airport property. No changes are proposed to the existing access location.

3. Storm Drainage System

Finding—At the time of development, the applicant shall be required to design and construct a storm drainage system in compliance with SRC Chapter 71 and PWDS for areas of new and replaced impervious surfaces. An existing stormwater system for the Airport lease spaces provides flow control for the proposed development.

4. Floodplain Development

Finding—Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist within the lease space area of the proposed hangar.

5. Natural Resources

Finding—The Salem-Keizer Local Wetland Inventory does not show wetland area(s) or hydric soils mapped within the lease space area.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no areas of landslide susceptibility on within the lease space area.

cc: File