

Date: May 4, 2026

To: Ruth Klein and Planning Commissioners, City of Hillsboro

From: Emily Sandy, Strata Land Use Planning LLC

Re: Case File No. DR-044-25 Sky Harbour Hangars, revisions in response to April 8, 2026 Planning Commission hearing

This memo describes changes submitted in response to testimony and hearing on April 8, 2026. **The revised proposal complies with all Hillsboro Community Development Code (HCDC) regulations and eliminates all Adjustment requests.**

Because of this, the current Type III review could be withdrawn and re-submitted as a Type II. However, with the concurrence of staff, the applicant has elected to proceed with the current Type III review under HCDC 12.80.040.E.1.

E. Procedure. Development Review applications are subject to the Type II procedure as described in Section [12.70.040](#), unless any of the following circumstances apply:

- 1. The applicant chooses to submit an application for a Type III procedure;*
- 2. The Development Review application is submitted concurrent with a Type III primary application which includes a Type III Adjustment; or*
- 3. The Type III process is required for Development Review by the Review Authority as a condition of approval on a previous or related land use approval.*

Accordingly, since all Adjustments have been eliminated, **the Public Benefit standards in HDC 12.50.900s series of chapters are no longer required to be addressed.** Ultimately, it was determined that to address the mitigation required for previously requested Adjustments, the highest public benefit is to revise the proposal to comply with all provisions of the Hillsboro Community Development Code including all regulations relating to the front yard setback of 35 feet. The regulations of the HCDC have been adopted by the City of Hillsboro, and are the expression of the City's desire for development outcomes, and are the sole source of approval standards and procedures for any proposed development.

A. Revisions

All vehicle paving and buildings have been relocated outside of the 35-foot front yard setback. Thus, Adjustments are no longer required. The number of hangars has been increased from 6 to 7, **though the total hangar square footage has been reduced by 9,385 square feet.**

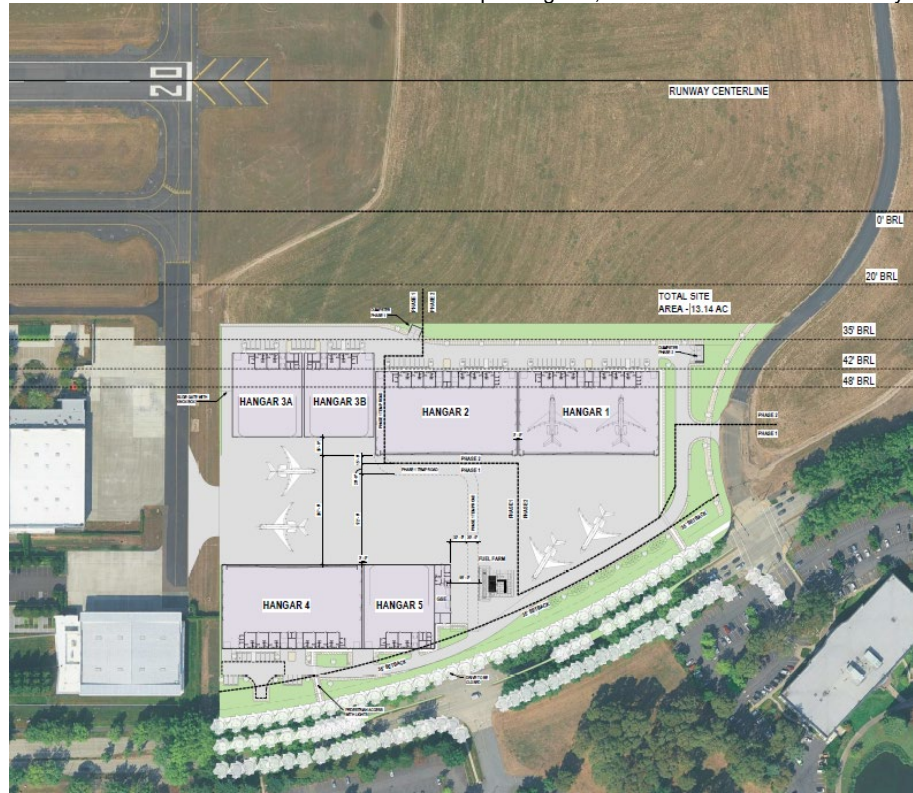
Comparison of Previous and Revised Proposal

The following table illustrates differences between the prior proposal and the revised proposal for select characteristics. Where regulated by the HCDC, the code required minimum is shown. Other items are not regulated but are shown for informational purposes. **All HCDC development standards are met with the revised proposal.**

Description	HCDC Minimum	Previous Proposal	Revised Proposal
Site Size (Leasehold)	Not applicable	3.14 acres (572,584 sq. ft.)	13.70 acres (596,638 sq. ft.)
# Anticipated Aircraft	Not applicable	38-42	30
Minimum Front Building Setback	35 feet	25 feet at closest point at Hangar 5	67.5 feet at closest point at Hangar 5
Vehicle area paving (access drives, drive aisles, parking spaces, fire truck turnaround) in 35-foot front yard.	None within 35-foot front yard.	9,485 square feet	0 square feet
Minimum Overall Landscaped Area	15%	15.1%	16.1%
Minimum Parking area Tree Canopy	30%	30.1%	31%
Distance from Brookwood Pkwy Paving to On-site Vehicle Area (Including right of way and private property)*	Not applicable	35 feet at narrowest	70 feet at narrowest

Prior Proposal Site Plan

Note: Dashed lines show the 35-foot front setback line and phasing line, NOT the location of the security fencing.



Revised Proposal

Note: Dashed lines show the 35-foot front setback line and phasing line, NOT the location of the security fencing.



Contributing circumstances allowing for revisions

A number of considerations and circumstances allowed for the general shift of the development to the west, outside of the 35 foot front yard setback on NE Brookwood Parkway.

1. Sky Harbour and the Port of Portland have agreed in concept to extend the leasehold area an additional 23.5 feet to the west. This increases the overall lease boundary/site size from 13.14 acres to 13.70 acres (596,638 square feet). This allows development to shift out of the front yard setback and move further to the west, away from NE Brookwood Parkway.
2. Prior to this revision, the major limitation to shift the development to the west is the required compliance with building restriction lines (BRL), required by the FAA. The BRLs are located on the western edge of the development site and restrict height on a gradient extending from the centerline of the runway and runway approach to the west edge of the development site. As buildings get closer to the runway centerline, the allowed actual height of buildings is required to be reduced. The BRL lines are shown on the graphic site plans above. It should be noted that all buildings comply with the 45-foot height limit required by the HCDC, which is a separate regulation. Upon discussion with the FAA, the BRLs were determined to be measured from a base point equal to the actual ground elevation of the runway centerline; not from the finished grade height of the development site. The development site is at a slightly lower ground elevation from the runway, and the building height (for purposes of the BRLs) is measured from the finished floor elevation to the actual roof structure. This allows for slightly more building mass/height on the subject site, which resulted in the ability to shift the buildings further west toward the runway without running afoul of the FAA BRL lines.
3. Hangar 2, which was previously one larger hangar, has been separated into two smaller hangars (Hangars 2a and 2b). These are identical to the pair of Hangars 3a and 3b. These 4 hangars are closest to the runway. Since they are smaller individual buildings, the span of the buildings is smaller, requiring less structural span support, which in turn reduces the building height from the previous proposal. These lower heights comply with the BRLs and allow these buildings to be located closer to the runway than the larger hangars, such as Hangar 1.
4. Roof forms. The prior proposal consisted of shed roofs with the higher point of the shed roofs located adjacent to the aircraft runway, essentially the highest portion of the building adjacent to the BRLs. The revised proposal changes to a gable roof with the gable ends facing both the aircraft runway and the parking areas. Because of how the gable roof is constructed, it results in a lower overall building height for purposes of complying with the BRLs. This allows the hangar buildings to be located closer to the runway than previously proposed while still complying with the BRL height limitations.

Summary of Associated Revisions

A number of other revisions are associated with the above changes.

1. The size of the leasehold area has increased from 13.14 acres to 13.70 acres (596,638 square feet). This is due to a shift of the western boundary of the lease area by 23.5 feet.
2. There are now 7 individual hangar buildings instead of 6. However, this is due to Hangar 2 changing from one larger hangar to two smaller hangars (now Hangars 2a and 2b), identical to the configuration of Hangars 3a and 3b. This results in two large hangars and five smaller hangars, instead of three large hangars and three smaller hangars.
3. The total hangar square footage is reduced due to a reduction in the size of Hangar 5. Hangar 5 is reduced in area from 21,440 square feet to 12,055 square feet. Interior accessory offices and customer waiting areas have also been eliminated from this hangar. This enables Hangar 5 to be moved entirely outside of the front building setback and to allow area for the access driveway to be entirely outside of the 35-foot front yard setback.

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4. Hangar 5 is separated from Hangar 4. Hangar 4 has shifted north from the southern boundary lease line. This space will now be used for fire truck circulation around Hangar 4, similar to the fire truck circulation around Hangar 3b. Appropriate turning radii are provided in the revised plan. This removes the fire truck turnaround previously located within the 35-foot front yard setback.
 5. The GSE (Ground Support Equipment) is now adjacent to Hangar 4 instead of Hangar 5.
 6. Minor changes to parking area configuration. This was to respond to the shifted location of Hangar 5, the reduction in size to what was Hangar 2 (into 2a and 2b) and to remove all parking from the front yard setback.
 7. Building elevations and materials. As discussed above, in order to shift the buildings to the west, a lower building height must be achieved to comply with FAA height restrictions. The hangar types thus changed from shed roofs to gable end roofs, similar to the original application. Materials also changed from tilt-up concrete to corrugated and flat metal paneling, consistent with the original submitted proposal. However, additional windows on the facades facing the parking areas and NE Brookwood Parkway are retained, as are the singular main entrance doors to each hangar, and main entry canopies, lighting and windows.
 8. Minor changes to the private utility plan. Private utilities have not significantly changed except as needed to accommodate the revised building configuration on the site. Stormwater management methods have not changed, though calculations have changed based on the site plan revisions. A revised stormwater report is submitted.
 9. The publicly accessible plaza adjacent to NE Brookwood Parkway is retained. Public Benefit requirements are no longer required because there are no longer Adjustments requested. However, this amenity is retained as a respite space for trail users. This is located on private property and will be maintained by the property owner and/or leaseholder; not the City of Hillsboro. No coverings are proposed in order to discourage camping. However, trees are placed strategically near the plaza to provide shade at maturity and it is surrounded by 5-foot tall berms on the north and south of the plaza. The location is proposed to remain as previously shown; it is visible from the nearby intersection, and some users may appreciate proximity and visibility to airport activity. As clarified at the April 8 hearing, the plaza is located outside the security fencing and is accessible to the public at all times. The fencing is located on the western side of the access drive, and does not enclose the east/west pedestrian connection from the plaza to Hangars 1, 2a, 2b, 3a, and 3c.
 10. The number of anticipated aircraft is reduced to 30 aircraft. The number of aircraft allowed is not regulated, however this is the expected capacity. The anticipated reduction is due to the reduced overall square footage of hangar space, and the separation of Hangar 2 into two separate smaller hangars, leaving less room for maneuvering, and an expectation of a mix of aircraft sizes.

B. Community and Planning Commission Comments and Questions

The following themes were raised in public comment/testimony and/or by planning commissioners. Not all comments and questions relate to the approval standards for Development Review. The HCDC regulations are the sole source of approval standards for this proposal. **However, some comments that are outside of the purview of this review are addressed in the following discussion in response to general interest.**

1. Community engagement.

Comments were raised about a lack of community engagement and inadequate notice for this specific development and with the Port of Portland in general.

To the extent those concerns relate to this specific development, the April 8, 2026 hearing and written testimony have provided the opportunity to revise the proposal and respond to concerns from the community and the Planning Commission. The revised proposal is responsive to those comments in that the proposal now complies with all HCDC regulations.

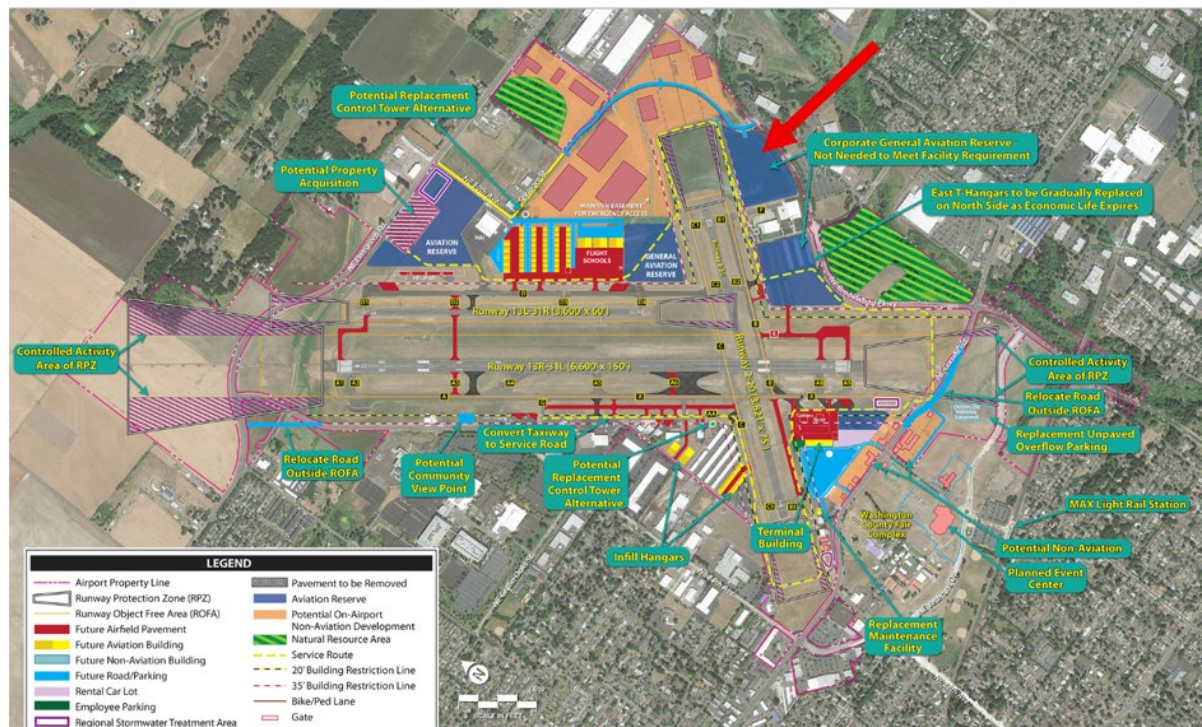
The applicant met all requirements relating to notice and community engagement codified in the HCDC for a Type III review. A neighborhood meeting was held on October 29, 2025. This was publicized by posting a sign at the site and mailing written notice to property owners within 500 feet as specified in the legislatively adopted HCDC. The sign and mailing list were provided by the City of Hillsboro. Complete documentation of this meeting was submitted to the city with the application, Exhibit C. The City of Hillsboro's adopted and codified land use and hearing notification requirements are executed by the City of Hillsboro.

While not required for this specific development proposal, the following engagement opportunities have occurred outside of the City's land use approval process.

Hillsboro Airport Master Plan-2020

The site has been transparently designated by the Port of Portland for corporate aviation uses for at least the last 6 years. The Port's last master planning process occurred from 2017-2020. Through that process, the development site was designated as Corporate General Aviation Reserve. See map below--the red arrow has been added to identify the site. The master plan can be found here. [Port of Portland - Hillsboro Airport Master Plan](#)

The master planning process included a variety of opportunities for the community to provide input on key elements of the Master Plan. A Planning Advisory Committee (PAC) was formed to provide formal input, and nine meetings were held over the course of plan development, each with a different focus. In addition to PAC meetings, the public provided input through online surveys, online open houses, community group briefings, tours of the airport and tables at community events staffed by Port employees. The full community involvement report can be viewed here. [Community Involvement Report](#).



Hillsboro Airport Spring Community Forum, April 16, 2026

The Port of Portland sponsored an outreach event on April 16, 2026 at Hidden Creek Community Center and virtually. This was a regularly scheduled event that included discussion about this project and Hillsboro Airport in general.

Hillsboro Airport Tenant Meeting April 15, 2026

This was a regularly scheduled event where regular tenant matters and this specific project were discussed.

2. Landscaping and Tree Canopy

There were general testimony and concerns about waiving “landscape buffering”. The proposal has been revised to meet all landscape-related standards that were previously proposed to be modified through requested Adjustments. **The full 35-foot front yard is now landscaped, and all other site-related landscaping standards continue to be met.** Additionally, the frontage along NE Brookwood Parkway and wrapping around the intersection with NW Airport Rd contains raised landscape berms. The provision of berms is not required by the applicable HCDC regulations code. However, these berms will provide some noise buffering as well as visual screening and interest as viewed from Brookwood Parkway. Most of the berms are 4-feet in height. The 3 berms closest to the intersection of NW Airport Road are 5-feet in height, providing additional screening and noise buffering from the intersection and toward the Brookwood Library.

There was some testimony expressing concerns that the proposal includes a waiver of a 30% tree canopy requirement. This relates to 12.50.360.F.5.a.i. *Tree Canopy*:

Developments shall provide either trees along driveways or a minimum of 30% tree canopy coverage over new parking areas at tree maturity but no more than 15 years after planting. (Developments are not required to provide trees along drive aisles);

This standard was met with the proposal heard on April 8, 2026 and continues to be met with the revised proposal. The previous version heard on April 8 had a parking area tree canopy coverage of 30.7%. The revised proposal has a parking area tree canopy coverage of 31 %. No waiver was previously requested, and no waiver is requested with the revised proposal.

3. Traffic and Intersection Impacts

There were some comments requesting a full traffic impact analysis (TIA) for the site. A trip generation memo was submitted with the initial application based on the previously anticipated number of aircraft of 38-42 aircraft. A revised trip generation memo is submitted with these revisions considering the reduced number of anticipated aircraft of 30. **In both cases**, the new trips and nature of trips generated are under the codified thresholds to require a TIA in HDCD 12.70.220 A.

Condition 4 of the draft order for the April 8 hearing, which is expected to remain, requires that 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. That analysis has since been conducted and is submitted with these revisions. The only recommendation is that the existing bus transit shelter on the northwest corner of the intersection be replaced with a shelter that has fully transparent walls. The applicant will comply with any related conditions of approval.

Condition 40 of the draft order for the April 8 hearing, which is expected to remain, requires that 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. The applicant will comply with this condition of approval.

4. Improvements to NW Airport Rd

Northwest Airport Road is currently a private drive on Port property. Proposed improvements include a new driveway access point to the project site. No improvements to the site will prevent the future extension or dedication of a public street onto the site, per the conditions of approval. Conditions in the draft order for the April 8 hearing, which are anticipated to remain, ensure the City's future interest in extending a public street at this location is met, while also maintaining flexibility if designations for a future collector are removed from the City's TSP and the Port of Portland's HIO Master plan in the future. See Conditions 2 and 3 from the draft order for the April 8 hearing.

5. Use of Offices and Suites within Hangars

The offices and "suites" within the hangar buildings are for use by employees and tenant "residents". The offices are accessory to the hangar operations. The suites are temporary lounge/waiting areas for tenant use while waiting for aircraft to be prepared for use. These are allowed accessory uses for the allowed Aviation use. There will be no overnight stays akin to lodging.

6. Stormwater and Effect on Proximate Waterbodies

Stormwater disposal is proposed to meet all requirements of Clean Water Services (CWS) Design and Construction Standards in Chapter 4 for water quality. Roof and paving stormwater will be cleaned with a filter cartridge system and detained for flow control using underground pipes. After being cleaned and detained, the stormwater will flow to the public stormwater pipe system. This public stormwater pipe system ultimately discharges to nearby Dawson Creek; stormwater from all public and private development eventually discharges into water bodies. In addition, to meet source control stormwater requirements for the fuel farm, the fuel farm is covered and drains to the sanitary system and not to the stormwater system.

DEQ 1200-C Permit

While not a local requirement subject to this review, the development must comply with the State of Oregon Department of Environmental Quality (DEQ) permitting requirements relating to stormwater management. This permit is typically obtained after land use approval but prior to building permit approval.

7. Environmental Study

Some public comments related to a desire for a "full environmental study" or similar. There are no local requirements for an environmental study for this development. The site is not located in any designated districts or overlays that trigger an assessment or environmental review. Clean Water Services reviewed the development proposal in the required Pre-screening Site Assessment and concluded that the project will not significantly impact the existing or potentially sensitive area(s) found near the site. This assessment was required prior to application submittal and is Exhibit E. As discussed above, the development will meet all requirements of Clean Water Services for stormwater management and source control.

There are other environmental regulations that are outside of the city's regulatory purview that the proposal complies or will comply with.

DEQ 1200-C Permit

While not a local requirement, see above for discussion of 1200-C permit.

FAA NEPA CaTEX Determination

While not a local requirement within the purview of this application, specific FAA actions are subject to NEPA (National Environmental Policy Act) review. A CaTEX (categorical exclusion) refers to a category of actions that do not individually or cumulatively have a significant impact on the environment, and must consider both construction and operational impacts of many environmental factors including noise, air quality, water quality, and other elements. A CaTEX is not an exemption or waiver of NEPA review; it is a level of NEPA review. If a proposal is

documented as a CatEX, neither an Environmental Assessment (EA) nor an Environmental Impact Statement (EIS) is required. For this development, the CatEX documented that neither an Environmental Assessment nor an Environmental Impact Statement is required.

8. Brookwood Library

There was some concern about how the development impacts the Hillsboro Brookwood Library, which is located across Brookwood Parkway and towards the north end of the development site. Those concerns related to noise, visual impacts, and elimination of views from the library site.

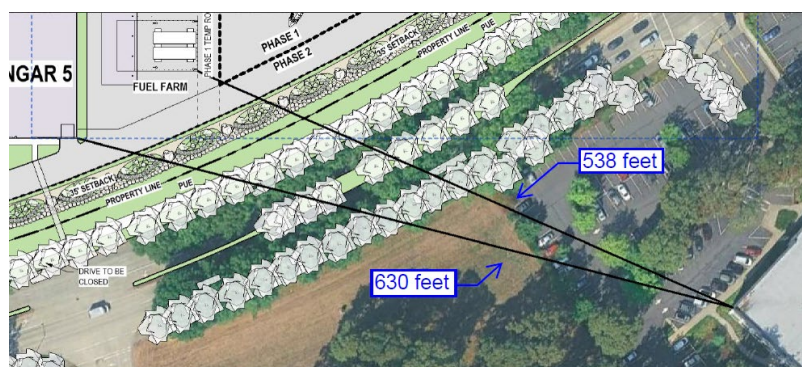
The library is also located in the I-P, Industrial Park zone.

- This zone allows for many types of industrial uses such as manufacturing and production, industrial service, and some solid waste and recycling uses, and aviation uses. The library is a Community Service use, which is a conditional use in the zone. Thus, the library's location will inherently be potentially impacted by all types of uses now and in the future as new development or re-development occurs in the zone. Some impacts from industrial and aviation are to be expected, and do not preclude development of other nearby properties with allowed uses and development standards of the I-P zone.
- Additionally, views or view corridors are not regulated at this location. The site is in the I-P zone which allows for development, including Aviation uses; it is not protected open space. The buildings comply with the City's 45-foot height limit for the zone as well as all building setbacks.
- Noise is not regulated by the HCDC. It is regulated by the municipal code. See below discussion on noise.

Regardless, the closest point of the library is 538 feet from the closest point of the fuel farm, and 620 feet from the closest point of Hangar 5. Intervening development between the library building and the security fencing on the development site includes the library parking lot, NE Brookwood Parkway including the treed parkway median, a minimum of 70 feet of landscape buffering (including 35 feet of treed and landscaped right of way and 35 foot front yard setback on private property), and the site's access driveway. Moving south along the development site, the total landscaped depth (including 35 feet of public right of way) increases from 70-feet in depth to 125 feet in depth. Correspondingly, the landscaped setback on private property alone increases from 35-feet in depth to 90 feet in depth at the southern end of the site.

In addition, the minimum 35-foot front yard setback on private property will be landscaped with attractive repeating landscaped berms. The berms will be 4 feet tall for most of the length of the Brookwood Parkway frontage, raising to 5 feet tall near the northern end of the site adjacent to the public plaza and the intersection.

These factors provide visual buffering from the library site; the berms and increased landscape setback (increased from the initial proposal) can also provide noise buffering for the relatively low levels of noise that will be produced on the site. See also discussion above regarding noise.



9. Fuel and Fuel Farm

There were questions and some concern related to fuel, including fire safety, capacity and distribution methods, and the use of lead fuel relating to lead pollution.

Regarding environmental impacts from the fuel farm, stormwater disposal is proposed to meet all requirements of Clean Water Services (CWS) Design and Construction Standards in Chapter 4 for water quality. In addition, to meet CWS source control requirements for the fuel farm, the fuel containment area is covered with a 2,360 square foot canopy. The area surrounding the fuel farm drains to the sanitary system after being processed through an Oil/Water Separator and will not drain to the stormwater system.

Other concerns relating to fuel are not covered by the HCDC and are not within the scope of this review. The fueling storage and activities must comply with other regulations outside the purview of development review, just as all other aviation, commercial, wholesale and retail fueling operations at all locations must comply with applicable regulations.

Fuel Type

The fuel used will be Jet A fuel. Jet A is a compression fuel (as opposed to an ignition fuel), used in turbine engines **and does not contain lead.**

The flash point of Jet-A fuel is 100 degrees F, significantly higher than automotive fuel which is approximately -45 degrees F.

Fuel	Typical Flash Point	Volatility	Combustibility Behavior	Common Use
Jet A	~100°F (38°C)	Low	Controlled combustion	Turbine aircraft
Jet A-1	~100°F (38°C)	Low	Same as Jet A	International jets
Avgas (100LL)	~-45°F (-43°C)	Very high	Ignites easily	Piston aircraft
Gasoline (Auto)	~-45°F (-43°C)	Very high	Highly flammable vapor	Cars
Diesel	~125°F (52°C)	Low	Slow ignition	Trucks/heavy equipment
Kerosene	100–162°F	Low	Stable burn	Heating/lamps

Fuel Farm Characteristics

At their closest points, the distance between the fuel farm and the Hillsboro Brookwood Library is 538 feet. The fuel farm consists of:

- Tank pad and skid area: 2,714 sq. ft
- Load & Off-Load area: 603 sq. ft.
- 2 tanks each with a capacity of 20,000 gallons
- Canopy over fuel containment area: 2,360 sq. ft.

Fuel will be dispensed by Sky Harbour employees trained under ATA-103 standards. No other services will be provided in the fuel farm area.

Other Regulatory Compliance and Features

The fuel farm complies with other regulations including National Fire Protection Association (NFPA), Oregon State Fire Marshall and Hillsboro Fire & Rescue standards and requirements. The fuel farm is designed to comply with:

- NFPA 30 & NFPA 30A fire codes
- UL 142 aboveground tank standards
- Factory Mutual (FM) approvals
- Hazardous location electrical classifications
- Third-party quality assurance through Steel Tank Institute programs.

Environmental protection, spill prevention, fire prevention, operational safety, and leak detection and containment measures include but are not limited to:

- Two 2-hour 2000 degree Fire tested double-wall above-ground steel tanks
- Primary and secondary containment (inner and outer walls) that provide integral secondary containment.
- Interstitial monitoring enabling early leak detection at 0.5 seconds.
- Overfill protection with automatic shut-off sensors eliminates fuel release during loading or transfer.
- Continuous monitoring and leak detection and warning system and Rapid automatic shutdown
- Static grounding protection prevents ignition from electrostatic discharge and emergency venting options protect against pressure buildup during fire events.
- Interlocked loading systems prohibit fuel transfer under wet sensor conditions, equipment faults and improper grounding
- High-impact connection systems designed for refuelers, tank trucks, and fuel delivery vehicles

10. Heat Islands

There were some comments related to concern over heat islands. Heat islands are not directly addressed in the HCDC and are thus not within the scope of this review. Additionally, some of the discussion around heat islands was centered around mitigating heat islands as one way to address the Public Benefit requirements. The Public Benefit requirements were applicable as mitigation for previously requested Adjustments. Since the Adjustments have been eliminated, Public Benefit requirements are no longer necessary to be addressed.

However, to some extent the landscaping standards of the HCDC can mitigate heat island effects. In this case, all landscaping requirements for the I-P Zone and parking areas are met. Additionally, roofing material is planned to have a Solar Reflective Index of 95 with a 3-year age of 85 (index is 0 to 100). A higher rating equals higher rate of solar reflection. This is consistent with LEED ratings for energy and environment.

11. Noise

There has been testimony related to noise levels of aircraft. Noise is not regulated by the HCDC and is not within the scope of this review. However, noise is regulated by the Hillsboro Municipal Code. Section 6.24 contains specific standards for noise levels that are allowed in each zone, including the I-P zone. However, aircraft noise is specifically excluded by from local regulation by Section 6.24.050, subsection D. under Exceptions to the HMC noise regulations because aircraft noise is regulated by federal law:

Sounds regulated by by federal law, including, but not limited to, sounds caused by railroads or aircraft:

The use and noise will conform with all FAA requirements.

Also, as noted in the April 8 hearing, no on-site maintenance which might require revving of engines will occur. Aircraft on-site will typically be operating in a low idle, which includes taxi, systems checks, and waiting on the ramp. Typical business jet noise level at low idle range from 65 to 75 dB (decibels). This is representative of what an employee or customer tenant of Sky Harbour would hear on the ramp. At 500 feet distance, this reduces to approximately 50 to 60 dB. The Hillsboro Brookwood library main entrance is approximately 475 feet from the closest aircraft ramp area.

In comparison, other common items generate noise at the approximate following levels dB at the location of the noise source:

- Refrigerator Hum 40-55
- Dishwasher / Washing machine 65-70
- Normal conversation 60-70
- Vacuum cleaner 70-85
- Gas push lawn mower 85-95
- Riding lawn mower 90-105
- Leaf blower (gas) 75-94
- Chainsaw 110

(dB levels are a range of estimates for comparison purposes)

Thus, the aircraft noise level heard standing outside of the Brookwood Library entrance, for example, is roughly equivalent to a nearby refrigerator hum or normal conversation level. When standing on-site, on the aircraft ramp, the noise level is louder but still quieter than common outside noise like gas lawn mowers and leaf blowers.

Additionally, the active uses on the site are adequately buffered from NE Brookwood Parkway. This includes a minimum of 70 feet of landscape buffering (including 35 feet of landscaped right of way and 35 foot front yard setback on private property) and the site's access driveway. Moving south the total landscaped depth on private property increases from 35-feet in depth to 90 feet in depth at the southern end of the site.

Finally, the minimum 35 foot front yard setback on private property will be landscaped with attractive repeating berms with landscaping. The berms will be 4 feet tall for most of the length of the Brookwood Parkway frontage, raising to 5 feet tall near the northern end of the site adjacent to the public plaza and the intersection. Berms can provide additional noise reduction to public rights of way and other properties.

12. Air Quality and Pollution

Air quality is not regulated by the HCDC and is not within the scope of this review. Aviation uses, including hangars and associated activity, are an allowed use in the I-P zone.

However, as discussed in the April 8 hearing, with an assumption that 60% of the projected aircraft at the Sky Harbour campus are new aircraft to the field, this development, at full occupancy is expected to generate approximately a 1.1%-1.5% increase to Hillsboro Airport operations (takeoffs and landings). This is based on Hillsboro Airport 20-year historical average of airport operations.

13. Funding

There were questions whether this project includes any public funding. Funding sources are not related to any approval standards. Nonetheless, the project is not publicly funded.

C. Attachments

Revised Plans and Documents

1. Revised Overall Site Plan (Drawing 001)
2. Revised Phasing Plan (Drawings 002 and 002.1)
3. Revised Civil plans (Drawings 003, 004, 010-029)
4. Revised Building Elevations (Drawings 042-044, 050)
5. Revised Landscape Plans (Drawings 052-058)
6. Revised Stormwater Report (Ex F)
7. Revised Traffic Memo (Ex G)
8. Revised Renderings (Ex I)
9. Revised Materials and Cutsheets (Ex J)-same as original 12.01.25 application

New Attachments

1. Intersection Evaluation Study (Ex L)
2. Revised Site Plan (Drawing 030.1)
3. Applicant Memo (Ex B.3)-this document
4. Revised Partial Narrative (Ex B.4)