



STAFF REPORT

To: Robby Hammond, City Manager

From: Ruth Klein, Senior Planner

Date: August 18, 2026

Subject: Two Appeals of Development Review Approval for Aircraft Hangars
Case File No. APPEAL-001-26 Sky Harbour Barnes et. al.
Case File No. APPEAL-002-26 Sky Harbour Richmond et. al.
Underlying Case File No. DR-044-25 Sky Harbour Hangars

Requested Action:

Planning Division staff recommends that the City Council deny APPEAL-001-26 and APPEAL-002-26, affirm the decision under appeal with the changes described in Section VII of this report, and adopt an order containing the Council's findings of fact, conclusions, and conditions of approval.

Staff does not ask the Council to affirm Order No. 8492 exactly as written. Staff has identified deficiencies in that order and in the findings supporting it, and identifies them in this report rather than leaving the Council to encounter them at the hearing. Each is addressed in Section VI with a proposed remedy.

I. WHAT THE COUNCIL IS DECIDING AND UNDER WHAT STANDARD

This section describes the Council's role. It appears first because the standard of review governs everything that follows.

The hearing is de novo.

The Council granted a de novo hearing on both appeals. Under CDC Section 12.70.180.H.2, an appeal of a Type III decision is heard on the record, meaning a review of the record with the right of argument but without submittal of new evidence, unless a de novo hearing is requested and accepted. Under Subsections G.3 and H.3, a de novo hearing means that new evidence and argument may be introduced in writing or orally.

The Council is therefore not limited to the evidence that was provided before the Planning Commission. Any party may submit evidence and arguments that the Commission did not receive, including evidence responding to the conditions of approval.

The Council affirms or reverses, with or without changes.

Under CDC Section 12.70.180.E.4.a, at the conclusion of the hearing the appeal body shall reverse or affirm the decision under appeal, with or without conditions or changes. The Council may alternatively continue the hearing under Subsections E.4.b through E.4.d. Under Subsection E.5, after the record closes a written decision shall be prepared containing a statement of the facts relied upon by the appeal body demonstrating the reasons why the decision under appeal is reversed or affirmed based on the applicable criteria and standards, a statement of conclusions based on those findings, and an explanation of the basis for any changes to the earlier decision, including additions, deletions, or revisions to conditions of approval.

The findings in the order the Council adopts are the Council's own findings. They are not supplements to the findings adopted by the Planning Commission. Where this report recommends that a finding be stated differently than it appears at Exhibit B to Order No. 8492, the recommendation is that the Council make its own finding on that criterion. Under Subsection H.6, the decision of the City Council on the appeal of a Type III decision is the final City decision.

The two appeals requested different hearing types.

The Barnes et al. appellants requested review on the record. The Richmond et al. appellants requested a de novo hearing and addressed the criteria at CDC Section 12.70.180.H.4. On July 7, 2026, the Council granted a de novo hearing on both appeals so that the two appeals could be heard concurrently in a single proceeding under a single standard. That is a resolution to procedural complexity rather than an error. The practical effect for the Barnes appellants is broader rather than narrower, because they may submit evidence that would have been inadmissible in a hearing that is on the record.

Scope of the hearing.

The Barnes supplemental statement lists six issues and states that the issues appellants intend to raise are not limited to those listed. CDC Section 12.70.180.H contains no provision limiting the scope of a de novo hearing on a Type III appeal. The scope limitation at Subsection F.4 applies to appeals of Type I decisions only. Staff has analyzed the six stated Barnes issues, the issues raised in the Richmond appeal, and issues raised in testimony before the Planning Commission that neither appellant states as a basis for appeal.

The decision deadline is September 13, 2026.

The Council is not required to reach a decision on August 18. Continuance under CDC Section 12.70.180.E.4.b or E.4.c, a further extension of the 120-day period, or a decision at a subsequent meeting all remain available. This report notes the deadline so that the Council understands the schedule it is working within.

II. TIMELINE

December 1, 2025	Application submitted
December 19, 2025	Application status letter issued
January 29, 2026	Application deemed complete
February 17, 2026	Application status letter issued
March 4, 2026	Public notice mailed
March 10, 2026	120-day extension executed
March 25, 2026	Planning Commission public hearing opened; testimony received; continued to April 8 by a vote of 5 to 0
April 8, 2026	Continued hearing; testimony received; continued to May 13 by a vote of 6 to 0
April 9, 2026	120-day extension executed
April 17, 2026	120-day extension executed
May 13, 2026	Continued hearing; testimony received; continued to May 27 by a vote of 7 to 0
May 27, 2026	Continued hearing; hearing closed by a vote of 6 to 0; application approved by a vote of 5 to 0 with 1 abstention; Order No. 8492 adopted
June 2, 2026	Notice of Decision mailed; decision final for appeal purposes
June 17, 2026	Appeal deadline, 5:00 pm; APPEAL-001-26 and APPEAL-002-26 both filed
June 30, 2026	Staff report to City Manager on receipt of two appeals, staff report dated July 7, 2026 per City formatting rules
July 7, 2026	City Council sets de novo process and combined hearing for the two appeals
July 28, 2026	Public hearing notice mailed
August 11, 2026	Staff report issued and made available to the public
August 18, 2026	City Council appeal hearing
September 13, 2026	120-day deadline for final decision

The three 120-day extension forms carry a case file number field reading DR-04-25. The forms extend the 120-day limitation on Case File No. DR-044-25. The extensions are valid and no party has raised the typographical error as an issue.

III. THE PROJECT AND HOW IT WAS REVIEWED

The site.

The subject property is a leasehold on Port of Portland land within the Portland-Hillsboro Airport, addressed as 2315 NE Brookwood Parkway and identified as Tax Lot 1550 on Washington County Assessor's Tax Map 1N2-28. The airport site totals 414.75 acres. The leasehold is 13.70 acres. The property is zoned I-P Industrial Park with a Comprehensive Plan designation of IN Industrial.

The leasehold was vacant at the time of application, a mowed grass field with no structures, trees, pavement, or above-ground improvements. City mapping confirms no Significant Natural Resource Overlay, no Regulatory Floodplain Overlay, no wetlands, no cultural resources, and no slopes of 25 percent or greater on the leasehold.

NE Brookwood Parkway is the only public street frontage. It is classified as an Arterial Street and carries Washington County designations as a Truck Route, Major Emergency Response Route, Major Pedestrian Route, and Major Transit Route. NW Airport Road, along the leasehold's northern boundary, is a private driveway on Port of Portland property.

The use.

Sky Harbour operates as a home-base operator, providing private aircraft storage, fueling, and light maintenance to sub-lessors who individually lease hangar bays. The use is classified in the CDC as an Aviation Use. Under CDC Section 12.25.250.F, aircraft storage hangars are limited to properties owned by the Port of Portland at the Portland-Hillsboro Airport.

Why the application was reviewed by the Planning Commission.

The application as originally submitted included three Major Adjustments. Under Table 12.70.020-1, a Major Adjustment is a Type III application, and under CDC Section 12.70.020.D.1 consolidated applications are processed under the highest procedure type required for any part of the application. Type III procedures were therefore required at submittal, and Table 12.70.020-1 assigns the decision on a Type III application of this kind to the Planning Commission, with appeal to the City Council.

What the original proposal was.

As submitted, and as described in the March 4, 2026 public notice and the April 1, 2026 staff report, the proposal was for six hangar buildings totaling 198,694 square feet on a 13.14-acre leasehold, designed to accommodate approximately 38 to 42 aircraft, with Major Adjustments to the front building setback and to the location of vehicle paving within that setback.

What changed in May 2026.

Following the April 8 hearing, the applicant submitted a revised proposal that eliminated every Major Adjustment. The mechanism was a change to the lease. Sky Harbour and the Port of Portland agreed to extend the western boundary of the leasehold by 23.5 feet,

which increased the leasehold from 13.14 to 13.70 acres and allowed the development to shift west, away from NE Brookwood Parkway and out of the front yard setback.

Four consequences followed from that shift, and they account for every numerical difference between the original and revised descriptions of this project.

- The minimum front building setback moved from 25 feet at Hangar 5 to 67.5 feet. The CDC minimum is 35 feet.
- Vehicle paving within the 35-foot front setback moved from 9,485 square feet to zero.
- The hangar count increased from six buildings to seven, because Hangar 2 was divided into two smaller buildings designated 2a and 2b. Total hangar area decreased by 9,385 square feet to 189,309 square feet, driven by a reduction in the footprint of Hangar 5.
- Anticipated aircraft decreased from approximately 38 to 42 down to approximately 30.

Roof forms changed from shed to gable, which reduced effective building height for FAA Building Restriction Line purposes and permitted the westward shift without exceeding height limits. Exterior materials changed from tilt-up concrete to corrugated and flat metal paneling.

Why the description in the record changes partway through.

The Council will encounter both descriptions in the record. The March 4 notice, the April 1 staff report, and the agenda captions for the April 8 and May 13 hearings describe six hangars on 13.14 acres with Major Adjustments. Order No. 8492 and the May 20 supplemental staff report describe seven hangars on 13.70 acres with no adjustments. These are not inconsistencies in the record. They are the same project before and after the May revision. At the May 27 hearing, staff stated on the record that the original project description was read into the record deliberately, so that it would be clear both what was being discussed and how the application had changed.

A Type II decision reached through Type III procedures.

Once the Major Adjustments were withdrawn, nothing remaining in the application required Type III procedures. What remained was a Development Review, which Table 12.70.020-1 assigns to Type II procedures when it stands alone. The application nonetheless continued under Type III procedures. It had been noticed as a Type III application, and the Planning Commission had opened the public hearing on March 25, 2026 and continued it twice. CDC Section 12.70.020.C directs that questions regarding the appropriate procedure be resolved in favor of the procedure type providing the widest notice and opportunity to participate. The City Attorney reviewed the question and concurred that the application should continue under Type III procedures following withdrawal of the Major Adjustments.

The result is a Type II decision reached through Type III procedures. The consequences favor the public. Under Type II procedures the application would have been decided by the Director without a public hearing, no neighborhood meeting would have been required

under Table 12.70.020-1, and an appeal would have been heard by the Planning Commission. Because the application was processed under Type III procedures, the Planning Commission held four public hearings and these appeals are before the City Council.

IV. WHAT THE PLANNING COMMISSION DECIDED AND WHY

Four hearings over nine weeks.

The Planning Commission opened the public hearing on March 25, 2026 and continued it three times, to April 8, to May 13, and to May 27. Testimony was received at every hearing. The applicant requested the March 25 and May 13 continuances. The April 8 continuance followed Commission and public comment on the balance between the requested Major Adjustments and the public benefit offered to compensate for them, and the applicant requested time to respond. That response became the May revision that eliminated the adjustments entirely.

The Commission received written testimony throughout. The record before the Commission includes seven supplemental staff reports transmitting testimony received between hearings, together with testimony delivered at each hearing.

What the Commission examined.

Testimony to the Commission raised aircraft noise, air quality and emissions, property values and County tax revenue, the adequacy of the 500-foot notice radius, hearing schedule and process, environmental review and the FAA Categorical Exclusion, traffic and trip generation, stormwater, fuel storage and fire safety, tree canopy, heat island effects, wildlife, the classification of NW Airport Road, consistency with the Hillsboro 2035 Community Plan, and the scope of the Commission's own jurisdiction. Staff responded to each topic in writing in the supplemental staff reports, and the Commission questioned staff and the applicant on the record at each hearing.

The Commission's deliberation on May 27 addressed the limits of its own authority directly. Commissioners discussed whether the CDC reached aircraft operations, noise, and emissions, and concluded it did not, noting that the Hillsboro Municipal Code exempts aircraft noise because it is federally regulated. Commissioner Davis observed on the record that Commissioners are members of the community who are themselves affected by these decisions, that the Commission is bound by the CDC, and that the outcome is not always what individual Commissioners would prefer.

Where the Commission went further than staff recommended.

Staff's May 20 recommendation was for approval based on compliance with the approval criteria, without additional conditions beyond those in the draft order. The Commission did not simply adopt that recommendation.

During deliberation, Commissioner Grillo identified an open question as to whether negative impacts from aircraft movement on the site had been sufficiently mitigated and proposed a solid barrier at least six feet high running from Hangar 5 to the site entrance.

The stated purpose was to contain noise and visual impacts from aircraft movement within the site and direct them toward the taxiway, and to address the most open street-facing edge of the site. Commissioner Davis agreed, and raised jet blast during taxiing as a reason that a masonry material would be needed rather than wood. Commissioner Thrall-Nash asked staff what materials the code required for fences and walls in the I-P zone, and staff confirmed that materials are generally unrestricted in the I-P zone absent an overlay or plan district.

The motion.

Commissioner Thrall-Nash moved to approve Development Review-044-25 Sky Harbour Hangars with an additional finding under CDC Section 12.80.040.H.7.e that the negative impacts of the development had not been sufficiently minimized or mitigated, and, to sufficiently minimize or mitigate the negative impacts of noise at the site, to add a condition of approval requiring the applicant to construct a masonry or brick wall extending from Hangar 5 to the site entrance along the proposed fence line, with a minimum height of six feet. Commissioner Davis seconded. The motion passed 5 to 0 with 1 abstention. Ayes: Jones-Gallardo, Saaka, Thrall-Nash, Grillo, Davis. Nays: none. Abstention: Jackson.

What the order contains.

Order No. 8492 approves the Development Review subject to 45 conditions of approval at Exhibit A and findings of fact at Exhibit B. Condition 45 requires a six-foot masonry wall. Exhibit B does not contain the finding the Commission voted to add. That discrepancy is addressed at Issue 8 in Section VI of this report.

Beyond the wall, the conditions include right-of-way dedication along NE Brookwood Parkway, a restrictive covenant protecting a 48-foot setback for a planned three-lane collector along the northern frontage, a development agreement obligating the Port or the applicant to fund half-street improvements when that collector is built, removal of the existing unsignalized curb cut, sight distance certification, activation of the west leg of the NE Brookwood Parkway and Brookwood Library traffic signal as directed by Washington County, and solar panel installation on the ground support equipment building.

Two deficiencies on the face of Order No. 8492.

The signature page of Order No. 8492 reads that the order was approved on the 27th day of March, 2026. The Planning Commission approved the order on May 27, 2026, as the recitals of the order and Exhibit B both state.

Separately, Section 1 of the order attaches the Washington County Assessor's tax map as Exhibit C and makes it a part of the order, and Section 2 bases the approval on an excerpt from the application as Exhibit D in addition to the conditions of approval at Exhibit A and the findings at Exhibit B. Exhibits C and D were not attached to the order as issued and were not transmitted with the Notice of Decision mailed June 2, 2026. Staff will state this deficiency on the record at the hearing. The order the Council adopts in this proceeding recites the correct date of adoption and includes each exhibit recited within it.

Finality.

The decision became final for appeal purposes on June 2, 2026, the date the Notice of Decision was mailed. The appeal period closed at 5:00 pm on June 17, 2026. Both appeals were filed on June 17, 2026 and both are timely.

V. APPEAL ISSUES

The two appeals overlap substantially. This section is organized by issue rather than by appellant, so that the Council considers each dispute once with all positions before it. Where the appellants differ, the difference is stated. Each issue presents the appellants' assertion, what the record shows, the applicant's response, and staff's position. The applicant's July 30, 2026 letter states that the applicant anticipates submitting additional testimony and evidence before the hearing. Where the applicant has not addressed an issue, this report says so.

Issue 1. Notice radius, CDC Section 12.70.050.F.1.c

Appellants' assertion. Barnes, Argument 1 and 2. Notice was not provided to owners of record within 500 feet of the perimeter property line of the property subject to the application. Appellants argue the measurement runs property edge to property edge, and that the property subject to this application, as stated in the Planning Commission's order, is the 414.75-acre Port of Portland site. Argument 2 argues the neighborhood meeting requirement at CDC Section 12.70.100.C.2 fails for the same reason. Testimony before the Commission raised a broader version of this argument, contending that residents in aircraft approach, takeoff, and downwind corridors received no mailed notice.

What the record shows. The caption of Order No. 8492 describes approval on a leasehold approximately 13.70 acres in size within the Portland-Hillsboro Airport's 414.75-acre site. Section 1 of the order grants approval on approximately 13.70 acres of land on property described as Tax Lot 1550 on Washington County Assessor's Tax Map 1N2-28. The airport comprises several tax lots, of which Tax Lot 1550 is the largest. Notice was mailed March 4, 2026 to owners of record within 500 feet of the perimeter of Tax Lot 1550.

Applicant's response. The CDC does not define property, but in the context of this requirement it refers to the tax lot on which the development is proposed. The notice provisions require that notice include the map and tax lot number and the site address. The airport comprises several tax lots. Tax Lot 1550 is the tax lot subject to the application and the lot from which the 500-foot requirement was derived.

Staff position. Staff agrees that the property or properties subject to the application mean the tax lot on which the development occurs. The notice content requirements at CDC Section 12.70.050.F confirm that reading. The City has consistently applied the section this way, measuring the 500-foot radius from the perimeter of the tax lot on which development is proposed rather than from the full extent of a property owner's contiguous holdings.

The reading appellants advance would produce results the section cannot support. Under it, the notice area for any application at the Portland-Hillsboro Airport would extend 500 feet from the outer boundary of all Port holdings regardless of where on the airport the development occurs, so that a project at the northeast corner and a project at its southwest corner would generate identical mailing lists. The same reasoning would apply to any large landowner in the City. The reference to the 414.75-acre airport site in the caption of Order No. 8492 is descriptive of the site's context rather than a statement of the property subject to the application. Section 1 of the order, which is the operative grant, describes approval on approximately 13.70 acres on Tax Lot 1550.

Argument 2 asserts that the neighborhood meeting requirement at CDC Section 12.70.100.C.2 fails for the same reason. That section requires the applicant to provide mailed notice of the neighborhood meeting to the same notification radius the City requires for that application type. Because the City's radius was correctly derived, the neighborhood meeting radius derived from it was likewise correct. Argument 2 fails with Argument 1.

The broader argument advanced in testimony does not correspond to the code. Notice requirements are keyed to proximity to the physical development under review. They are not calibrated to the operational footprint of an approved use, and no provision of the CDC extends mailed notice on that basis.

Issue 2. Comprehensive plan policy and scope of review, CDC Section 12.01.130

Appellants' assertion. Barnes, Argument 3. The Planning Commission failed to apply CDC Section 12.01.130, which applies to all use or development of land or structures within the City limits. Appellants assert that a number of comprehensive plan policies are violated and that the Commission made no findings in response. Richmond raises a related argument that the proposal is inconsistent with the Hillsboro Airport Master Plan and the Hillsboro 2035 Community Plan.

What the record shows. Order No. 8492 recites that the Commission's review authority is limited to compliance with applicable CDC standards, and that questions regarding Comprehensive Plan policy interpretation, Metro Urban Growth Management Functional Plan compliance, or Oregon Revised Statutes unrelated to land use are outside the scope of this Development Review. The same position appears in the Key Considerations section of Supplemental Staff Report No. 4, which states that the Hillsboro 2035 Community Plan is the City's comprehensive plan and that its policies are implemented through the CDC.

CDC Section 12.01.130.A provides that all use or development of land or structures within the City limits shall comply with the Hillsboro Comprehensive Plan, the Hillsboro Municipal Code, and applicable regional, State, Federal and local laws. It further provides that determination of compliance with regional, State, Federal or local laws shall be made by the authority responsible for administering the subject law, and that such a determination

shall not be a standard or condition of approval. Subsection B provides that the provisions of the CDC shall be interpreted as minimum requirements.

Applicant's response. The applicant has not responded to this issue.

Staff position. The approval criteria for a Development Review are those set out at CDC Section 12.80.040.H. That section directs the Review Authority to make findings of fact that the enumerated criteria are satisfied. Comprehensive Plan consistency is not among them. Comprehensive Plan policies are implemented through the development standards of the CDC, and an application that satisfies those standards satisfies the policies as adopted and implemented. Further, there are applicable land use-related Oregon Revised Statutes that the Review Authority is required to apply to this application.

Staff acknowledges that the Commission's position on scope was stated as a conclusion rather than developed as a finding responding to Section 12.01.130. The order the Council adopts states a finding on the question directly.

Issue 3. Base zone standards and the ownership limitation, CDC Section 12.25.250.F

Appellant's assertion. The Planning Commission approved the application without making a finding that the proposed use satisfies the ownership limitation that makes it permissible in this zone.

CDC Section 12.25.250.F permits aircraft storage hangars in the I-P zone only on property owned by the Port of Portland at the Portland-Hillsboro Airport. Criterion 1 at CDC Section 12.80.040.H requires a finding that the proposal complies with all development standards of the base zone. The argument is that the Exhibit B finding for Criterion 1 addresses dimensional standards only, never reaches the ownership limitation, and that the applicant's narrative asserting the limitation in a single sentence is not a finding by the Review Authority.

The argument was raised by Michael Turk in written testimony received May 27, 2026 and transmitted to the Commission in Supplemental Staff Report No. 6. It is not stated as a ground in either appeal.

What the record shows. The Exhibit B finding for Criterion 1 addresses lot size, density, floor area ratio, lot dimensions and frontage, setbacks, building height, building coverage, and landscaping under Table 12.25.260-1. It does not address the limitation at Section 12.25.250.F. Turk asked the Commission to address all three of his items on the record before adopting any order. The May 27 minutes do not reflect that any of the three were taken up in deliberation. The underlying facts are not in dispute. The site is a leasehold on Port of Portland-owned property within the Portland-Hillsboro Airport, and the proposed use is aircraft storage hangars.

Applicant's response. The applicant has not responded to this issue.

Staff position. The finding is incomplete. The standard is met on the face of the record, but the order does not say so, and Criterion 1 requires that it be said. The order the Council adopts states a finding under Criterion 1 addressing the limitation at Section 12.50.270.F and concluding that it is satisfied. Staff notes that Turk raised this before the Commission voted.

Issue 4. Waste and recycling enclosure gate openings, CDC Section 12.50.270.D.2.b

Appellants' assertion. The waste and recycling enclosures do not meet the minimum gate opening width the code requires, and nothing in the code allows a narrower opening.

CDC Section 12.50.270.D.2.b requires hauler gate openings of at least 12 feet. The plans show narrower openings. The argument is that the standard states a minimum with no waiver available, that hauler agreement is not a basis for a reduced dimension, and that the finding relies on a condition deferring the question without citing CDC authority for an exception.

Richmond appeals on this basis. Michael Turk raised the same issue before the Planning Commission in written testimony received May 27, 2026.

What the record shows. CDC Section 12.50.270.D.2.b provides that gate openings which allow access to users and haulers shall be provided on all storage areas, and that gate openings for haulers shall be a minimum of 12 feet wide and capable of being secured in both closed and open positions. The standard applies to this development under Subsection B.1.c, which extends the section to all new construction subject to a Type II or III review procedure in an industrial zone.

The section contains no alternative compliance provision for gate opening width. The only place in Section 12.50.270 where the consent of a collection service operates as a compliance pathway is Subsection E, which exempts curbside collection from individual dwelling units in townhouse buildings containing five or more units. That exemption does not apply here.

Two exterior waste and recycling enclosures are proposed, one in each phase. The enclosure detail at Sheet C.4 A107 shows two bays, each dimensioned at 10 feet 0 inches, with gates swinging outward from corner and center posts. The detail labels a 12 percent sloped concrete slab in both bays, and carries applicant notes reading "Verify with MWAA hauler requirements at each bay" and "Verify with hauler requirements at the enclosure depth dimensions".

The Exhibit B finding for Section 12.50.270 states that gate opening widths are shown at less than the required 12-foot minimum, that the hauler has confirmed its trucks can service the site with the narrower openings, and that a condition of approval requires the applicant to document hauler confirmation of the alternate gate width at building permit. No such condition exists in Exhibit A. Condition 32 requires that plans show the trash

enclosure has a slope no greater than 3 percent, which addresses the grade deficiency and refers to a single enclosure where two are proposed. No condition addresses gate width.

The Exhibit B finding does not address two further standards in the same subsection. Subsection D.2.b also requires that gate openings be capable of being secured in both closed and open positions. Subsection D.3.c requires that the full length of the accessway to any enclosed or covered storage area provide at least 12 feet of horizontal clearance and 20 feet of vertical clearance.

Applicant's response. The applicant acknowledges that the requirement was not carried through as a condition of approval, states that it will meet the requirement at building permit stage, and states that it would welcome a condition of approval requiring compliance with the standard. CDC Section 12.70.120.B provides that an applicant may request a condition of approval, and that the condition is valid and enforceable when the applicant consents to it in writing or on the record. The applicant's July 30, 2026 letter is that consent.

Staff position. Staff does not defend the finding. Turk and Richmond are correct that CDC Section 12.50.270.D.2.b states a minimum with no exception mechanism, and that hauler confirmation does not satisfy it.

Staff acknowledges its own error. The purpose of the section at Subsection A is to assure functional and adequate space and access for efficient collection, and the standard is calibrated to expected hauler needs. Staff treated confirmation from the franchise hauler that the reduced width would function as satisfying that purpose, and therefore as satisfying the standard. It does not. Where the code intended a collection service's consent to substitute for compliance, it said so expressly and confined it to a circumstance not present here. Relief from the standard was available through the Adjustment process on application by the applicant. Staff had no authority to accept a reduced dimension outside that process in the course of plan review.

No Adjustment was requested and none was granted. The applicant did not seek relief from this standard, and the record's statements that the revised proposal contains no Major Adjustments remain accurate. What exists is an incorrect finding, not an unapproved deviation.

Two paths are available to the Council.

- **Compliance by condition.** The Council revises Condition 32 to require compliance with the location, design, and access standards of CDC Section 12.50.270.D at both enclosures. The applicant has stated it will meet the standard and would welcome the condition. No Adjustment is required because nothing is adjusted. Staff recommends this course.

- **Approval of a Major Adjustment.** The deviation is 2 feet, or 16.7 percent below the standard, which exceeds the 10 percent threshold for a Minor Adjustment at CDC Section 12.80.154.C.1. Relief was available through a Major Adjustment under CDC Section 12.80.156, which may be requested as part of a Type III Development Review application. The applicant did not request one. Staff recommends against this course. It requires a request the applicant has not made and has stated it does not want. Subsection B requires that Major Adjustments be clearly identified on all plans in the primary application, and they are not. And Subsection C.4 requires that the request include design features, such as the public benefit standards at CDC Section 12.50.900 or the habitat friendly practices at CDC Section 12.50.930, that compensate for the Adjustment or better meet the purpose of the standard being adjusted, which would reopen the compensating-benefit analysis that the May 2026 revision resolved by eliminating every requested Adjustment.

Issue 5. Second neighborhood meeting, CDC Section 12.70.100.D

Appellants' assertion. The project changed substantially after the neighborhood meeting was held, and no second neighborhood meeting was held before the revised application was submitted.

The October 29, 2025 neighborhood meeting addressed a proposal for six hangars on 13.14 acres with three Major Adjustments. The May 2026 revision changed all three of those elements. The argument is that this constitutes a substantial revision of major elements, that CDC Section 12.70.100.D therefore required a second meeting with new notice, that no second meeting appears anywhere in the record, and that Exhibit B does not address whether one was required.

Richmond appeals on this basis. Michael Turk raised the same argument before the Planning Commission in written testimony received May 27, 2026.

What the record shows. CDC Section 12.70.100.D requires a second neighborhood meeting with new notice, before a revised application is submitted, where a proposal is revised either by the addition of one or more tax lots or by the substantial revision of major elements as cited in paragraph C.3. The major elements listed at paragraph C.3 are the number and type of dwellings if applicable, proposed uses, street, lotting, and parking layouts, approximate building locations and heights, and approximate locations for open space and natural resource preservation.

The neighborhood meeting was held October 29, 2025 and its documentation is in the record as an exhibit to the application. No second neighborhood meeting was held. Exhibit B does not address whether one was required.

Applicant's response. The applicant has not responded to this issue.

Staff position. A second neighborhood meeting was not required. Whether a revision constitutes a substantial revision of major elements is a staff determination, and staff determines that this revision was not.

No tax lot was added. The leasehold expansion occurred entirely within Tax Lot 1550. The proposed use did not change. The proposed use and street, lotting and parking layouts did not change. The revision moved the development westward within the same leasehold, farther from NE Brookwood Parkway and farther from the properties whose owners received notice. Total building area decreased, anticipated aircraft decreased, and effective building height decreased. The building count changed because one previously proposed hangar was divided into two smaller buildings, not because a new building was added. Every requested deviation from the code was eliminated.

The revision also reduced the process the code would have required. Table 12.70.020-1 requires a neighborhood meeting for a Type III Development Review and requires none for a Type II Development Review. Had the revised proposal been processed under the procedure the code assigns it, no neighborhood meeting would have been required at all. A revision that reduces both the physical intensity of the proposal and the process the code would require of it is not a substantial revision of major elements within the meaning of Section 12.70.100.D.

The order the Council adopts states this determination as a finding, because Exhibit B is silent on it and the question was raised before the Commission voted.

Issue 6. Traffic, CDC Sections 12.80.040.H.7.a and 12.70.220

Appellants' assertion. Barnes, Argument 4. Whether the amount of traffic triggers the need for a Transportation Impact Analysis is not responsive to the criterion, and there is no evidence that the additional traffic that this development would generate can be safely and adequately accommodated. Richmond raises a related argument that staff waived a full traffic impact analysis.

What the record shows. The applicant submitted a trip generation memorandum, revised May 4, 2026, projecting a maximum of 32 vehicle trips in each of the morning and evening peak hours under a worst-case scenario assuming all aircraft active simultaneously. The threshold at CDC Section 12.70.220.A of 50 peak hour trips is based on vehicle trip generation, and the projection falls below it.

Transportation Systems Engineer Joseph Auth reviewed the revised memorandum and confirmed that no Transportation Impact Analysis was required, that all study intersections currently operate acceptably, and that they are projected to continue operating acceptably through a 2029 buildout year.

The Exhibit B finding at Criterion 7.a states that the trips do not trigger a traffic impact study, that site access connects directly to an existing traffic signal on NE Brookwood Parkway, and that an existing unsignalized driveway will be removed so that all site traffic

uses the signal. Conditions 4, 5, and 40 address sight distance certification, replacement of the unsignalized curb cut, and activation of the west leg of the signal as directed by Washington County. Conditions 2, 3, and 39 protect the corridor for a planned three-lane collector along the northern frontage.

Applicant's response. The trip generation memorandum demonstrates that projected trips do not trigger a study under Section 12.70.220.A, and the findings conclude that the functional capacity of NE Brookwood Parkway is retained. No requirement was waived as a matter of discretion; the threshold was not met. Traffic safety is addressed independently of the study threshold through Conditions 4, 5, and 40.

Staff position. Barnes is correct that the threshold determination and the approval criterion are different questions. Whether a study is required under Section 12.70.220.A does not by itself answer whether the transportation system can safely and adequately accommodate the development under Section 12.80.040.H.7.a.

The record addresses the criterion, but the finding leads with the threshold. Beyond that determination, the record contains an independent engineering review confirming acceptable intersection operation through 2029 buildout, the routing of all site traffic to an existing signalized intersection, the removal of the unsignalized curb cut, and conditions requiring sight distance certification and signal activation as directed by Washington County. The order the Council adopts rests the finding under Criterion 7.a on that evidence rather than on the study threshold.

Issue 7. Compatibility with surrounding development and land uses, CDC Section 12.80.040.H.7.d

Appellants' assertion. Barnes, Argument 5. The finding that surrounding development and land uses are industrial and aviation in character on all sides is factually incorrect, the finding of limited external impacts is not supported by evidence, and the analysis was inappropriately constrained to airfield activities to the west. Richmond asserts that the findings fail to consider the actual surrounding uses, which include a public library and other office buildings, and fail to consider the characteristics of the proposed use including jet characteristics, fueling facilities, and hangars. Richmond further asserts that increased intensity makes the development incompatible with residential land uses under the flight path, and identifies noise, jet blast, heat, fumes, and pollution as impacts the Commission failed to address.

What the record shows. The Exhibit B finding at Criterion 7.d states that surrounding uses are industrial and aviation in character on all sides, identifies 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, states that no residential uses or zones abut the leasehold, and concludes that operations are controlled-access with limited external impacts. The Hillsboro Brookwood Library is located across NE

Brookwood Parkway from the site. Supplemental Staff Report No. 4 states that the closest point of the library main entrance is approximately 475 feet from the nearest aircraft ramp area. The Exhibit B finding does not mention the library.

Applicant's response. Compatibility under Criterion 7.d is measured against surrounding and abutting land, not against residences located under a flight path. Aircraft in flight are the responsibility of the FAA and are not an operating characteristic of this development. The CDC definition of development enumerates physical, human-made changes to real estate, and aircraft takeoffs, landings, and taxiing are not physical alterations of real property. The applicant does not contend that operating characteristics is an empty phrase; it reaches on-site, ground-level attributes including controlled access, 24-hour operation, on-site fueling, ground support equipment movement, lighting, hours, on-site circulation and traffic, waste handling, and security, and the findings evaluate those attributes.

Staff position. Staff agrees that the criterion measures the proposed development against surrounding and abutting land uses, and that aircraft in flight are outside the reach of the CDC.

Staff does not defend the finding as written. The characterization that surrounding uses are industrial and aviation in character on all sides is broader than the record supports. The Brookwood Library sits across NE Brookwood Parkway, approximately 475 feet from the nearest ramp area, and staff addressed the library at length in Supplemental Staff Report No. 4. The finding should have accounted for it and did not.

Staff also corrects an error in its own response at the May 27 hearing.

The Brookwood Library occupies a building that was constructed and used as an office, a use permitted outright in the M-P Industrial Park zone under Zoning Ordinance No. 1945, Section 65(3). The City purchased the building and received Development Review approval for the remodel on March 28, 2007 under Case File No. DR-012-07, approved administratively by the Planning Department. The City then occupied the building as a library. A library is a public service use, also permitted outright under Section 65(4). Libraries were not among the conditional uses listed at Section 65A. No conditional use approval was required for either the prior office use or the library use, and none was obtained. The property was zoned M-P Industrial Park in 2007 and is zoned I-P Industrial Park today. M-P is the predecessor designation to I-P; the property has not been rezoned.

At the May 27, 2026 hearing, staff responded to a Commissioner question regarding compatibility between the proposed aviation use and the library by stating that the library was approved as a conditional use and therefore carried the burden of demonstrating compatibility with surrounding industrial and aviation uses. That response applied the use classifications in the Community Development Code as they exist today rather than the

zoning in effect when the library was approved. It was incorrect. Staff corrects it here.

The correction does not alter the conclusion under CDC Section 12.80.040.H.7.d. The compatibility analysis under that criterion runs in one direction only, evaluating the proposed development against surrounding development and land uses. Nothing in the criterion assigns a burden to an existing use, whether that use was permitted outright or approved conditionally.

The order the Council adopts states a finding under Criterion 7.d that identifies the Brookwood Library among the surrounding uses, states its distance from the nearest ramp area, and addresses compatibility with it directly, including the landscaped front yard, the berms along the NE Brookwood Parkway frontage, the separation between parkway paving and the nearest on-site vehicle area, and the masonry wall required by Condition 45.

Issue 8. Negative impacts, CDC Section 12.80.040.H.7.e, and Condition 45

This is the central issue in both appeals.

Appellants' assertion. Richmond asserts that the Commission acknowledged during the final motion to approve that Section 12.80.040.H.7.e was not satisfied, that approval cannot be granted unless all applicable criteria are met, that the negative impacts are not sufficiently minimized or mitigated even with the added condition, and that the written order is incomplete because the finding contained in the motion does not appear in it. Richmond further asserts that the condition was added after public testimony closed with no opportunity for comment on the feasibility, safety, or regulatory compliance of the wall, and that Condition 45 is inadequate. Barnes, Argument 6, asserts that 24-hour access-controlled operation imposes no functional limit on the intensity of the use or its impacts, and that an aircraft housed at the development could make multiple flights per day without constraint.

What the record shows. The approved May 27, 2026 minutes record the motion set out in Section V of this report. Richmond's transcription of the motion is substantively accurate. The Exhibit B finding at Criterion 7.e states that the site is surrounded by industrial and aviation uses where impacts to sensitive uses are not a concern, addresses exterior lighting, screening of utilitarian features, and removal of the existing curb cut, and concludes that the criterion is met. It does not contain the finding the Commission voted to add. It does not mention noise from aircraft movement on the site, the wall, or Condition 45.

Condition 45 requires that plans show a masonry wall six feet in height replacing the fence between the eastern edge of Hangar 5 and the southeast corner of Hangar 1. Staff has confirmed that Condition 45 accurately implements the motion. The condition replaces an existing fence that begins at the southeast corner of Hangar 5, runs northeast along a portion of the NE Brookwood Parkway frontage, turns north, crosses the gated vehicular

entrance, and terminates at the southeast corner of Hangar 1. The site entrance referenced in the motion is a point along that alignment rather than a terminus. The condition and the motion describe the same wall in the same location.

Applicant's response. The adopted written findings are the decision, and they find Criterion 7.e met. Remarks made in the course of deliberation are not the decision, and a written order is not required to transcribe every deliberative statement.

Staff position. Staff does not adopt the applicant's response on this issue.

The language at issue is not a deliberative remark. It is the operative text of the motion, seconded and adopted by vote. The Commission voted to approve the application with an additional finding under Criterion 7.e and with a condition to address what that finding identified. Exhibit A carries the condition. Exhibit B does not carry the finding. The written order does not reflect what the Commission adopted.

Richmond is correct that the written order is incomplete in this respect. She is correct in a second respect she did not raise. As stated in Section V, Exhibits C and D were not attached to the order as issued.

Staff does not agree that either deficiency defeats approval. Richmond is correct that approval requires all applicable criteria to be satisfied. The Commission's motion does not conflict with that requirement. CDC Section 12.70.120.A provides that conditions of approval are imposed to ensure that a proposal complies with the relevant approval criteria and the relevant standards of the Code, and to mitigate the impacts of the development. Subsection A.2.b lists screening or fencing among the conditions available on a Type III application. The Commission found that impacts were not sufficiently minimized as the application then stood, imposed Condition 45 to minimize them, and approved on that basis. Read as a whole, the motion approves the application as conditioned, not despite an unmet criterion. What the order fails to do is state that reasoning in writing.

Whether Condition 45 in fact sufficiently minimizes the impacts the Commission identified is a question for the Council to decide on this record. Staff's position is that it does, for the reasons stated in the recommended finding under Criterion 7.e. Richmond asserts otherwise and may present evidence and argument on the point. Because this hearing is de novo, the Council is not confined to the evidence the Commission had when it imposed the condition.

The order the Council adopts states a finding under Criterion 7.e that identifies the impact the Commission identified, being noise and visual impact from aircraft movement within the site along its most open street-facing edge, states that Condition 45 addresses that impact, and concludes that the criterion is met as conditioned.

On Richmond's assertion that the condition was imposed without opportunity for comment, this hearing is de novo. Any party may submit evidence and argument on the feasibility, safety, and regulatory compliance of the wall, and on whether it sufficiently minimizes the impacts identified. That opportunity is available to all parties on August 18.

On Barnes Argument 6, the Commission reached the same concern the argument identifies and responded to it with Condition 45. Whether the condition suffices will properly be decided by the Council.

Issue 9. Record completeness and public availability

Appellants' assertion. Richmond asserts that multiple days of public testimony are missing from the record, and that the timing of the release of public comments did not allow Commissioners to have adequate time to review written testimony, with no adjustment to the schedule. Richmond identifies four items as not in the record and/or not appearing on the publicly available Planning Commission meeting page: (1) written testimony submitted April 7, 2026 and May 26, 2026; (2) an applicant submittal from May 4, 2026; (3) the FAA Final Hillsboro Airport Documented Categorical Exclusion; and (4) the FAA decision page stamped received by the City on April 8, 2026.

Richmond further asserts that the FAA decision page was submitted by the applicant but not made available to the public during the proceedings, that the underlying Categorical Exclusion was never provided to the Commission or the public, that a public records request submitted May 15, 2026 was fulfilled by the Port of Portland on June 3, 2026, and that 140 pages had been withheld. She asserts this was inconsistent with CDC Section 12.70.010.A.2, and that the City failed to exercise its authority under CDC Section 12.70.110.D.8.d to require additional technical reports.

What the record shows. Four items of testimony received April 7, 2026 are in the record at Supplemental Staff Report No. 1. Approximately thirty items received May 26, 2026 are in the record, distributed between the compilation of testimony received May 22 through May 26 provided to the Commission at the May 27 hearing and Supplemental Staff Report No. 6. The applicant's revised application is in the record as an attachment to Supplemental Staff Report No. 4. The FAA decision, signed March 6, 2026 and received April 8, 2026, is in the record. The full Documented Categorical Exclusion was not in the Planning Commission record. It is in the record before the Council, submitted as testimony by an appellant.

Testimony received between May 16 and May 27, 2026 reached the Commission in three packets. Supplemental Staff Report No. 5, dated May 27, transmits testimony received May 16 through May 25. Supplemental Staff Report No. 6, dated May 27, transmits testimony received May 24 through May 27. The compilation of testimony received May 22 through May 26 was provided to the Commission at the hearing. The hearing was held May 27, 2026. Each supplemental staff report was posted to the public meeting page on the date it bears.

CDC Section 12.70.010.A.2 states that a purpose of the procedures subchapter is to enable the public to effectively participate in the local decision-making process. CDC Section 12.70.110.D.8 provides that within 14 days after the submittal of an application the Director may require an applicant to submit additional technical reports upon a determination that one of four circumstances is present, including at subparagraph d that the proposal would likely result in significant adverse impacts with respect to noise, toxic or noxious matter, vibrations, odors, heat, glare, air pollution, wastes or other objectionable effects. The Categorical Exclusion application was submitted December 1, 2025. That period closed in mid-December 2025, before notice was mailed on March 4, 2026 and before any public testimony was received.

Applicant's response. The applicant has not responded to this issue.

Staff position. Three of the four items Richmond identifies were in the Planning Commission record. Only the full Documented Categorical Exclusion was not, and it is now before the Council.

Staff does not treat that as disposing of the issue. Richmond's assertion is framed in the alternative, and her stated harm is the inability to review and respond to the alleged missing items during the proceedings. That harm does not depend on an item being absent from the record. It depends on when the item became available.

On that question, staff acknowledges the compression. Testimony received over an eleven-day span reached the Commission on the day of the hearing, across three separate packets, two of them dated May 27 and one distributed at the hearing. The FAA decision page likewise entered the record on the day of the April 8 hearing. Whether Commissioners had adequate time to review the decision, and whether parties had a practical opportunity to respond to it, are fair questions and staff does not dispute that the schedule made both difficult.

The volume of testimony rose sharply in the final two weeks. The supplemental report process exists to move late testimony into the record rather than exclude it. The alternative to a same-day packet is not an earlier packet. It is testimony that does not reach the Commission at all. That is a reason for the compression, not a cure for it.

The remedy is the hearing now before the Council. This appeal is de novo. Every document identified by the appellants is available to be reviewed and responded to on a schedule that provides notice and time, and any party may submit new evidence that was not before the Commission at all. The procedural deficiency the appellants identify is one the de novo hearing is designed to correct, and the Council's grant of a de novo hearing on both appeals reflects that.

On CDC Section 12.70.110.D.8.d, the authority to require additional technical reports is discretionary and is exercisable within 14 days after submittal of the application.

The Documented Categorical Exclusion is a determination made by the Federal Aviation Administration on an application submitted by the Port of Portland under the National Environmental Policy Act. It is not an approval criterion under the CDC. Richmond's assertion that responses in the application were inaccurate or misleading is a challenge to a federal agency determination and to a Port submittal, and it is not resolved in this proceeding.

Issue 10. CDC Section 12.80.040.H.7.f

Appellants' assertion. Richmond asserts that a subsection (f), addressing unreasonable impacts on surrounding properties, exists at CDC Section 12.80.040.H.7 and that no findings address it.

What the record shows. The additional criteria for non-residential applications at CDC Section 12.80.040.H.7 consist of subparagraphs a through e. There is no subparagraph f.

Applicant's response. The applicant has not responded to this issue.

Staff position. The argument fails on its premise. No findings are required under a subsection that does not exist. Staff notes that the substance Richmond describes, unreasonable impacts on surrounding properties, is addressed by Criteria 7.d and 7.e, both of which are before the Council.

VI. RECOMMENDATION

Planning Division staff recommends that the City Council deny APPEAL-001-26 and APPEAL-002-26, affirm the decision under appeal with the changes described below, and adopt an order containing the Council's findings of fact, conclusions, and conditions of approval. Staff recommends that the Council affirm with the following changes.

Findings.

The order adopted by the Council states the Council's own findings of fact on each applicable approval criterion. Those findings differ from the findings at Exhibit B to Order No. 8492 in the following respects.

- Criterion 1 addresses the limitation on aviation uses at CDC Section 12.25.250.F and concludes that the limitation is satisfied because the leasehold is located on property owned by the Port of Portland at the Portland-Hillsboro Airport.
- Criterion 4 concludes that the standards of CDC Section 12.50.270 are met as conditioned and does not rely on hauler confirmation as satisfying the gate opening width standard at Section 12.50.270.D.2.b.
- Criterion 7.a concludes that the transportation system can safely and adequately accommodate the proposed development based on the evidence of intersection operation, site access, and the conditions requiring sight distance certification, removal of the existing unsignalized curb cut, and signal activation, rather than on the determination that a Transportation Impact Analysis was not required.

- Criterion 7.d identifies the Hillsboro Brookwood Library among the surrounding land uses, states its distance from the nearest aircraft ramp area, and addresses compatibility with it directly.
- Criterion 7.e states the negative impact identified by the Planning Commission, being noise and visual impact from aircraft movement within the site along its most open street-facing edge, states that Condition 45 addresses that impact, and concludes that the criterion is met as conditioned. This finding gives written effect to the additional finding contained in the Planning Commission's motion of May 27, 2026.
- Procedural findings address the notice radius at CDC Section 12.70.050.F.1.c and the neighborhood meeting requirements at CDC Section 12.70.100.
- A finding addresses CDC Section 12.01.130 and the scope of the approval criteria for a Development Review, concluding that the applicable approval criteria are those at CDC Section 12.80.040.H and that Comprehensive Plan policies are implemented through the development standards of the CDC.

Conditions.

CDC Section 12.70.120.G.1 provides that modification of conditions of approval may be sought upon appeal of the original application pursuant to Subsection 12.70.180.E. Condition 32 is revised to read as follows.

Prior to issuance of the Private Utility Permit, plans shall show that each waste and recycling enclosure complies with the location, design, and access standards of CDC Section 12.50.270.D, including approach drives and storage areas paved at a slope no greater than 3 percent, hauler gate openings of not less than 12 feet in width capable of being secured in both closed and open positions, and an accessway providing not less than 12 feet horizontal clearance and 20 feet vertical clearance for its full length. Compliance to be verified by the Planning Division.

All other conditions of approval, including Condition 45, are carried forward without change.

Exhibits.

The order includes each exhibit recited within it.

Attachments:**A. Site Plans**

- Revised Site Plan
- Original Site Plan

B. Draft City Council Order

- Exhibit A Conditions of Approval

- Exhibit B Findings of Fact
- Exhibit C Tax Map
- Exhibit D Partial Plan Set

C. Land Use Appeal Application, APPEAL-001-26, Barnes et al., June 17, 2026

- Application Form
 - Appellant Details, Miki Barnes
 - Appellant Details, Trevor Southard
 - Appellant Details, Linda Howey
 - Appellant Details, Karna Sheth
 - Appellant Details, Blaine Ackley
 - Appellant Details, Helen Krieger
 - Appellant Details, Greg Driscoll
 - Appellant Details, David Barnes
 - Appellant Details, Christopher Bockstahler
- Notice of Appeal Supplemental Statement, Attachment A
- Testimony, Attachment B

D. Land Use Appeal Application, APPEAL-002-26, Richmond et al., June 17, 2026

- Application Form
 - Appellant Details, Sarah Richmond
 - Appellant Details, Brett Hamilton
 - Appellant Details, Valerie Pratt
- Narrative with Email and Testimony, Ex A
- Emails, Ex B-1, Attachment C
- Formal Objection, Dirk Knudsen, April 7, 2026, Ex B-2

E. Appellant and Applicant Testimony

- Letter from Steven P. Hultberg, Radler White Parks & Alexander LLP, on behalf of the applicant, July 30, 2026
- FAA Final Hillsboro Airport Documented Categorical Exclusion, Port of Portland, February 26, 2026, transmitted by Brett Hamilton, July 29, 2026
- Email from Brett Hamilton, July 28, 2026, with attachment

F. Testimony Received After Appeal Public Notice

- Email from Ashley Mead, received July 30, 2026
- Email from Amy King, received July 30, 2026
- Email from Leslie Logan, received July 30, 2026
- Email from Nancy Post, received July 30, 2026
- Email from Joyce Herres, received July 30, 2026
- Email from Liesl Sieger, received July 30, 2026, with attachment
 - Article, KGW, Hillsboro Airport leads in close calls, safety risks on runways in the Northwest, by Evan Watson, published June 1, 2023
- Email from Liesl Sieger, received July 30, 2026

- Email from Todd and Meg Griswold, received July 30, 2026
- Email from Jennifer S. Moore, received July 30, 2026
- Email from Grace Backen, received July 30, 2026
- Email from Michael E. Turk, received July 30, 2026
- Email from Susanne Domhan, received July 30, 2026
- Email from Addison L. Price, received July 30, 2026
- Email from Suzanne Kailasam, received July 29, 2026
- Email from Chantay Glanville, received July 29, 2026
- Email from Justine Ellis, received July 29, 2026
- Email from Mindy Haroon, received July 29, 2026
- Email from Nadia Hasan, received July 29, 2026
- Email from Richard Green, received July 29, 2026
- Email from Marilyn Arp, received July 29, 2026
- Email from Kayla Neely, received July 29, 2026
- Email from Adam Guerechit, received July 29, 2026
- Email from Ayush Malakar, received July 29, 2026
- Email from Shawna Bodio, received July 29, 2026
- Email from Flemming Andersen, received July 29, 2026
- Email from Sofia Hussain, received July 29, 2026
- Email from Colleen Larson, received July 29, 2026
- Email from Jim Bodio, received July 29, 2026
- Email from Scott Carpenter, received July 29, 2026
- Email from James Martin, received July 29, 2026
- Email from Heather Long, received July 29, 2026
- Email from Unnamed Person (jlarnes63), received July 29, 2026
- Email from Kevin Bodtker, received July 29, 2026
- Email from Tressa Kovachevich, received July 29, 2026
- Email from Erin Robbins, received July 29, 2026
- Email from William and Jeannie Sully, received July 29, 2026
- Email from Sheila Christensen, received July 29, 2026
- Email from Eric Westby, received July 29, 2026
- Email from Hernandez Family, received July 29, 2026
- Email from Valerie Peterson-Barnes, received July 29, 2026
- Email from Scott and Tracey Etzel, received July 29, 2026, with attachment
 - Comments, Scott and Tracey Etzel
- Email from Peter Buck, received July 29, 2026
- Email from Anastasiia Prystinska, received July 29, 2026
- Email from Max Kaliberda, received July 29, 2026
- Email from Matthew Reynolds, received July 29, 2026
- Email from Cynthia Westby, received July 29, 2026
- Email from Kathie Brown, received July 29, 2026
- Email from Atharva Deepak, received July 29, 2026
- Email from Given Harrison, received July 29, 2026
- Email from Carol Miller, received July 29, 2026

- Email from John E. Bartley, III, received July 29, 2026
- Email from Kathryn Carlson, received July 29, 2026
- Email from Atharva Deepak, received July 29, 2026
- Email from Paul Kohnhorst, received July 29, 2026, with attachment
 - Public Comment, Paul Kohnhorst
- Email from Frank Hiebel, received July 29, 2026
- Email from Ryan Surface, received July 29, 2026
- Email from Vladimir Grachev, received July 28, 2026
- Email from Deborah Curtis, received July 28, 2026
- Email from Anita Hiebel, received July 28, 2026
- Email from Sally Hildebran, received July 28, 2026
- Email from Lorne Dyke, received July 28, 2026, with attachment
- Email from Leza Sands, received July 28, 2026
- Email from Cody Gradone, received July 28, 2026
- Email from Tracy Schlanser, received July 28, 2026, with attachment
- Email from Ashlee Peters, received July 28, 2026
- Email from Judy Sell, received July 28, 2026
- Email from Jason Woodcock, received July 28, 2026
- Email from Heather Ferrin-Myers, received July 28, 2026
- Email from Ryan T. Maas, received July 28, 2026
- Email from Warren D. Shields, received July 28, 2026
- Email from Teresa T. Goodell, received July 28, 2026
- Email from Kristy and Marshall Hewitt, received July 28, 2026
- Email from Dustin Cole, received July 28, 2026
- Email from Tracy Schulz, received July 28, 2026, with attachment
- Email from Unnamed Person (dhnicoemus), received July 28, 2026
- Email from Bruce Klein, received July 28, 2026
- Email from Elena Gart, received July 28, 2026
- Email from Emma Piccillo, received July 28, 2026
- Email from Barbara Olvera, received July 28, 2026
- Email from Andrew and Kirsten Losli, received July 28, 2026
- Email from Rick Cummings, received July 28, 2026
- Email from Hazen Hyland, received July 28, 2026
- Contact the Mayor and/or City Council form submission from Rebecca Lofthouse, received July 13, 2026
- Contact the Mayor and/or City Council form submission from Theresa Baird, received July 13, 2026
- Contact the Mayor and/or City Council form submission from Christian Robertson, received July 10, 2026
- Contact the Mayor and/or City Council form submission from Patrick Snow, received July 8, 2026
- Email from Jerrod Hill, received July 7, 2026
- Email from Vern Pursley, received July 7, 2026

G. Testimony Received After the Planning Commission Decision

- Email from Scott Hewitt, received June 8, 2026
- Contact the City Manager's Office form submission from Scott Hewitt, received June 7, 2026
- Contact the Mayor and/or City Council form submission from Mary Hewitt, received June 5, 2026
- Contact the Mayor and/or City Council form submission from Christian Robertson, received June 5, 2026
- Email from Donna K. Urban, received June 2, 2026
- Email from Sarah Richmond, received June 2, 2026, with attachments
 - Procedural Concern, DEQ, May 26, 2026
 - Procedural Concern, Washington County, May 26, 2026
 - City Attorney Response, May 26, 2026
 - Procedural Concern, DLCD, May 26, 2026
- Letter from Andrea Moore, with petition signature pages, received June 2, 2026
- Email from Joseph Gillis, received May 28, 2026
- Email from Nicole Adams, received May 27, 2026

H. Planning Commission Record

- Table of Contents
- Materials

cc: Applicant

Emily Sandy, Strata Land Use Planning

David Annin, Sky Harbour

Steven P. Hultberg, Radler White Parks Alexander Attorneys at Law, LLP

Appellants, APPEAL-001-26, Barnes et al.

Miki Barnes

Trevor Southard

Linda Howey

Karna Sheth

Blaine Ackley

Helen Krieger

Greg Driscoll

David Barnes

Christopher Bockstahler

Appellants, APPEAL-002-26, Richmond et al.

Sarah Richmond

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Michael E. Turk
Susanne Domhan
Addison L. Price
Suzanne Kailasam
Chantay Glanville
Justine Ellis
Mindy Haroon
Nadia Hasan
Richard Green
Marilyn Arp
Kayla Neely
Adam Guerechit
Ayush Malakar
Shawna Bodio
Flemming Andersen
Sofia Hussain
Colleen Larson
Jim Bodio
Scott Carpenter
James Martin
Heather Long
Unnamed Person (jlarnes63)
Kevin Bodtker
Tressa Kovachevich
Erin Robbins
William and Jeannie Sully
Sheila Christensen
Eric Westby
Hernandez Family
Valerie Peterson-Barnes
Scott and Tracey Etzel
Peter Buck
Anastasiia Prystinska
Max Kaliberda
Matthew Reynolds

Cynthia Westby
Kathie Brown
Atharva Deepak
Given Harrison
Carol Miller
John E. Bartley, III
Kathryn Carlson
Paul Kohnhorst
Frank Hiebel
Ryan Surface
Vladimir Grachev
Deborah Curtis
Anita Hiebel
Sally Hildebran
Lorne Dyke
Leza Sands
Cody Gradone
Tracy Schlanser
Ashlee Peters
Judy Sell
Jason Woodcock
Heather Ferrin-Myers
Ryan T. Maas
Warren D. Shields
Teresa T. Goodell
Kristy and Marshall Hewitt
Dustin Cole
Tracy Schulz
Unnamed Person (dhnicodemus)
Bruce Klein
Elena Gart
Emma Piccillo
Barbara Olvera
Andrew and Kirsten Losli
Rick Cummings
Hazen Hyland
Rebecca Lofthouse
Theresa Baird
Christian Robertson
Patrick Snow
Jerrod Hill
Vern Pursley

Testimony Received After the Planning Commission Decision

Scott Hewitt

Mary Hewitt

Donna K. Urban

Andrea Moore

Joseph Gillis

Nicole Adams

SKY HARBOUR HILLSBORO (HIO)

SEAL/SIGNATURE:

PRELIMINARY
NOT TO BE USED FOR REGULATORY APPROVAL,
PERMITTING, OR CONSTRUCTION

REVISIONS:

Attachment A

PROJECT NUMBER:

ISSUE DATE: 05/01/2026

SHEET NAME:

OVERALL SITE PLAN

SHEET:

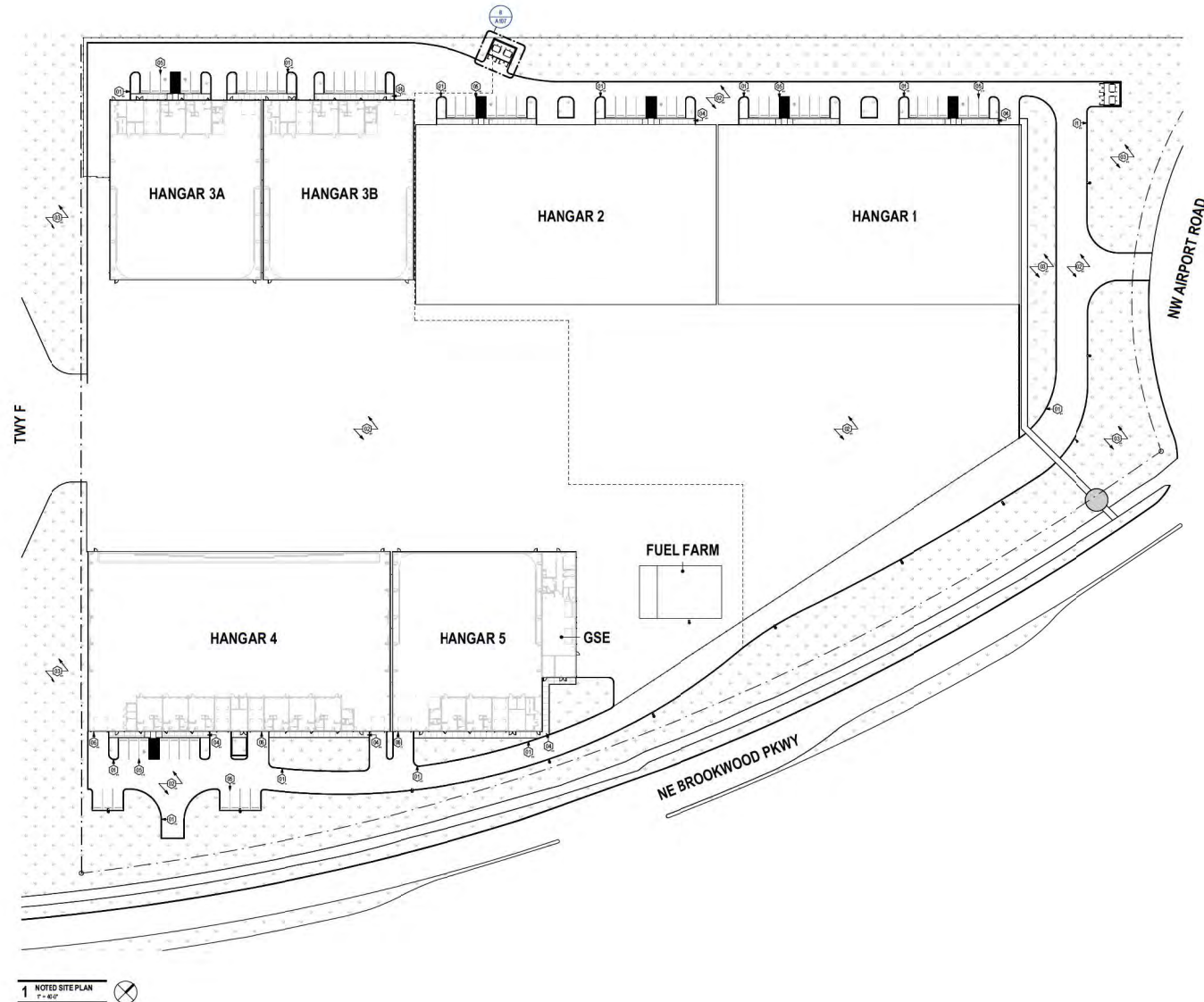
PT001

Revised Site Plan



Original Site Plan

SITE PLAN KEYNOTES	
#	NOTE
01	CONCRETE CURB. REF: CIVIL
02	PAVING. REF: CIVIL
03	LANDSCAPING. REF: LANDSCAPE
04	CONCRETE SIDEWALK. REF: SITE DETAILS
05	4" WHITE PARKING STRIPE. TYP. UNO
06	6" DIAMETER CONCRETE FILLED STEEL PIPE BOLLARD PRIMED AND PAINTED WITH TOP GARD CAP. REF: SITE DETAILS

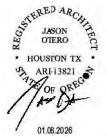


1 NOTED SITE PLAN
1" = 40'

PROJECT:
SKY HARBOUR
HILLSBORO - PHASE 1

PROJECT ADDRESS:
3355 NE CORNELL RD
HILLSBORO, OR 97124

SEAL/SIGNATURE:



ISSUE HISTORY:		
DATE	DELTA	DESCRIPTION

PROJECT NUMBER: LA2500
ISSUE DATE: 01.08.2026
SHEET NAME:
NOTED SITE PLAN

SHEET:
A102

ORDER NO. 36

APPEAL-001-26 AND APPEAL-002-26
DR-044-25 SKY HARBOUR HANGARS

AN ORDER DENYING TWO APPEALS AND AFFIRMING PLANNING COMMISSION ORDER NO. 8492 APPROVING A DEVELOPMENT REVIEW FOR AIRPLANE HANGARS 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 applicant 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, 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 adopted Order No. 8492 approving the application subject to the conditions contained in Exhibit A to that Order; and

WHEREAS, the Notice of Decision was mailed on June 2, 2026, and the Planning Commission decision became final for purposes of appeal on that date pursuant to CDC Section 12.70.180; and

WHEREAS, on June 17, 2026, Miki Barnes filed a Notice of Appeal of Order No. 8492, assigned Case File No. APPEAL-001-26, joined by Trevor Southard, Linda Howey, Karna Sheth, Blaine Ackley, Helen J. Krieger, Greg Driscoll, David Barnes, and Christopher Bockstahler; and

WHEREAS, on June 17, 2026, Sarah Richmond, Brett Hamilton, and Valerie Pratt filed a Notice of Appeal of Order No. 8492, assigned Case File No. APPEAL-002-26; and

WHEREAS, both Notices of Appeal were filed within the fifteen-day appeal period established by CDC Section 12.70.180 and the Notice of Decision; and

WHEREAS, the appellants in APPEAL-001-26 requested review on the record and the appellants in APPEAL-002-26 requested review de novo, and the City Council, applying the criteria in CDC Section 12.70.180.H.4, determined that both appeals would be heard de novo; and

WHEREAS, notice of the appeal public hearing was mailed on July 28, 2026, in accordance with CDC Sections 12.70.040, 12.70.050, and 12.70.060; and

WHEREAS, the City Council held a public hearing on the two appeals on August 18, 2026, at which the appellants, the applicant, and members of the public were afforded an opportunity to be heard, and at which the Council received and considered the Planning Commission record, the staff report and its attachments, and all testimony and evidence submitted; and

WHEREAS, the City Council'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, having considered each assignment of error raised in the two appeals, the City Council finds that the proposal meets the Community Development Code approval criteria for Development Review and that the appellants have not demonstrated error in the Planning Commission's decision.

NOW, THEREFORE, THE CITY OF HILLSBORO ORDERS AS FOLLOWS:

Section 1. The appeal in Case File No. APPEAL-001-26 is denied.

Section 2. The appeal in Case File No. APPEAL-002-26 is denied.

Section 3. Based on the testimony and record, the City Council affirms Planning Commission Order No. 8492 and grants Development Review approval 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 4. The City Council 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, each readopted as amended by the City Council and attached to and made a part of this Order.

Section 5. This Order takes effect following its passage and approval by the Mayor.

Approved by the Council on this 18th day of August, 2026.

Beach Pace, Mayor

ATTEST: _____
Aubrey Minear, City Recorder

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 each waste and recycling enclosure complies with the location, design, and access standards of CDC Section 12.50.270.D, including approach drives and storage areas paved at a slope no greater than 3 percent, hauler gate openings of not less than 12 feet in width capable of being secured in both closed and open positions, and an accessway providing not less than 12 feet horizontal clearance and 20 feet vertical clearance for its full length. ~~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

Italicized language within findings is new language.

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 leasehold was originally proposed at approximately 13.14 acres. The revised application increased the leasehold to approximately 13.70 acres. Documents in the record predating the revised application, including the March 4, 2026 public notice and the applicant's traffic memoranda, describe the earlier leasehold area.

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, *April 8, 2026*, May 6, 2026, May 20, 2026, and *May 27, 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.

Use. CDC Section 12.25.250.F permits Aviation Uses in the I-P zone on property owned by the Port of Portland at the Portland-Hillsboro Airport. The leasehold is located on Port of Portland-owned property within the Portland-Hillsboro Airport and is identified as a portion of Tax Lot 1550 on Washington County Assessor's Tax Map 1N2-28. The proposed private aircraft hangar campus is an Aviation Use. This standard is met.

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. *A condition of approval requires a masonry wall six feet in height replacing the fence between the eastern edge of Hangar 5 and the southeast corner of Hangar 1. The wall does not exceed the 8-foot maximum for commercial and industrial zones. Masonry is not a restricted material in the I-P zone.* 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 subject to the condition of approval.

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.

The Port of Portland's HIO Master Plan and the City's Transportation System Plan identify a future Commercial & Industrial Collector extending NE Springer Street east to the NE Brookwood Parkway signal at the Hillsboro Brookwood Library, TSP Project 22-005b. The existing paved private driveway along the northern frontage of the leasehold lies within that corridor. Two conditions of approval protect it. 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 that plans show a slope no greater than 3 percent prior to issuance of the Private Utility Permit.*

Gate opening widths are shown at less than the 12-foot minimum required by CDC Section 12.50.270.D.2.b. A condition of approval requires that plans show gate openings meeting the 12-foot minimum width prior to issuance of the 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 leasehold abuts the airport taxiway and airfield to the west, other Port of Portland property zoned I-P to the north and south, including existing private aircraft hangars, and NE Brookwood Parkway to the east. No residential uses or zones abut the leasehold.*

Across NE Brookwood Parkway to the east is the Hillsboro Brookwood Library, together with industrial and business park development. The library was approved in 2007 as a Public Service use permitted in the M-P Industrial Park zone, the zone then applicable to that property. The Portland-Hillsboro Airport was an established use at that time. Public Service uses are permitted in industrial zones, and the library's siting reflects a decision to locate a permitted public use across an arterial street from an operating airport.

The proposed private aircraft storage use is consistent in scale, massing, and operational character with existing hangar development at the Portland-Hillsboro Airport. The leasehold is separated from the library by the NE Brookwood Parkway right-of-way. A condition of approval requires a masonry wall six feet in height along the eastern edge of the site, which addresses ground-level aircraft movement at the street-facing edge. This criterion is met.

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

Finding: *Aircraft movement on the site generates noise at the eastern edge of the leasehold, which is the most open street-facing portion of the site and faces NE Brookwood Parkway and the Hillsboro Brookwood Library across the parkway. The applicant's proposal relied on a chain link security fence along that edge, which provides no attenuation. The negative impacts of the development at that edge were not sufficiently minimized or mitigated by the proposal as submitted. A condition of approval requires a masonry wall six feet in height replacing the fence between the eastern edge of Hangar 5 and the southeast corner of Hangar 1. The wall provides a solid barrier along the street-facing edge of the site, containing noise and visual impacts from ground-level aircraft movement within the site and directing them*

toward the taxiway. Masonry is required rather than a lighter material because the barrier is subject to jet blast during taxiing. 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. With the condition of approval requiring the masonry wall, the negative impacts of the development have been sufficiently minimized or mitigated. 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.



To: Ruth Klein, Senior Planner

From: Joseph Auth, PE – Principal Engineer

Date: March 18, 2026

Re: Case File DR-44-25: Sky Harbour Hangars
Transportation Systems Division's Findings



This memorandum provides the background about the unnamed collector and the reason why the City is not requiring our normal conditions of approval about the unnamed collector.

The Port of Portland prepared and completed a HIO (Hillsboro Airport) Master Plan Update¹ in March of 2020. In this update, the Port of Portland proposed a public road with utilities connecting the eastern end of NE Springer Street to the traffic signal on NE Brookwood Parkway at the Hillsboro Brookwood Library intersection as shown in cyan in Figure 1. The intent on providing the road is to “provide potential non-aviation development opportunities that would generate airport operating revenue for HIO.” The project description of the road from the HIO Master Plan Update is listed in Figure 2.



Figure 1: Preferred Airport Alternative from HIO Master Plan Update

Project #1: Extend Springer Street to Brookwood Parkway

Description: The next phase of the non-aviation industrial park development in the Evergreen Subarea continues by extending NE Springer Street to the existing intersection at NE Brookwood Parkway. The street will be constructed to satisfy City of Hillsboro standards, including pedestrian and bicycle infrastructure. Utility corridors will be provided to meet the expected requirements of industrial uses.

Cost Estimate: \$4,997,000

Funding Eligibility: Not eligible for FAA funding.

Figure 2: Project Description from HIO Master Plan Update

¹ HIO Master Plan Update: <https://www.portofportland.com/HIO/Masterplan>

As working partners, the City adopted the proposed road in the City's Transportation System Plan (TSP)² in March of 2022 as a "Commercial & Industrial Collector". City placed a collector classification for the proposed roadway since it connected two arterials: NE Evergreen Road and NE Brookwood Parkway. The collector classification also allows the opportunity for developers to receive Transportation Development Tax credits for constructing segments of the roadway. The TSP Project ID for the future collector is 22-005b. The project description can be seen in Figure 3.

TSP ID	Project Name	Start	End	Project Description
22-005b	NE Springer St Extension	End of existing segment	Brookwood	Extend three-lane road to signalized intersection at Brookwood Library; see HIO Master Plan

Figure 3: Project Description from City of Hillsboro's Transportation System Plan

After the pre-application meeting in April of 2025, the Port of Portland has expressed a possibility of no longer pursuing the public road with utilities connecting the eastern end of NE Springer Street to the traffic signal on NE Brookwood Parkway at the Hillsboro Brookwood Library intersection. A public process would be needed beyond this land use application to amend the HIO Master Plan and the City's TSP on any changes to this proposed collector, which would delay this application. City staff also have interest in keeping this collector in our TSP. Due to ongoing discussions with the City and Port of Portland, city staff drafted conditions of approval deferring the responsibility of the applicant to dedicate right-of-way and to construct frontage improvements to the Port of Portland.

The restrictive covenant provides a formal setback to ensure nothing is built onsite that would preclude the ability to construct the roadway in the future. The development agreement ensures that the Port of Portland agrees to take on the applicant's obligation to fund the construction of the half-street improvements and right-of-way dedications later in time. Port of Portland is supportive of this approach based on meeting city staff had with their staff.

City staff also placed a condition of approval to relocate the applicant's driveway farther west in the future through a development agreement. The City's Design and Construction Standards have a 300-foot spacing standard for collectors. For safety, the site driveway will need to be relocated farther west from the NE Brookwood Parkway traffic signal when this collector connects to NE Springer Street.

City staff feel these approaches are appropriate to protect the City's interest in providing more roadway network connectivity in the City.

² City of Hillsboro Transportation System Plan:
<https://www.hillsboro-oregon.gov/our-city/departments/community-development/codes-standards>

To: Ruth Klein, Senior Planner

From: Joseph Auth, PE – Principal Engineer

Date: May 12, 2026

Re: Case File DR-44-25: Sky Harbour Hangars
Transportation Systems Division's Findings #2



The applicant has submitted in the land use application materials the *Hillsboro Aviation Hanger – Intersection Evaluation Study* prepared by AKS Engineering & Forestry, LLC dated May 1, 2026. This study recommends replacing the existing bus shelter on the northwest corner of the NE Brookwood Parkway / Hillsboro Brookwood Library intersection due to the perception the bus shelter obstructs the intersection sight distance view for a motor vehicle turning right (eastbound-to-southbound) on a red signal phase.

Washington County and City staff measured the intersection sight distance in the field to verify whether both agencies agree with the study the recommendation. We determined when measuring 15 feet from the edge of travel, the bus shelter does not obstruct the intersection sight distance of the two southbound lanes. The driver view in Figure 3 of the study is farther than 15 feet from the edge of travel. The image below shows intersection sight distance of the driver eye is met when taken 15 feet from the edge of travel. Washington County and City staff determined the bus shelter does not need to be replaced or relocated.



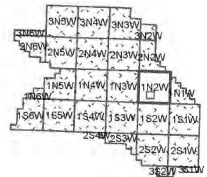
Transportation Systems Division

Exhibit C

WASHINGTON COUNTY OREGON

SECTION 28 T1N R2W

SCALE 1"= 400'



36	31	32	33	34	35	36	37
1	2	3	4	5	6	7	8
12	7	8	9	10	11	12	7
13	18	17	16	15	14	13	18
24	19	20	21	22	23	24	19
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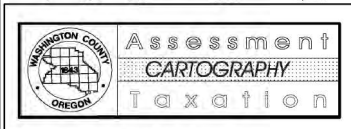
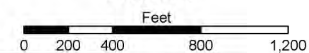
BB	BA	AB	AA
BC	BD	AC	AD
CB	CA	DB	DA
CC	CD	DC	DD

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.washingtoncountyor.gov/igis

Cancelled Taxlots For: 1N228

1500-A2, 1500-A6, 1403, 1500-A3, 1500-A4, 202, 1602, 1603, 1300, 1301, 1500-A10, 1501, 1501-A1, 1500-A1, 1500-A5, 1500-A7, 1500-A8, 1502, 1503, 1504, 1500-A9, 100, 1512-A1, 1512-A2, 1512-A3, 1806, 2004, 101, 205, 1800, 1606, 1700-1800, 2300, 200, 1801, 1604, 2100-2201, 1400, 1900, 1904, 1905, 2000, 402, 2501, 2500, 1606, 201, 1901-1903, 2001-2003, 1505, 203, 204, 206-208, 300, 400, 401, 500-701, 800-1200, 1401, 1402, 1507, 1509-1520, 2400, 2600-2800, 3000, 2900-A1, 1551, 3200, 2900-A2, 2900-A3, 2900-A4, 3000

EXHIBIT C



PLOT DATE: 7/5/2023

FOR ASSESSMENT PURPOSES
 ONLY - DO NOT RELY ON
 FOR OTHER USE

Map lines delineated by either gray shading or a cross-hatched pattern are for reference only and may not indicate the most current property boundaries. Please consult the appropriate map for the most current information.

HILLSBORO
 1N228

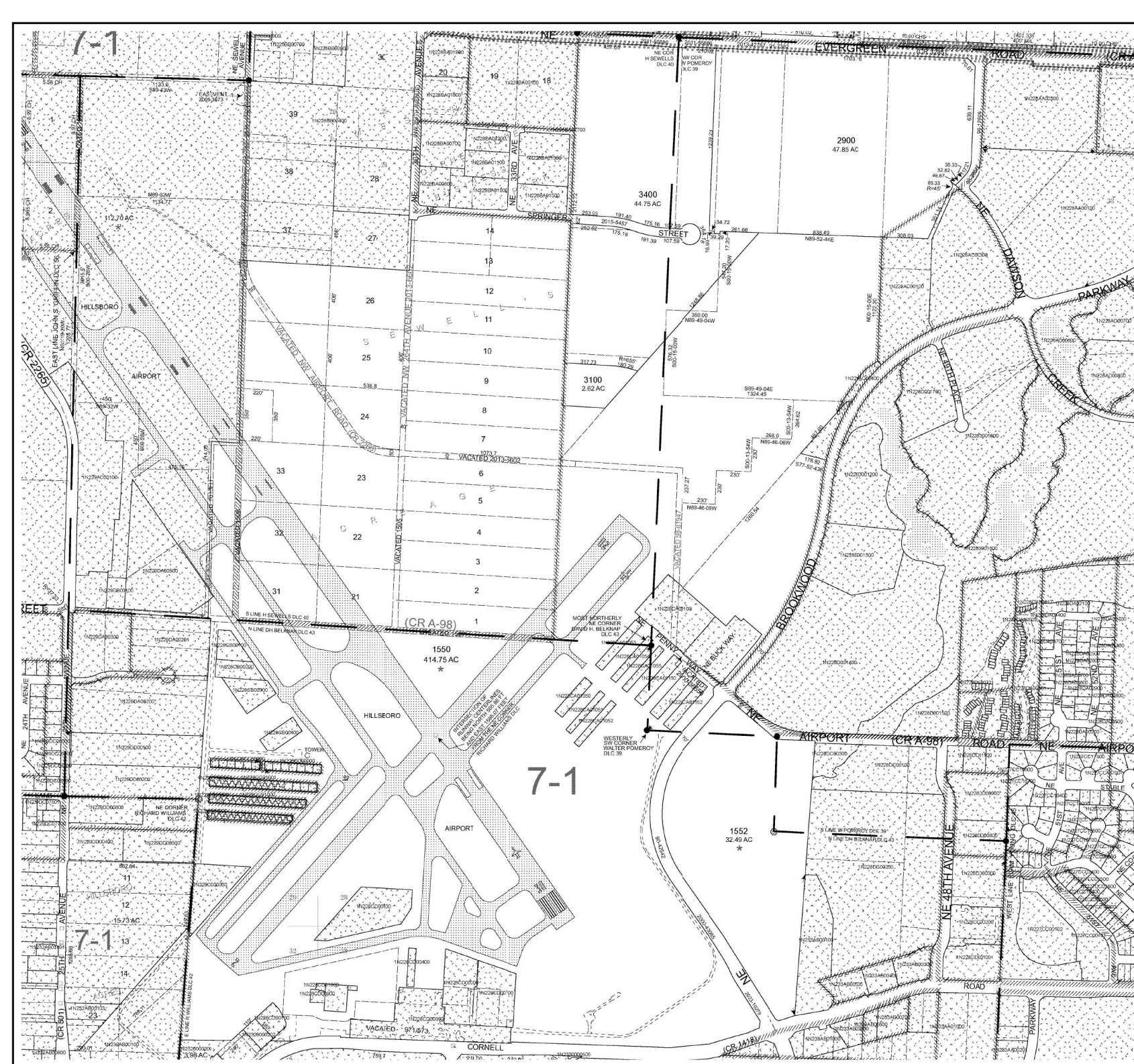


Exhibit D



SkyHarbour

SKY HARBOUR HILLSBORO (HIO)

SEAL/SIGNATURE:

PRELIMINARY
NOT TO BE USED FOR REGULATORY APPROVAL,
PERMITTING, OR CONSTRUCTION

REVISIONS:

EXHIBIT D

PROJECT NUMBER:

ISSUE DATE:

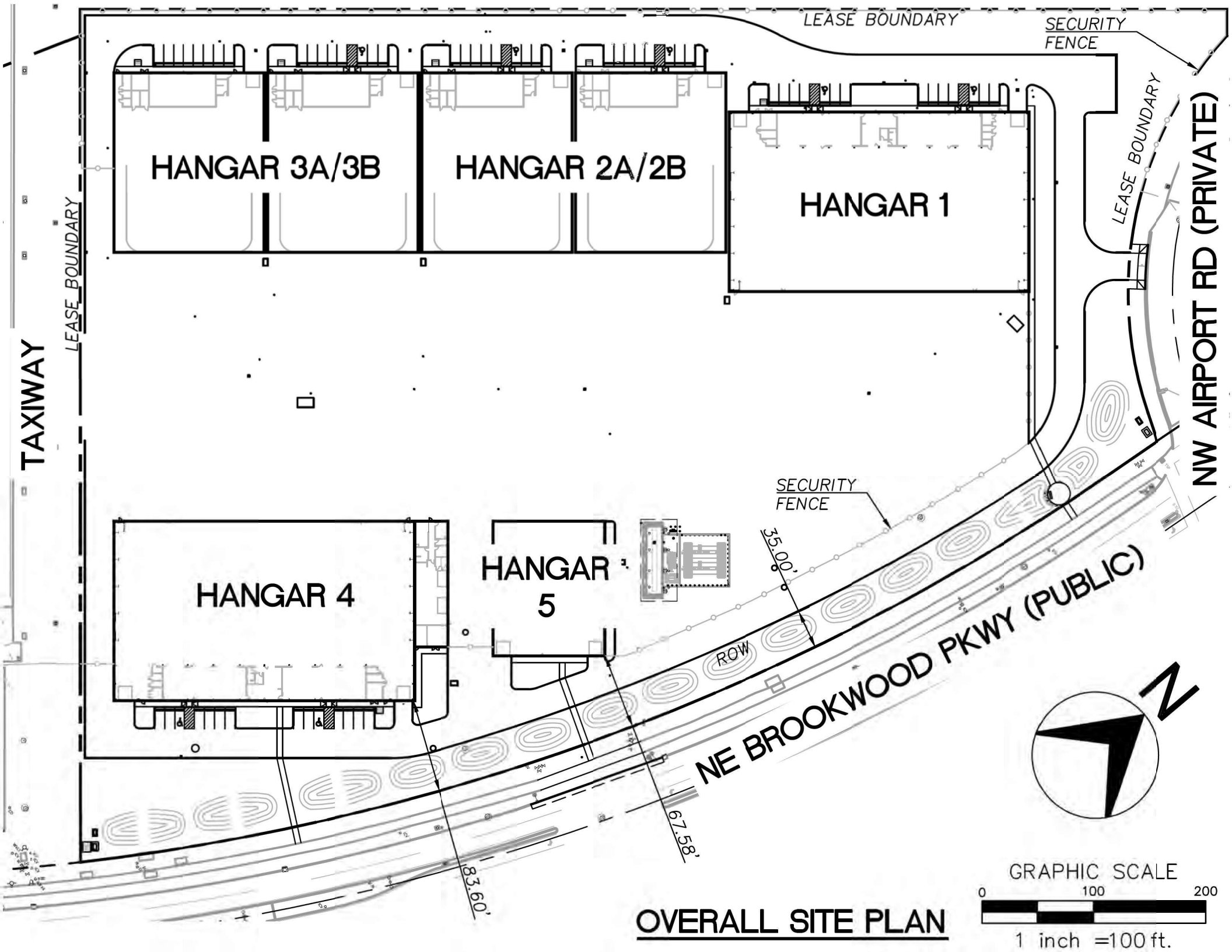
0504-0026

SHEET NAME:

OVERALL SITE PLAN

SHEET:

PT001



HANGAR 3A/3B

HANGAR 2A/2B

HANGAR 1

HANGAR 4

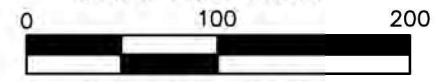
HANGAR 5

NE BROOKWOOD PKWY (PUBLIC)

NW AIRPORT RD (PRIVATE)

OVERALL SITE PLAN

GRAPHIC SCALE



1 inch = 100 ft.

PRELIMINARY STREET TREE PLANT SCHEDULE

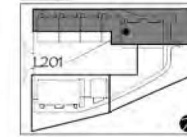
TREE	CITY	BOTANICAL / COMMON NAME	SIZE
	2	MARIN EXISTING STREET TREE SPECIES	1" DIA. - 8' H

PRELIMINARY PLANT SCHEDULE

TREE	CITY	BOTANICAL / COMMON NAME	SIZE	CATEGORY	NOTES
	1	ACER GRACILE / EASTERN HAWK	2" CAL. MAX	40' D.C.	DECIDUOUS
	10	ACER BURNING / OCTOBER GLOVE / OCTOBER GLOVE RED MAPLE	2 1/2" CAL. MAX	40' D.C.	INTERIOR PARKING LOT / DECIDUOUS
	2	ACER FREEMAN / ARMSTRONG / ARMSTRONG FREEMAN MAPLE	2 1/2" CAL. MAX	25' D.C.	INTERIOR PARKING LOT / DECIDUOUS
	6	CAMPAULIDEA US / SOUTHERN HONOLULU	2 1/2" CAL. MAX	40' D.C.	INTERIOR PARKING LOT / DECIDUOUS
	2	FAJAS WUJICA / TIGERLION / TIGERLION BURNING BIRD	2" CAL. MAX	40' D.C.	DECIDUOUS
	3	DIWYENHUA / SOUTHERN / SOUTHERN TREE	2 1/2" CAL. MAX	40' D.C.	INTERIOR PARKING LOT / DECIDUOUS
	5	PARROTIA PERSEA / PERSEA PARROTIA	2 1/2" CAL. MAX	40' D.C.	INTERIOR PARKING LOT / DECIDUOUS
	5	QUERCUS COONIA / SCARLET OAK	2 1/2" CAL. MAX	40' D.C.	INTERIOR PARKING LOT / DECIDUOUS
	4	PLA OCEANIC / LITTLE LEAF LINDEN	2 1/2" CAL. MAX	40' D.C.	INTERIOR PARKING LOT / DECIDUOUS
	3	TEJOWA SERATA / MUSKOGEE / MUSKOGEE LARREA / ZEPHYRUS	2 1/2" CAL. MAX	25' D.C.	INTERIOR PARKING LOT / DECIDUOUS

SUBS	CITY	BOTANICAL / COMMON NAME	SIZE	TYPE	
	89	BURNERS VERBASCOSA / FANNY BARKLEY	5 GAL	EVERGREEN	
	100	CORONILLA VERICA / KELLEY / KELLEY'S DWARF RED TONG (WOODHO)	5 GAL	PERENNIALS	
	89	ELIXIONATA / VILLER / VILLER SPANISH CLOVE	5 GAL	EVERGREEN	
	101	LAVANDULA ANGIUSTOLIA / ENGLISH LAVENDER	5 GAL	EVERGREEN	
	25	RECHODENDRON X GARDEN PURPLE / GRAND PURPLE AZALEA	5 GAL	EVERGREEN	
	81	ADONIS / BARTING / DOUBLE KNOCK OUT RED ROSE	5 GAL	EVERGREEN	
	84	SPRAMEA RETICULATA / BRIGHT LEAF (SWEET)	5 GAL	DECIDUOUS	
GRASS			SIZE	TYPE	
	872	CALAMAGROSTIS X ACUTIFOLIA / OVERDAM / OVERDAM FEATHER KEEP GRASS	1 GAL	GRASS	
	97	PENNISETUM ALPICOLOIDES / TAMING / TAMING FOUNTAIN GRASS	1 GAL	GRASS	
GROUND COVER			SIZE	SPACING	
SUBS	CITY	BOTANICAL / COMMON NAME	SIZE	SPACING	
	AUG	078 100 96	ALICE REPTANS / BURNING GLOW / BURNING GLOW CARPET GRASS	1 GAL	12" x 12"
	HEAT	148 1330 85	CALLUNA VULGARIS / HEATHER	1 GAL	24" x 24"
	AN	89 8390 85	ANEMONE HORIZONTALIS / BAR HARBOR / BAR HARBOR CREEPING ANEMONE	1 GAL	80" x 80"
	PH	100 160 85	PHLOX DIVITIA / SPREADING PHLOX	1 GAL	24" x 24"
	FIN	707 1584 85	EUCHYTHUS HUNGARICA / WESTERN SNOW BERRY	1 GAL	80" x 80"
	STR	2000 1762 85	HAUSTORIA FRAGRANTIS / BARKEN STRAWBERRY	1 GAL	24" x 24"
	JAWN	8102 85	PORTLANDSWEET T-RICE PLANT / T-RICE PLANT / T-RICE PLANT GRASS BURN	1 GAL	80" x 80"

KEY MAP

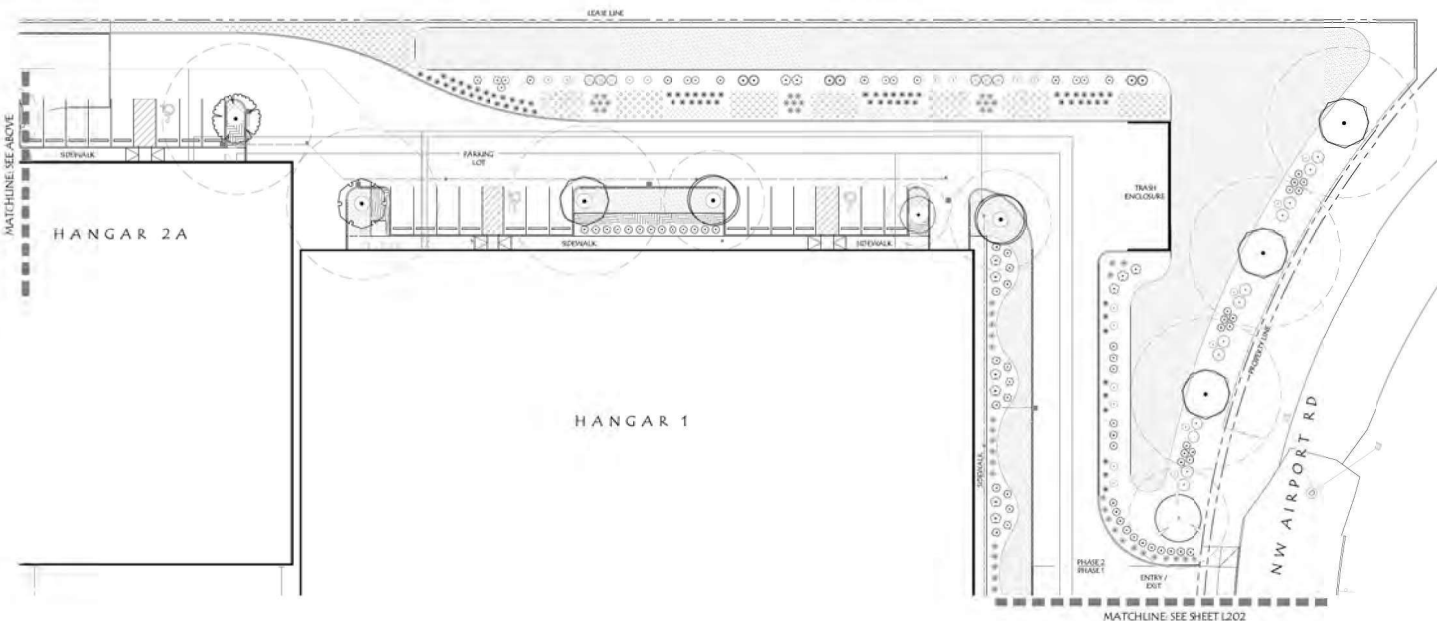
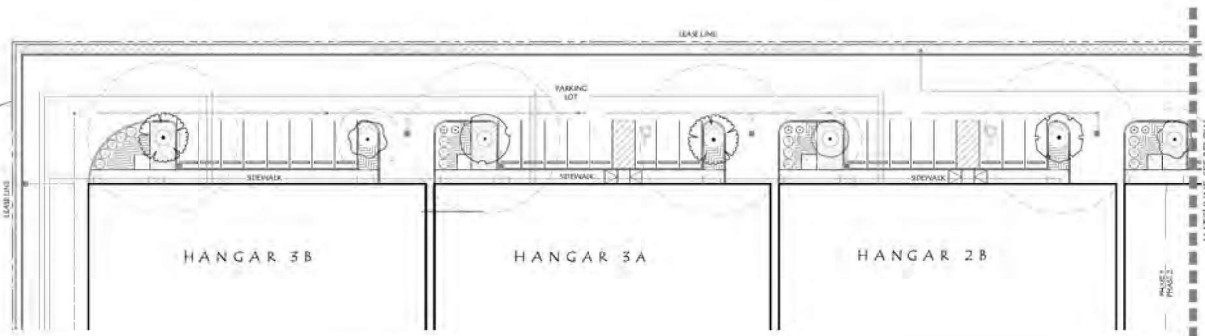


GENERAL NOTES

1. DRAWINGS ARE PRELIMINARY. NOT FOR CONSTRUCTION OR BIDDING.
2. SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN.
3. SEE CIVIL DRAWINGS FOR GRADING AND UTILITIES. EXISTING STREET TREES TO REMAIN.
4. PLANTS SELECTED AND PLACED BASED ON PORT OF HONOLULU PLANTING HANDBOOK. PLANTING AND CONSTRUCTION MANUAL FOR THE PORT OF HONOLULU. SEE LANDSCAPE REQUIREMENTS BELOW.
5. PRELIMINARY PLANT SCHEDULE SEE THIS SHEET.
6. AUTOMATIC UNDERGROUND IRRIGATION SYSTEM TO BE PROVIDED BY THE LANDSCAPE ARCHITECT.

LEGEND

- EXISTING TREES TO REMAIN
- WILDLIFE MANAGEMENT HAZARD PLAN TREE CATEGORY EXEMPT OUTLINE



SKY HARBOUR HILLSBORO (HIO)



REVISIONS

PROJECT NUMBER: 00010028
ISSUE DATE: 06/01/2021

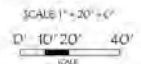
SHEET NAME: PLANTING PLAN

SHEET: L201





L202



SKY HARBOUR HILLSBORO (HIO)

SIGNATURE:



REVISIONS:

PROJECT NUMBER:

ISSUE DATE:

06/01/2028

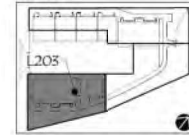
SHEET NAME:

PLANTING PLAN

SHEET:

L203

KEY MAP

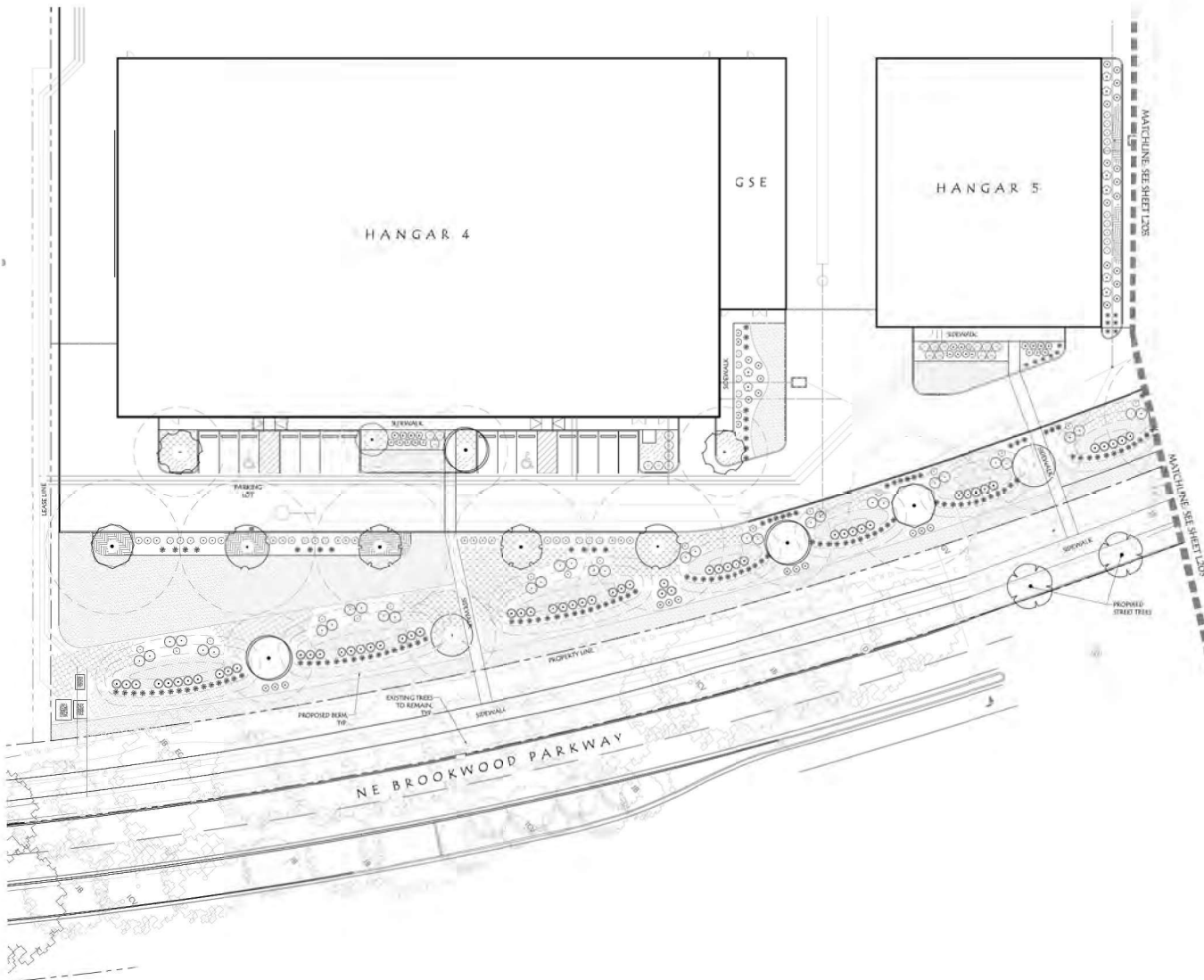


GENERAL NOTES

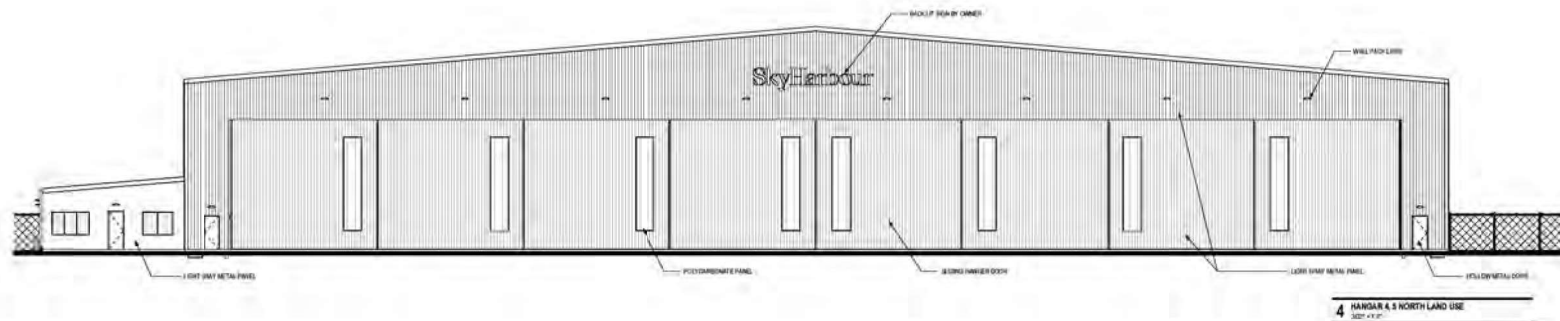
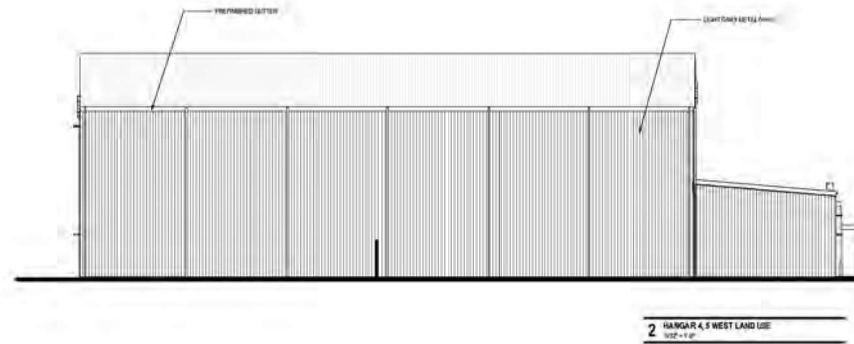
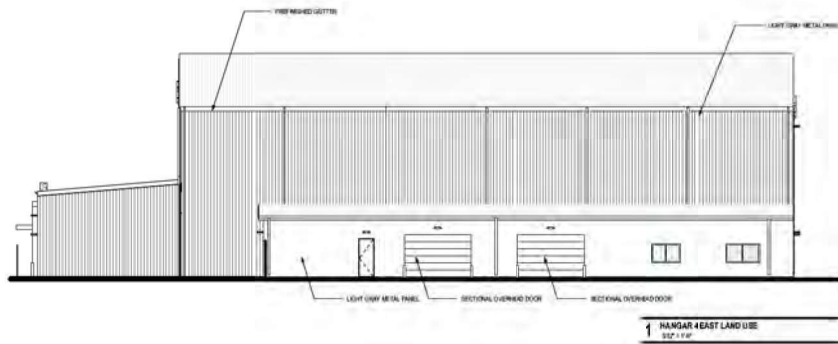
1. DRAWINGS ARE PRELIMINARY, NOT FOR CONSTRUCTION OR BIDDING.
2. SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN.
3. SEE CIVIL DRAWINGS FOR GRADING AND UTILITIES.
4. EXISTING STREET TREES TO REMAIN.
5. PLANTS SELECTED AND PLACED BASED ON PORT OF PORTLAND WILDLIFE HAZARD MANAGEMENT PLAN DESIGN AND CONSTRUCTION MANUAL FOR THE SECONDARY ZONE. SEE LANDSCAPE REQUIREMENTS BELOW.
6. PRELIMINARY PLANT SCHEDULE SEE SHEET L201.
7. AUTOMATIC UNDERGROUND IRRIGATION SYSTEM TO BE DESIGNED BY THE LANDSCAPE ARCHITECT.

LEGEND

- EXISTING TREES TO REMAIN
- WILDLIFE MANAGEMENT HAZARD RISK TREE CATEGORY DIAMETER OUTLINE



SCALE 1" = 20' - 0"
 0' 10' 20' 40'
 SCALE



PROJECT:
SKY HARBOUR
HILLSBORO - PHASE 1

PROJECT ADDRESS:
3355 NE CORNELL RD
HILLSBORO, OR 97124

DESIGN SIGNATURE:



ISSUE HISTORY:

DATE	DELTA	DESCRIPTION
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PROJECT NUMBER: LA250

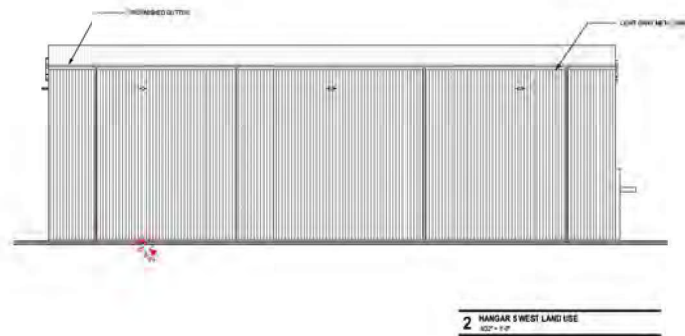
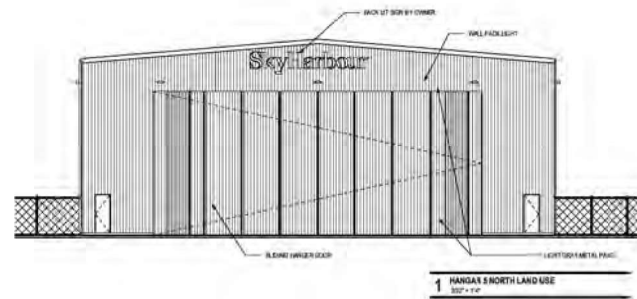
ISSUE DATE: 01.08.2024

SHEET NAME:

EXTERIOR BUILDING
ELEVATIONS - HANGAR 4

SHEET:

A200



PROJECT:
SKY HARBOUR
HILLSBORO - PHASE 1

PROJECT ADDRESS:
3355 NE CORNELL RD
HILLSBORO, OR 97124

DESIGN SIGNATURE:



ISSUE HISTORY:

DATE	DELTA	DESCRIPTION
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PROJECT NUMBER: LA250

ISSUE DATE: 01.06.2024

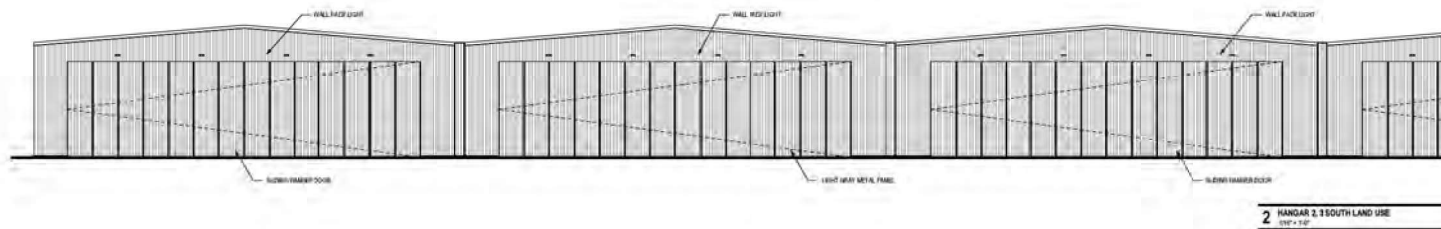
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EXTERIOR BUILDING
ELEVATIONS - HANGAR 5

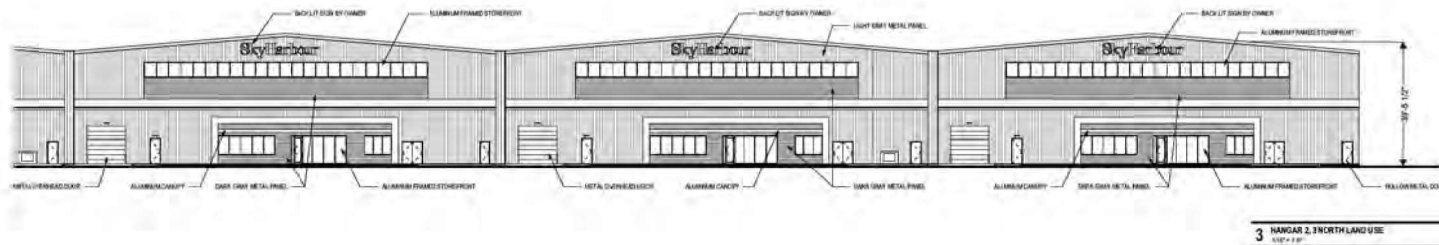
SHEET:

A201

1 HANGAR 2, 3 EAST LAND USE
3182' x 110'



2 HANGAR 2, 1 SOUTH LAND USE



3 HANGAR 2, 3 NORTH LAND USE

A202

PHASE 2

PROJECT:
SKY HARBOUR
HILLSBORO HIO

PROJECT ADDRESS:
3355 NE CORNELL RD
HILLSBORO, OR 97124

DESIGN SIGNATURE:

PRELIMINARY
NOT TO BE USED FOR REGULATORY APPROVAL,
PERMITTING, OR CONSTRUCTION

ISSUE HISTORY:

DATE	DELTA	DESCRIPTION
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PROJECT NUMBER: LAJ256

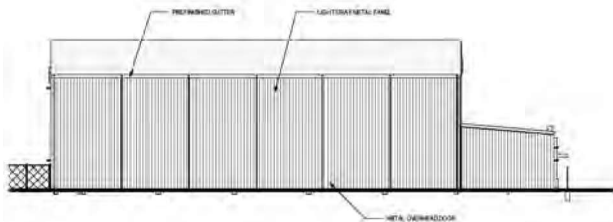
ISSUE DATE: 08/18/2025

SHEET NAME:

EXTERIOR BUILDING
ELEVATIONS

SHEET:

A200



1 HANGAR 1, 2 EAST LAND USE PHASE 2
1/8" = 1'-0"



2 HANGAR 1, 2 NORTH LAND USE PHASE 2
1/8" = 1'-0"



3 HANGAR 1, 2 SOUTH LAND USE PHASE 2
1/8" = 1'-0"