



To: Emily Sandy, Strata Land Use Planning, LLC

From: Planning Division

Date: June 2, 2026

**Subject: NOTICE OF DECISION – Planning Commission – Development Review
Case File No. DR-044-25 Sky Harbour Hangars**

This letter is to inform you of the decision of the Planning Commission regarding a request to construct a private aircraft hangar campus on a 13.70-acre leasehold at the Portland-Hillsboro Airport (HIO). The property can be specifically identified as a portion of Tax Lot 1550 on Washington County Assessor's Tax Map 1N2-28. On May 27, 2026, the Planning Commission adopted Order No. 8492. For your convenience, a copy of the Order is attached.

The Planning Commission decision is final for purposes of appeal on the date of this mailing, which is also the date of this notice. Pursuant to Community Development Code (CDC) Section 12.70.180, the decision may be appealed to the City Council by anyone who participated in the application review proceedings by filing a written Notice of Appeal with the Director within 15 calendar days of the mailing date of this decision. The appeal deadline is 5:00 pm, on June 17, 2026. The notice should request that a hearing be held and the reasons for the request. A fee is required to cover the cost of the appeal. For further information please contact Ruth Klein at 503-681-6153. If an appeal is filed, the decision will become effective on the date the appeal is decided.

This land use permit is effective only when the exercise of right granted is commenced within two years. The applicant or property owner may contact the Planning Division to discuss extension opportunities if approaching the expiration date.

If you have any questions, please call me at 503-681-6153.

Sincerely,

A handwritten signature in cursive script that reads 'Leslie Hamilton'.

Leslie Hamilton
Interim Development Services Planning Manager

Attachment: Order No. 8492

Cc:

Beverly Pearman, Port of Portland
Chris Czarnecki, Port of Portland
David Annin, Sky Harbour Group
Miki & David Barnes
Dirk Knudsen
Lorna Breshears
James Lubischer
Dustin Church
David Corcoran
Michele Fritzler
Megan Gogal
Unnamed Person (tom.dev)
Celeste Wolf
Jared Struck
Christian
Linda Howey
Lorne Dyke
Seth Hansen
Pat Wolter
Helen Krieger
Joanne McCall
Colleen Sullivan
Randy Kozar
Sarah Richmond
Hanuman Baughman
Gregory Gottlieb
Brenda Leppo
Andrea Moore
Justine Ellis
Stephen Lawton
Beatrice Nash
Douglas Rowe
Mike Claussen
Jackie Spisak
Ericha Cook
Navin Sadarangani
Lynn Bугanan
David Dezellem
Dr. Christopher Bockstahler
Bruce Klein
Todd Thompson
Frank Bubenik
Linda Cahan
Karna Sheth
Mechelle Schissler
Blaine Ackley
Greg Driscoll

Tiare Sanna
Maya Bartel
Riley Bartel
MD Aman
Rick Cady
Patrice Dugan
Lisa Godfrey
Celeste Wolf
K2
June Moore
Louie Olivares
Thomas Rymanowicz
Brett Hamilton
Kami Hamilton
Kristy Hewitt
Sally Hildebran
Grant Zadow
Kathryn Carlson
Sheri Esser
Stephanie Hamington
Trevor Southard
Carrie Tritt
Alyssa Howard
Sharon Roberts
Maurice Hamington
Lynne Marchione
Bruce Klein
John Phillips
Martin Bilitz
Katie Helms
Kazuki Minato
Sue Pelletier
Michelle Holley
Robyn Biehler
Britt Hallquist
Hazen Hyland
Thomas Rymanowicz
Teresa Tse
Brian & Alison Craker
Jason Anderson
Sarah Bixel
Nickole Camacho
Anita K. Derry
Jacque Myers
Jacob Roloff
Tina Schuler
Teal Schuler

Kari Woyak
Ulla Dosedal
Amber Herder
Mary Hewitt
DeAnn Jeremy
Dan Logan
Michelle Mueller
Avery Schuler
William Boling
Joan Santos
Jeff Evans
Stephen Winkle
Luann Pelton
Leslie Logan
Tracy Schulz
Melissa Webb, PE
Susan Andre
Greg & Janet Kirkland
Jennifer Hagen
Randy Siedschlag
Chris Christensen
Michael Turk
Diane Archer
Susan Albright
Mark Becker
Jim Bodio
Barbara Haines
Terri Debolock
Michael Donoghue

Brian & Sarah Eason
Michelle Keebaugh
Laura Kety
Matthew
Margaret Schmitz
Paul & Lisa Snyder
Ann Smith
Dan Smith
Debbie Thrall
Jerrod Hill
Travis Lewis
Donna K Urban
Natalie Barroga
Mike Burnett
David & Karen Conant-Norville
Rebecca Friesen
Dayna Grajewski
Joanna Gustafson
Patrick Logan
Kerianne Robertson
Tom Robertson
Andy Schmitz
Caitlin Scholl
Elizabeth Tarbet
Jennifer R. Werries, Ph.D
Garrett Winters
Nicole Adams
Joseph Gillis
File

ORDER NO. 8492

DR-044-25 SKY HARBOUR HANGARS

AN ORDER APPROVING A DEVELOPMENT REVIEW FOR AN AIRPLANE HANGAR IN THE I-P INDUSTRIAL - PARK ZONE ON A LEASEHOLD APPROXIMATELY 13.70 ACRES IN SIZE WITHIN THE PORTLAND-HILLSBORO AIRPORT'S 414.75 ACRE SITE.

WHEREAS, the property owner, through the applicant and the applicant's authorized representative, filed a written application with the City requesting approval for Development Review in the I-P Industrial - Park zone; and

WHEREAS, the request is for a private aircraft hangar campus consisting of seven hangar buildings totaling approximately 189,309 square feet, designed to accommodate approximately 30 aircraft, with an associated ground support equipment building, fuel farm, parking, circulation, and landscaping improvements; and

WHEREAS, the proposal meets the Community Development Code (CDC) approval criteria for Development Review; and

WHEREAS, the Planning Commission's review authority is limited to compliance with applicable CDC standards, and questions regarding Comprehensive Plan policy interpretation, Metro Urban Growth Management Functional Plan compliance, or Oregon Revised Statutes are outside the scope of this Type III Development Review; and

WHEREAS, the applicant has elected to continue under the Type III procedure pursuant to CDC Section 12.80.040.E.1, which permits an applicant to voluntarily submit a Development Review application for Type III review; and

WHEREAS, having received and considered the materials and testimony submitted, the Planning Commission opened the public hearing on March 25, 2026, continued the hearing to April 8, 2026, and further continued the hearing to May 13, 2026 and May 27, 2026, receiving testimony on the matter; and

WHEREAS, having received and considered all materials and testimony submitted through the May 27, 2026 hearing, the Planning Commission closed the public hearing and voted to approve this application subject to the conditions contained in Exhibit A for this Order.

THE CITY OF HILLSBORO PLANNING COMMISSION ORDERS AS FOLLOWS:

Section 1. Based on the testimony and record, the Planning Commission grants approval for a Development Review on approximately 13.70 acres of land as described in Case File No. DR-044-25 Sky Harbour Hangars, on the following described property:

Tax Lot 1550, on Washington County Assessor's Tax Map 1N2-28 on record as of July 5, 2023, a copy of which is attached as Exhibit C and thereby made a part of this Order.

Section 2. The Planning Commission approval is based upon the conditions of approval as set forth in Exhibit A, the findings provided in Exhibit B and an excerpt from the application as Exhibit D.

Section 3. This order shall take effect immediately upon approval.

Approved by the Planning Commission on this 27th day of March, 2026.

DocuSigned by:
Mujidat Saaka
675E340DDB4B4BA...
Mujidat Saaka, Vice President

ATTEST: Signed by:
Brianna Ross
DA608998D3644B7...
Secretary

Exhibit A
Conditions of Approval
Case File No. DR-044-25 Sky Harbour Hangars

1. Prior to issuance of the Certificate of Occupancy, the applicant shall dedicate right-of-way along NE Brookwood Parkway to a distance of 51-feet from roadway centerline. The applicant shall record an 8-foot-wide public utility easement adjacent to the newly dedicated right-of-way. Compliance to be verified by Public Works Survey Division and Washington County.
2. Prior to issuance of the Private Utility Permit, the applicant shall work with the Port of Portland to establish a restrictive covenant to establish a 48-foot setback from the centerline of the existing paved roadway along the northern frontage of the site. This setback prevents any permanent structures, such as buildings and stormwater facilities, from being placed within the setback. The drive aisles to access parking on the site from the driveway shall also not reside within the 48-foot setback. The 48-foot setback needs to be protected for the planned 3-lane collector and adjacent public utility easement. This restrictive covenant can be rescinded under the following conditions: 1.) The applicant dedicates 40-feet of right-of-way along the northern site frontage and provide an 8-foot public utility easement; or 2.) The Port of Portland removes the proposed public roadway from their HIO Master Plan and the City removes the collector from their Transportation System Plan. Any proposed modifications to this condition of approval will require a modification land use application. Compliance to be verified by Public Works Survey Division.
3. Prior to issuance of the Private Utility Permit, the applicant shall work with the Port of Portland in executing a development agreement with the City. This development agreement can be the same development referred to in another condition of approval. The development agreement has the Port of Portland and/or applicant agreeing to fully fund half-street improvements and providing right-of-way at no cost to the City along the applicant's frontage at the time of a project to construct the public roadway identified in both Port of Portland's HIO Master Plan and the City's Transportation System Plan. The obligation of the Port of Portland and/or applicant to fully fund the frontage improvements is rescinded under the following conditions: 1.) The applicant designs and constructs the half-street improvements in accordance with the City's Design & Construction Standards; or 2.) The proposed public roadway is removed from the Port of Portland's HIO Master Plan and the City removes the collector from their Transportation System Plan. Any proposed modifications to this condition of approval

will require a modification land use application. Compliance to be verified by Planning and Public Works Engineering Division.

4. Prior to issuance of the Certificate of Occupancy, the applicant shall provide certification from a registered professional engineer that intersection sight distance can be achieved looking north for the west leg of the NE Brookwood Parkway / Hillsboro Brookwood Library traffic signal. The intersection sight distance measurement shall be based on Washington County's Community Development Code. The applicant may be directed by Washington County to place a "NO TURN ON RED" sign if intersection sight distance is not met. Compliance to be verified by Washington County and Public Works Engineering Division
5. Prior to issuance of the Certificate of Occupancy, the applicant shall replace the existing unsignalized curb cut on NE Brookwood Parkway with curb, landscaping, and walking/bicycling facility as directed by Washington County. Compliance to be verified by Washington County and Public Works Engineering Division.
6. Prior to issuance of the Private Utility Permit, the plans shall show access to all portions of each structure within 150 feet from an approved fire department access road as measured along an accessible route. This distance can be increased to 200 feet where the building(s) are equipped with an NFPA 13 complaint system per OFC 903.3 per exception #1 in OFC 503.1.1. Placement of security fencing and gates will impact accessible routes and are considered an obstruction. Fire department access roads shall be a minimum of 20 feet in width with a vertical clearance of 13 feet, 6 inches. The surface shall be designed to support the imposed load of fire apparatus weighing at least 75,000 pounds and shall be surfaced with asphalt, concrete, or other approved driving surface. OFC 503.1.1, 503.2. Compliance to be verified by Hillsboro Fire & Rescue.
7. Prior to issuance of the Private Utility Permit, an exhibit generated through computer modeling software shall be provided demonstrating the fire apparatus and axle turning movements, using a continuous drive simulation at all access points from the public right of way and throughout any applicable internal site circulation, including the fire department turnaround. If parking is permitted, the exhibit shall show the parking zone, in addition to location of signs, street trees and other fixed objects. Apparatus dimensions for computer modeling and exhibit requirements are available on our website. OFC 503.2.4. Compliance to be verified by Hillsboro Fire & Rescue.
8. Prior to issuance of the Private Utility Permit, all dead-end fire apparatus access roads exceeding 150 feet shall meet the width requirements of OFC D103.4 and have a turnaround meeting the requirements of the Oregon Fire Code, Table D103.4 and Figure D103.1 reflected on the plans. Compliance to be verified by Hillsboro Fire &

Rescue.

9. Prior to issuance of the Private Utility Permit, the plans shall show aerial apparatus access for any building exceeding 30 feet in height, measured from grade plane to the highest roof surface. The highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Aerial apparatus access requires at least two means of fire apparatus access, separated by not less than half the length of the maximum overall diagonal dimension of the lot to be served. Aerial access shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. Aerial access shall be 26 feet in width in the immediate vicinity of the building and a minimum of 20 feet in width elsewhere. The location of landscape trees shall be considered in order to maintain a fire access with an unobstructed width of 26 feet and an unobstructed vertical clearance of 13 feet 6 inches and not obstruct aerial access. Overhead powerlines shall not be located over aerial access. OFC D105. Compliance to be verified by Hillsboro Fire & Rescue.
10. Prior to issuance of the Private Utility Permit, the plans for buildings or facilities with a gross building area of more 62,000 square feet without fire sprinklers or more than 124,000 square feet where all of the buildings are equipped throughout with an approved automatic sprinkler system shall show two separate and approved fire apparatus access roads, separated by not less than half the length of the maximum overall diagonal dimension of the lot to be served. OFC D104.2. Compliance to be verified by Hillsboro Fire & Rescue.
11. Prior to issuance of the Private Utility Permit, fire flow calculations per Oregon Fire Code, Appendix B shall be provided. For your convenience, a fire flow worksheet is available on our website: <https://www.hillsboro-oregon.gov/our-city/departments/fire/fire-prevention/community-development/preplans>. A reduction in fire flow of up to 50 percent is permitted for buildings with an approved fire sprinkler system. The required fire flow will determine the number and placement of hydrants on the property per the Oregon Fire Code, Appendix C. Fire flow calculations shall include a flow test issued by the public water authority. OFC 507.3, 507.5, 507.5.1, B105.1 as amended by City of Hillsboro HMC 11.28.010 Compliance to be verified by Hillsboro Fire & Rescue.
12. Prior to the issuance of the Private Utility Permit, the plans shall show no portion of the building to be more than 400 feet from a hydrant as measured along an unobstructed and accessible route. OFC 507.5.1 as amended by City of Hillsboro HMC 11.28.010. Compliance to be verified by Hillsboro Fire & Rescue.

13. Prior to issuance of the Private Utility Permit, the plans shall show a minimum unobstructed road width of 26 feet where a fire hydrant is located on a fire apparatus access road. OFC D103.1 Compliance to be verified by Hillsboro Fire & Rescue.
14. Prior to issuance of the Private Utility Permit, the plans shall show a fire department connection within 100 feet of a public hydrant or private hydrant that is isolated from the fire department connection to prevent circular water flow, a minimum of 40 feet from the building and there shall be no control valves between the fire department connection and the fire sprinkler riser. The fire department connection shall be located with respect to driveways so fire apparatus and hoses connected to supply the system will not obstruct access to the building for other fire apparatus. The fire department connection shall be fitted with locking Knox FDC caps. The plans shall also show a post indicator valve a minimum of 40 feet from the building and not installed between the fire department connection and the fire sprinkler riser. All valves controlling the water supply for an automatic sprinkler system shall be electronically supervised by a listed fire alarm control unit. OFC 507.5.1.1, 903.4, 912.2 and 912.4.1 as amended by the City of Hillsboro HMC 11.28.010, NFPA 24-6.2.1.1/6.2.9 Compliance to be verified by Hillsboro Fire & Rescue.
15. Prior to issuance of the Private Utility Permit, the plans shall show a minimum gate width of 20 feet on all fire apparatus access roads. Electronic gates on fire apparatus access roads shall be provided with a Knox Electronic Key Switch and have a battery back-up or manual mechanical disconnect readily accessible to emergency personnel. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F2200. Manual gates on fire apparatus access roads shall be provided with an Exterior Knox Padlock. OFC D103.5, 503.6/503.6.1 as amended by the City of Hillsboro HMC 11.28.010. Compliance to be verified by Hillsboro Fire & Rescue.
16. Prior to issuance of the Private Utility Permit or building permit(s), the plans shall show Knox Box(es) in an approved location next to gates and barriers to provide immediate access for the fire department. OFC 506.1. Compliance to be verified by Hillsboro Fire & Rescue.
17. Prior to the issuance of the Private Utility Permit or building permit(s), the plans shall show a monument, pole or other sign to identify the address of structures that cannot be seen from the public right of way. Monuments, poles or signs shall not be placed in easements or a sight triangle in accordance with the City of Hillsboro Design and Construction Standards. OFC 505.1.1 as amended by City of Hillsboro HMC 11.28.010. Compliance to be verified by Hillsboro Fire & Rescue.

18. Prior to the issuance of the Private Utility Permit or building permit(s), the plans shall show address illumination. Addressing shall be internally or externally illuminated at night at an intensity of at least 5.0 foot-candles. OFC 505.1.2 as amended by City of Hillsboro HMC 11.28.010. Compliance to be verified by Hillsboro Fire & Rescue.
19. Prior to issuance of the Private Utility Permit, the plans shall show fire lane signage meeting the Hillsboro Municipal Code on both sides of a private fire access road between 20 and 26 feet in width. Fire lane signage meeting the Hillsboro Municipal Code shall be provided on one side of a private fire access road between 26 and 32 feet in width. Where aerial access provisions are required and the access is less than 32 feet in width. Parking is prohibited on one side of the access where the access is greater than 32 feet in width, but less than 38 feet in width. When curbs are present, fire lanes shall be painted bright red with white letters to read: NO PARKING FIRE LANE. Please include the details as shown on our website under the fire lane identification tab: <https://www.hillsboro-oregon.gov/our-city/departments/fire/fire-prevention/community-development/fire-department-access-3618>. OFC D103.6 as amended by the City of Hillsboro HMC 11.28.010. Compliance to be verified by Hillsboro Fire & Rescue.
20. Prior to issuance of the Private Utility Permit or building permit(s), the plans shall include a fire access and water supply plan, including the following where applicable: building envelope, fire access road, fire department turnaround, aerial apparatus access locations, fencing, access gates, Knox Box, fire sprinkler riser location, domestic water shutoff, gas shutoff, hydrants, post indicator valve(s), fire department connection(s), location of outdoor storage of hazardous materials, fire alarm control panel location, electrical disconnects within the building, and standpipe locations. Plan examples and a CAD file with a block library are available on our website: <https://www.hillsboro-oregon.gov/our-city/departments/fire/fire-prevention/community-development/preplans>. OFC 105.2. Compliance to be verified by Hillsboro Fire & Rescue.
21. Prior to issuance of the Public Infrastructure Permit and the Private Utility Permit, the site plan shall depict and label all existing and proposed right-of-way lines dimensioned from the centerline of the right-of-way, including the document number where applicable. Compliance is to be verified by the Public Works Survey Section.
22. Prior to issuance of the Public Infrastructure Permit and the Private Utility Permit, the site plan shall depict and label all existing and proposed easements, including the document number where applicable. Compliance is to be verified by Public Works Survey Section.
23. No permanent structures, such as, but not limited, to masonry fence posts, monument

signs, and retaining walls, shall be placed within any easement benefiting the City, including Public Utility Easements. Compliance to be verified by Public Works Survey Section.

24. Prior to issuance of the Certificate of Occupancy for the first phase, a recorded Public Access Easement will be required from each Owner of the properties affected by the proposed Public Access Easement. The proposed drive aisle for the Public Access Easement (PAE) is not by use of a public right-of-way and crosses over private property, owned by another private owner. Compliance to be verified by Public Works Survey Section.
25. Prior to issuance of the Certificate of Occupancy for any phase, the applicant shall inspect the Brookwood Parkway multiuse pathway along the site's frontage to determine if ADA standards are met. Any portion found to be not meeting ADA standards shall be reconstructed to meet said standards. All work within Brookwood Parkway right-of-way will require permitting approval by Washington County. Compliance to be verified by Public Works Engineering Division.
26. Prior to issuance of the Certificate of Occupancy for any phase, the applicant shall install three 2-inch diameter conduits within the right-of-way of Brookwood Parkway along the development's frontage for City communications fiber. Work within Brookwood Parkway right-of-way will require permitting approval by Washington County. Compliance to be verified by Public Works Engineering Division.
27. Prior to issuance of the Certificate of Occupancy for any phase, and if required by the Information Services Department, the applicant shall install one 2-inch conduit in the Public Utility Easement (PUE) for which the City will provide construction drawings. The applicant shall coordinate with the Information Services Department for the provision of said drawings and include them in plans sets submitted for permitting. Compliance to be verified by Public Works Engineering Division.
28. Prior to issuance of the Private Utility Permit for any phase, construction plans shall include provisions for meeting Clean Water Services storm water quality standards for that phase. Storm water quality facilities shall be located on-site and privately owned and maintained. If underground filters are to be used upstream of a detention facility, they shall be at an elevation such that they are not inundated by water during a 5-year storm. Compliance to be verified by Public Works Engineering Division.
29. Prior to issuance of the Private Utility Permit for any phase, construction plans shall include provisions for storm water detention meeting Clean Water Services hydromodification standards for that phase. Storm water detention facilities shall be located on-site and privately owned and maintained. Compliance to be verified by

Public Works Engineering Division.

30. Prior to issuance of the Private Utility Permit for any phase, the applicant shall submit a storm water drainage report including an analysis of the downstream system per Clean Water Services standards to determine if the proposed improvements will exceed the capacity of the system during a 25-year storm. If the capacity is exceeded, construction drawings shall include additional detention of the 25-year storm to limit runoff rates to predevelopment rates. Compliance to be verified by Public Works Engineering Division.
31. Prior to issuance of the Private Utility Permit for each phase, construction drawings shall include provisions for managing any spilled fuel such that it does not enter the storm sewer system. The design and grading of the fueling area shall also prevent storm water runoff from entering the sanitary sewer system. Compliance to be verified by Public Works Engineering Division.
32. Prior to issuance of the Private Utility Permit, plans shall show that the trash enclosure has a slope no greater than 3%. Compliance to be verified by Planning Division.
33. Prior to commencement of site work, the applicant shall apply for and obtain all necessary permits for the proposed site alterations. Permit applications shall include a narrative that responds in detail to all conditions within the land use decision and discusses how each condition has been or will be satisfied. Verification of compliance that a narrative has been submitted shall be done by the appropriate Division permit technician. Verification of compliance of the narrative response shall be done by the appropriate plans reviewer.
34. The plans submitted for Grading and Erosion Control Permit(s), Public Infrastructure Permit(s), Private Utility Permit(s), Modification(s), and building permits shall be substantially similar to these approved land use plans, unless these plans have been superseded by a subsequent land use approval. The project shall be constructed as shown on the approved plans included in the land use file. Any revisions necessitated by the Engineering or Building Departments shall be submitted to the Planning Director to ensure compliance with the land use approval and the Community Development Code.
35. Prior to installation of on-site signage, the applicant shall apply for and receive Sign Permit approval through the Planning Division per Hillsboro Municipal Code Chapter 11.32. Compliance to be verified by Planning Division.
36. Prior to issuance of the Grading and Erosion Control Permit, plans shall include a tree protection plan showing protection areas for the root structures of adjacent off-site trees. The trees shall be protected by a construction fence placed at least 5 feet

- outside their drip line(s) on site. Compliance to be verified by Planning Division.
37. Building permit submittal(s) shall include a plot plan that denotes lot dimensions, all existing and proposed easements, and labeled setback measurements from the proposed structure to the property lines. Compliance to be verified by Planning Division.
 38. Prior to final building permit inspection(s), landscaping shall be installed. The applicant shall request a landscaping inspection no less than 72 hours prior to the date that the building permit Certificate of Occupancy is sought. Compliance to be verified by Planning Division.
 39. Prior to issuance of the Private Utility Permit, the applicant shall work with the Port of Portland in executing a development agreement with the City. This development agreement can be the same development referred to in another condition of approval. The development agreement has the Port of Portland and/or applicant agreeing and funding to relocate the site's driveway farther west from NE Brookwood Parkway at the time of a project to construct the collector in the City's Transportation System Plan. This site driveway relocation would likely need to switch the trash enclosure location as the new site driveway and place the trash enclosure in the location of the older driveway. The obligation of the Port of Portland and/or applicant to fully fund this driveway relocation is rescinded under the following conditions: 1.) The applicant designs and constructs the driveway in the farther west location as possible; or 2.) The proposed public roadway is removed from the Port of Portland's HIO Master Plan and the City removes the collector from their Transportation System Plan. Any proposed modifications to this condition of approval will require a modification land use application. Compliance to be verified by Planning Division and Public Works Engineering Division.
 40. Prior to issuance of the Certificate of Occupancy, the applicant shall install any signal equipment (e.g. traffic signal heads and detection) and traffic control devices (e.g. pavement markings and signs) to activate the west leg of the NE Brookwood Parkway / Hillsboro Brookwood Library traffic signal as directed by Washington County. Traffic analysis and design drawings may need to be provided by the applicant for this signal activation as directed by Washington County. Compliance to be verified by Washington County and Public Works Engineering Division.
 41. Prior to the issuance of final Certificate of Occupancy, the applicant shall remove all soil stockpiles, construction material, and construction trailers unless their continued location and/or use have been specifically permitted by this approval. Compliance to be verified by Planning Division.

42. Prior to the issuance of building permit(s), the applicant shall demonstrate that the building height does not exceed 45 feet as measured to the midpoint of the peak and eave. Compliance to be verified by Planning Division.
43. Prior to issuance of building permit, plans shall show solar panels to be installed on the GSE building roof. Solar panel specifications shall be provided to document that the solar panels will generate at least 0.5 kilowatt per parking space for a total minimum output of 30 kW for the 60 parking spaces. Compliance to be verified by the Planning Division.
44. Prior to issuance of the Private Utility Permit, the plans shall show the proposed location(s) for the transformer(s). The proposed location(s) shall not conflict with tree placement. The transformer(s) must be located on the project property and within 15 feet of a drivable surface. Sidewalks, pedestrian pathways, recreational park areas, and any other surface not able to support a 60,000 lb. line truck do not fulfill the requirement. Compliance to be verified by Planning Division.
45. Prior to the issuance of the Private Utility Permit, the plans shall show a masonry wall, six feet in height, replacing the fence between the eastern edge of Hangar 5 to the southeast corner of Hangar 1. Compliance to be verified by Planning Division.

Exhibit B
Findings of Fact
Case File No. DR-044-25 Sky Harbour Hangars

I. BACKGROUND INFORMATION AND SITE DESCRIPTION

The property under consideration for Case File No. DR-044-25 is located generally north of NE Cornell Road, west of NE Brookwood Parkway, east of NE 25th Avenue and south of NE Evergreen Parkway. The property is addressed as 2315 NE Brookwood Parkway and can be more specifically identified as Tax Lot 1550 on Washington County Assessor's Tax Map 1N2-28.

The subject site is a 13.70-acre leasehold area on Port of Portland-owned property at the Airport and is zoned I-P Industrial Park and is currently a mowed grass field with no existing structures, trees, pavement, or above-ground improvements. Topographic contours on the survey confirm the site is essentially flat with no significant grade change across the leasehold. A french drain is present near the southern end of the site.

The applicant requests approval of a Development Review for a private aircraft hangar campus on a 13.70-acre leasehold at the Portland-Hillsboro Airport. The revised proposal eliminates all three previously requested Major Adjustments. The applicant has elected to continue under the Type III procedure pursuant to CDC Section 12.80.040.E.1, which permits an applicant to voluntarily submit a Development Review application for Type III review, even though the revised proposal would qualify for Type II staff review.

The proposal consists of seven hangar buildings totaling 189,309 square feet, designed to accommodate approximately 30 aircraft, with an associated ground support equipment (GSE) building, fuel farm, parking, circulation, and landscaping improvements. The revised proposal complies with all front yard setback, parking location, and landscaping standards without deviation. Accordingly, the Major Adjustment approval criteria under CDC Section 12.80.156.C and the Public Benefit standards under CDC 12.50.900 are no longer applicable to this review.

City mapping confirms no Significant Natural Resource Overlay, Regulatory Floodplain Overlay, wetlands, cultural resources, or slopes of 25 percent or greater on the leasehold. There are Clean Water Services' (CWS) Sensitive Areas near the

leasehold; however, the applicant's CWS Service Provider Letter states that this development will not impact those sensitive area.

II. PROCEDURAL REQUIREMENTS

Per Community Development Code (CDC) Section 12.70.020 Type II Development Review requests are reviewed by City staff; however, the applicant may elect to elevate the review to a Type III Planning Commission process.

Public notice for the March 25, 2026 public hearing before the Planning Commission was sent March 4, 2026 to the applicant and property owners within 500 feet of the site, using the most recent property tax assessment roll. The Planning Commission held public hearings on March 25, 2026, continued to April 8, 2026, continued to May 13, 2026, and continued to May 27, 2026. The staff reports for the public hearings were issued on March 18, 2026, April 1, 2026, May 6, 2026, and May 20, 2026.

III. APPLICABLE APPROVAL CRITERIA

CDC Section 12.80.040.H specifies the approval criteria for a Development Review as follows:

1. *The proposal complies with all of the development standards of the base zone, unless a minor adjustment has been approved concurrently with the Development Review application;*

Finding: The site is located in the I-P Industrial Park zone. Staff has reviewed the applicable development standards in CDC Table 12.25.260-1 and evaluated the proposed development against each as follows.

Lot size, density, FAR, and lot dimensions. The I-P zone imposes no minimum or maximum lot size, no minimum or maximum density, and no minimum or maximum FAR. Minimum lot frontage is 25 feet. The leasehold has frontage on NE Brookwood Parkway well in excess of 25 feet. These standards are met.

Setbacks. The I-P zone requires a 35-foot front yard setback and a 10-foot side and rear yard setback abutting non-residential zones. The leasehold abuts other portions of the airport property zoned I-P on the north, west, and south. No residential zones abut the leasehold. All hangars are set back at least 67.5 feet from the NE Brookwood Parkway right-of-way at the closest point (Hangar 5), exceeding the 35-foot front yard setback requirement. Side and rear setbacks are met for all

buildings. These standards are met. Side and rear setbacks are met for all buildings. These standards are met.

Building height. The proposed hangars are not High Profile Industrial Buildings and are subject to the 45-foot maximum height limit. A condition of approval requires that all buildings demonstrate compliance with the 45-foot maximum height limit, measured from the midpoint of the peak and eave, prior to building permit submittal. This criterion is met subject to the condition of approval.

Building coverage. The maximum building coverage in the I-P zone is 50 percent. Total building coverage, including the fuel farm canopy, is 189,309 square feet, or 32 percent of the 596,638 square foot leasehold, well within the 50 percent maximum. This standard is met.

Landscaping. The minimum landscaping requirement in the I-P zone is 15 percent. Landscaped area is 16.1 percent of the leasehold, meeting the 15 percent minimum. This standard is met.

Off-street parking in the front yard. CDC Section 12.25.280.B.1 prohibits off-street parking and loading in required front yards. No parking or vehicle paving is proposed within the 35-foot front yard setback along NE Brookwood Parkway. The minimum distance from the NE Brookwood Parkway paving to the nearest on-site vehicle area, including the right-of-way and private property, is 70 feet at the narrowest point. This standard is met.

No minor or major adjustments are requested. This criterion is met.

2. *The proposal complies with any applicable provisions of Subchapter 12.27 (Overlay Zones);*

Finding: Staff have confirmed through City GIS mapping that no overlay zones apply to the leasehold. The Significant Natural Resource Overlay, Regulatory Floodplain Overlay, and Historic Resource Overlay are not mapped on the site. Subchapter 12.27 is not applicable. This criterion is met.

3. *The proposal complies with any applicable provisions of Subchapter 12.40 (Special Use Standards);*

Finding: There are no Special Use standards that apply to this site. This criterion is met.

4. *The proposal complies with the development standards in Subchapter 12.50;*

Finding: The applicable standards of CDC Subchapter 12.50 are addressed individually below.

12.50.100 General Lot Standards

The leasehold meets all applicable general lot standards. No flag lots, shared driveways, or other circumstances triggering special standards under this subchapter are present. This standard is met.

12.50.210 Usable Open Space

Per CDC Table 12.25.260-1, minimum usable open space is not required in the I-P zone. This standard is not applicable.

12.50.220 Landscaping

Landscaping standards apply to this Type III Development Review. The minimum landscaping requirement in the I-P zone is 15 percent. Total landscaped area is represented as 96,401 square feet, or 16.1 percent of the 596,638 square foot leasehold.

Required landscaping is preferentially located in the front yard setback along NE Brookwood Parkway. The full 35-foot front yard setback is landscaped with trees, shrubs, groundcover, and repeating raised berms ranging from 4 to 5 feet in height along the NE Brookwood Parkway frontage. No residential zones abut the leasehold.

Landscaping species are selected in accordance with the Port of Portland's Hillsboro Airport Wildlife Hazard Management Plan, which identifies species that discourage bird nesting and foraging. The landscape plan was prepared by a licensed landscape architect. Irrigation will be provided and confirmed at building permit. Plant sizes, spacing, and installation will comply with ANLA standards. All planted areas not occupied by structures, parking, or landscaping will be mulched. Parking lot landscaping is addressed under 12.50.360, below. This standard is met subject to the condition of approval requiring final landscape plan compliance.

12.50.230 Tree Preservation

No existing trees are present on the leasehold, as confirmed by the ALTA/NSPS survey. This standard is not applicable.

12.50.240 Exterior Lighting

A photometric plan has been submitted. Lighting is provided along the length of the buildings adjacent to pedestrian walkways, along parking areas, and along

the two pedestrian connections to NE Brookwood Parkway. Entry lighting is represented at 6 to 9 foot-candles, meeting the 4 foot-candle minimum required for buildings within 300 feet of a Major Transit Stop. All light fixtures are shielded and directed downward. Light trespass at property lines is represented as not exceeding the 1.75 foot-candle maximum measured 10 feet beyond the property line. No site lighting could be confused with warning, emergency, traffic, or airport signals. No FAA-regulated lighting is proposed. This standard is met.

12.50.250 Fences, Free-Standing Walls, Hedges and Berms

Security fencing is proposed and is reviewed through this Type III Development Review; no separate fence permit is required. Residential fence standards do not apply. The proposed security fence is 7-foot chain link with a 1-foot barbed wire extension for a total height of 8 feet, which does not exceed the 8-foot maximum for commercial and industrial zones. A top rail is provided as required for chain link fences. The fence is black vinyl coated, consistent with the requirement for chain link adjacent to landscaped areas. The fence will not be located adjacent to a sidewalk or public way, and the barbed wire component complies with HMC Section 6.16.040 as it is placed above a chain link fence that is itself at least 6 feet in height. No electric fencing is proposed.

Landscaped berms are proposed along NE Brookwood Parkway and NW Airport Road at a maximum 25 percent slope and less than 6 feet in height. This standard is met.

12.50.260 Sight Distance / Vision Clearance

NE Airport Road is a private driveway on Port of Portland property and does not meet the CDC definition of a street. The intersection of the proposed on-site access driveway and NE Airport Road involves only driveways; the full vision clearance standards of CDC Section 12.50.260 are not triggered. A sight distance triangle is shown on the civil plans at the driveway intersection, and no plantings or structures are proposed within it.

NE Airport Road is identified in both the Port of Portland's HIO Master Plan and the City's TSP as a future collector street. Two conditions of approval protect that corridor. Prior to issuance of the Private Utility Permit, the applicant must execute a development agreement with the City committing to fund half-street improvements and provide right-of-way at no cost when the planned collector is constructed. Prior to the same permit, the applicant must also establish a restrictive covenant imposing a 48-foot setback from the centerline of NE Airport Road along the northern site frontage, prohibiting permanent structures, stormwater facilities, and parking drive aisles within the setback area. Both obligations may be rescinded if the roadway is removed from both the HIO

Master Plan and the TSP. Any modification to either condition requires a Modification land use application. This standard is met subject to the conditions of approval.

12.50.270 Waste and Recycling Facilities

Two exterior waste and recycling enclosures are proposed. Required storage area is calculated under the Infrastructure and Utilities use category per CDC Table 12.50.270-1, at 50 square feet plus 4 square feet per 1,000 square feet of gross floor area. Phase I requires 161.86 square feet; 330 square feet is provided. Phase II requires an additional 136.83 square feet; 330 square feet is provided. Each enclosure co-locates solid waste and recyclables storage. Enclosures are constructed of vertically painted metal panels matching the hangar buildings in material and color. Enclosures are located behind and beside the buildings as viewed from NE Brookwood Parkway, outside of security fencing, and accessible to haulers without requiring backing movements onto a public street.

CDC Section 12.50.270.D.3.b requires that approach drives and storage areas be paved with a maximum slope of 3 percent. Sheet C.4 A107 shows a slope of 12 percent within the enclosure area, which does not comply. A condition of approval requires the applicant to submit a revised enclosure design demonstrating a slope no greater than 3 percent at building permit.

Gate opening widths are shown at less than the required 12-foot minimum. The hauler has confirmed that their trucks can service the site with the narrower openings. A condition of approval requires the applicant to document hauler confirmation of the alternate gate width at building permit. These standards are met subject to the conditions of approval.

12.50.320 Number of Parking Spaces

There are no minimum parking requirements; however, sixty parking spaces are proposed. Four ADA-compliant spaces are distributed across the parking areas, meeting the accessible space requirement. This standard is met.

12.50.350 Vehicle Parking and Loading: Location

All parking is located on-site. No loading areas are proposed. The overhead doors on the pedestrian-facing sides of the hangars are aircraft nose notches used for aircraft maneuvering, not truck loading docks. Parking is located to permit full build-out of the leasehold. No significant natural resource areas abut the parking areas. The site abuts NE Brookwood Parkway, a Major Pedestrian Route and Major Transit Route; pedestrian circulation standards under Section

12.50.400 are addressed below. Incidental deliveries are not expected via heavy truck and will use parking spaces during off-peak periods, which is consistent with the use given the site operates 24 hours a day with no defined peak. This standard is met.

12.50.360 Vehicle Parking and Loading: Design and Improvements

All parking spaces are 90-degree stalls, 9 feet wide by 19 feet deep, with 26-foot drive aisles. The 26-foot drive aisle width exceeds the CDC minimum of 24 feet and meets Hillsboro Fire and Rescue's 26-foot requirement. Four-inch wheel stops are provided at the terminus of parking spaces abutting pedestrian walkways. No compact or universal parking spaces are proposed. All parking and driveway surfaces are asphalt.

Parking lot landscaping: Total interior and perimeter parking lot landscaping is 7,626 square feet, of which 7,038 square feet (92 percent) is planted with trees, shrubs, and ground cover meeting the 70 percent minimum coverage standard. Trees are planted at the end of each parking row at intervals of 100 feet or less, in protected islands at least 5 feet wide meeting minimum area requirements for both double- and single-loaded rows.

Perimeter screening: A 6-foot-wide planter strip with an evergreen hedge is provided along NE Brookwood Parkway adjacent to the parking area in front of Hangar 4, meeting the Arterial street screening requirement of CDC Table 12.50.360-1. A high-canopy street tree is provided at the fire truck turnaround terminus.

Tree canopy: The parking area is greater than one-half acre. Tree canopy at maturity (within 15 years) is represented as covering 14,542 square feet of the 46,150 square foot parking area, or 31 percent, meeting the 30 percent minimum. The Port of Portland's Wildlife Hazard Management Plan (WHMP) discourages continuous tree canopy at the airport. The landscape plan was developed in compliance with both the City's standards and the WHMP, with some canopy continuity permitted in areas where canopy will not extend onto the airfield.

Climate action element: Solar panels with a generation capacity of at least 0.5 kilowatt per parking space (minimum 30 kW for 60 spaces) are to be installed on the GSE building roof. A condition of approval has been placed on the project requiring demonstration of compliance prior to building permit issuance.

EV-ready infrastructure: The applicant acknowledges ORS 455.417 applies and commits to meeting the 20 percent EV-ready requirement for commercial buildings at building permit issuance. This standard is met subject to conditions of approval.

12.50.410 Bicycle Parking

Per CDC Table 12.50.410-5, no bicycle parking is required for Aviation Uses (Hangars). This standard is not applicable.

12.50.420 On-Site Pedestrian and Bicycle Circulation

The proposal includes more than one-half acre of new off-street surface parking, triggering these standards. Three pedestrian connections are provided from the public sidewalk on NE Brookwood Parkway to the hangar buildings: one serving Hangar 4, one serving Hangar 5, and one serving Hangars 1, 2, and 3. Connections are as direct as site constraints allow and continue as pedestrian accessways running parallel to each row of hangars.

Accessways are concrete, contrasting visually with the asphalt parking surface. Widths are 5 to 6 feet, unobstructed. Parking spaces that terminate perpendicular to accessways are equipped with 4-inch wheel stops, permitting the 5-foot minimum width rather than the 7-foot width that would otherwise be required. Accessways parallel to parking areas are separated by raised curbs. Pedestrian crossings of the access driveway are concrete, perpendicular, and ADA-compliant. No abutting vacant land requires accessway stubs given the airfield and private driveway context. This standard is met.

12.50.430 Connectivity and Design Standards at or Near Transit Stops

The leasehold is within 200 feet of a Major Transit Stop at NE Brookwood Parkway and NE Airport Road. The transit-oriented building standards for retail, commercial, office, and institutional buildings do not apply to Aviation Uses, which are classified under the Infrastructure and Utilities use categories.

All development is required to provide a pedestrian connection between the transit stop and main building entrances. Two connections are provided to the public sidewalk on NE Brookwood Parkway as described above. Given the size of the leasehold, the closest building entrance to Hangar 1 is approximately 550 feet from the transit stop as walked by a pedestrian; the closest entrance to Hangar 4 is approximately 750 feet. The connections provide the most direct route possible given the site configuration. Weather canopies are provided at all building entrances. Parking is not located adjacent to the transit stop intersection. A parking redevelopment plan is not practicable given that parking

is located at the building edges with no room for future redevelopment. This standard is met.

12.50.510 / 12.50.520 / 12.50.530 Access and Street Standards

No new public streets or land division is proposed; Section 12.50.520 is not applicable. The existing curb cut and driveway apron from NE Brookwood Parkway directly to the leasehold will be removed. Where removed, all street sections, curbs, gutters, sidewalks, street lights, and street trees will be constructed and installed consistent with D&C Standards. An 8-foot-wide PUE will be provided adjacent to the NE Brookwood Parkway right-of-way and accepted by the City prior to final occupancy. A Trip Generation Memorandum demonstrates that a Traffic Impact Analysis is not required under CDC Section 12.70.220 and that the functional capacity of NE Brookwood Parkway is retained. No additional off-site improvements are required. This standard is met.

12.50.550 Sidewalk Widths; Design and Location

No new public sidewalks are proposed beyond replacement sidewalk at the removed curb cut location. Replacement sidewalk will be constructed consistent with D&C Standards. This standard is met.

12.50.560 Street Trees

Street trees will be installed at the location of the removed curb cut, consistent with D&C Standards. No other street tree gaps are created by this development. This standard is met.

12.50.610 / 12.50.620 Public Utilities General Requirements

A Clean Water Services Service Provider Letter has been submitted confirming stormwater service availability. No new public utility construction is proposed. All utility connections will be underground. An 8-foot-wide PUE will be provided along the NE Brookwood Parkway frontage with no vaults or structures within it. This standard is met.

12.50.625 Power and Communications Utility Undergrounding

This is a Type B project subject to the undergrounding standards of CDC Section 12.50.625.D. Existing electrical power along the NE Brookwood Parkway frontage is already underground. All new electrical and communications services to the project will be placed underground. The 8-foot PUE will accommodate underground utilities along the frontage. This standard is met.

12.50.630 Site Grading

Grading plans have been submitted. The site is essentially flat with no significant existing grade change. No unusual grading conditions are present. This standard is met.

12.50.640 Storm Water Facilities Site Integration

A private stormwater report has been submitted. All stormwater management facilities are proposed underground with no above-ground vegetated facilities. No exemptions apply. This standard is met.

12.50.810 Purpose and Applicability

The design standards of CDC Subchapter 12.50.800 apply to non-residential development in standard commercial and industrial zones. The applicable standards are addressed below.

12.50.820 Main Entries

Main entry standards apply in standard commercial and industrial zones. Hangars 4 and 5, which have frontage facing NE Brookwood Parkway, have at least one entry oriented to the street, opening directly to the building exterior at ground level. The site is not a corner lot as NE Airport Road does not currently meet the CDC definition of a street. Multiple entries per façade are not required for the I-P zone.

Pedestrian walkways connect each row of hangars directly to the public sidewalk on NE Brookwood Parkway. Entries are accessible, lighted to a minimum of 6 to 9 foot-candles with cut-off fixtures, and remain accessible at all times given the 24-hour operation. Each entry is highlighted with at least three of the required architectural features: horizontal canopies, transparent glass doors, and ornamental light fixtures flanking each side of the entry. This standard is met.

12.50.830 Ground Floor Windows

This standard applies only to development in light rail, mixed-use, and urban center zones. The site is in the I-P Industrial Park zone. This standard is not applicable.

12.50.840 Articulation and Detailed Design

This standard applies to development in light rail, mixed-use, and urban center zones, and to commercial or institutional development in standard commercial or industrial zones. Aviation Uses are classified under the Infrastructure and Utilities use categories and are not commercial or institutional development. This standard is not applicable.

12.50.845 Step-Back Requirements

This standard applies to development in light rail, mixed-use, and urban center zones, and to commercial development in standard commercial or industrial zones. Aviation Uses are classified under the Infrastructure and Utilities use categories. This standard is not applicable.

12.50.850 Improvements and Activities Between Streets and Buildings

This standard applies in standard commercial and industrial zones. The front yard between the NE Brookwood Parkway right-of-way and the hangar buildings is required to be improved with irrigated landscaping or hardscaping. All of the front yard setback is landscaped. Landscaped areas within the front yard comply with CDC Section 12.50.220. Three paved pedestrian connections are provided between the sidewalk and building entrances. A publicly accessible circular plaza and respite area is provided adjacent to NE Brookwood Parkway at the northernmost pedestrian connection.

12.50.870 Sidewalk Dining and Displays

No sidewalk dining or retail displays are proposed. This standard is not applicable.

12.50.875 Drive-Through Facilities

No drive-through facilities are proposed. This standard is not applicable.

12.50.880 Outdoor Storage

No outdoor storage of materials or equipment is proposed. Aircraft are stored within the enclosed hangar buildings. This standard is not applicable.

12.50.890 Utilitarian Functions

These standards apply to non-residential development in standard commercial and industrial zones where façades face, are adjacent to, and are visible from a street, major pedestrian route, or direct pedestrian way. The standards apply to the NE Brookwood Parkway-facing façades.

No roof-mounted equipment, vents, or chimneys are proposed. Solar panels on the GSE building are on a flat roof located behind the security fence and are minimally visible from the street. Waste and recycling enclosures are located beside and behind the buildings as viewed from NE Brookwood Parkway, outside of the security fence. One bank of ground-mounted mechanical equipment adjacent to Hangar 4 faces NE Brookwood Parkway; a screening detail is provided on Sheet A106 and additional screening is provided by the

perimeter parking lot landscaping on the opposite side of the parking area. The fuel farm is screened from NE Brookwood Parkway by the security fence, landscaping, and the approximately 35-foot wide sidewalk corridor along the parkway. This standard is met.

5. *The proposal complies with any applicable plan district standards in Subchapter 12.60;*

Finding: This site is not within a plan district. This criterion is met.

6. *The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable;*

Finding: There are no existing conditions of approval for this leasehold. This criterion is met.

7. *Additional Criteria for Non-Residential Applications (including the non-residential portion of a mixed use development):*

- a. *The transportation system can safely and adequately accommodate the proposed development;*

Finding: The applicant submitted a trip generation memorandum demonstrating the additional trips from the site do not trigger a traffic impact study under the City's Community Development Code 12.70.220.A. The site access directly connects to an existing traffic signal on NE Brookwood Parkway, which helps the applicant's traffic to safely enter and leave the site utilizing the traffic signal. The applicant will also be removing an unsignalized driveway to the site, so all the site traffic will be directed to utilize the traffic signal. Criterion is met.

- b. *Parking areas and entrance-exit points are designed to facilitate on-site vehicular circulation and pedestrian safety and avoid congestion on public streets;*

Finding: The proposed hangars use is the only property utilizing the west leg of the NE Brookwood Parkway / Hillsboro Brookwood Library traffic signal. The parking areas are far enough from the entrance-exit points to avoid congestion on public streets. A Development Agreement will be drafted to ensure the driveway will be pushed farther west in the future if the west leg of the NE Brookwood Parkway / Hillsboro Brookwood Library traffic signal becomes a public street. This relocation of the driveway ensures the driveway does not affect the influence area of the traffic signal when more traffic utilizes the west leg as a public street. This criterion is met.

c. *Any special features of the site (such as topography, hazards, vegetation, significant natural and cultural resources, etc.) have been integrated into the site development plan;*

Finding: There are no special features on the site. This criterion is met.

d. *The design and operating characteristics of the proposed development are reasonably compatible with surrounding development and land uses; and*

Finding: The surrounding uses are industrial and aviation in character on all sides, including the airport taxiway and airfield to the west, existing private aircraft hangars to the south, and industrial and business park development across NE Brookwood Parkway to the east. No residential uses or zones abut the leasehold. The proposed private aircraft storage use is consistent in scale, massing, and operational character with existing hangar development at HIO. Operations are controlled-access with limited external impacts. This criterion is met.

e. *Negative impacts of the development have been sufficiently minimized or mitigated.*

Finding: The site is surrounded by industrial and aviation uses where impacts to sensitive uses are not a concern. Operations are controlled-access and 24-hour, generating limited noise, light, or activity beyond what is typical for the airport context. Exterior lighting meets the maximum foot-candle levels at property lines under CDC Section 12.50.240.D.1. Utilitarian features including waste enclosures, mechanical equipment, and the fuel farm are located behind or beside the buildings as viewed from NE Brookwood Parkway and are screened by fencing and walls, landscaping, and the width of the parkway corridor. The existing curb cut onto NE Brookwood Parkway will be removed and replaced with curb, sidewalk, and street trees, improving the streetscape condition. This criterion is met.

IV. TESTIMONY FROM PARTIES

The Planning Commission held public hearings on March 25, 2026, continued to April 8, 2026, continued to May 13, 2026, and continued to May 27, 2026. Testimony was provided at all hearings.

V. ADDITIONAL MATERIALS CITED BY REFERENCE AND INCLUDED BY REFERENCE IN FINDINGS

The Staff Reports dated March 18, 2026, April 1, 2026, May 6, 2026, and May 20, 2026, and associated attachments.