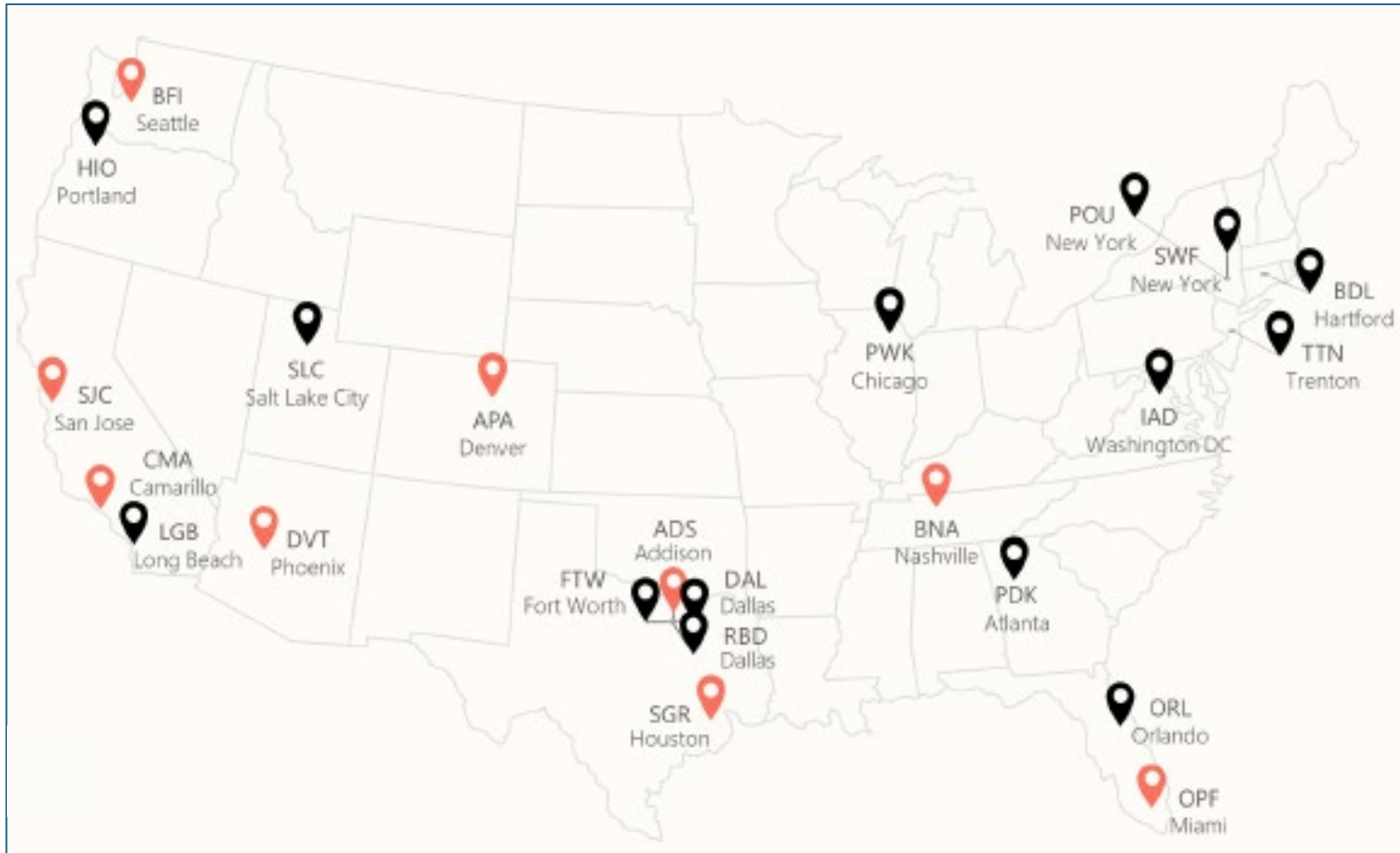

**Planning Commission Hearing for New Private Aircraft
Hangars at Hillsboro Airport**
City of Hillsboro Process: Type III Development Review with Adjustments

April 8, 2026

About Sky Harbour



- Home Based Operator (HBO) – private aviation campus designed exclusively for based aircraft – not transient customers
- 9 existing campuses & 14 in development (including HIO)

Why Hillsboro Airport?



Looking southwest at site

- Strategically located in the Portland metro area
- Multiple Fortune 1000 company headquarters
- Hangar shortfall of more than 100,000 sf in the surrounding market
- 12+ operators within the market where HIO would be a more favorable base of operations
- Existing aged facilities no longer aligned or capable of accommodating modern business aviation expectations

Result: Established lease agreement with Port April 9, 2025

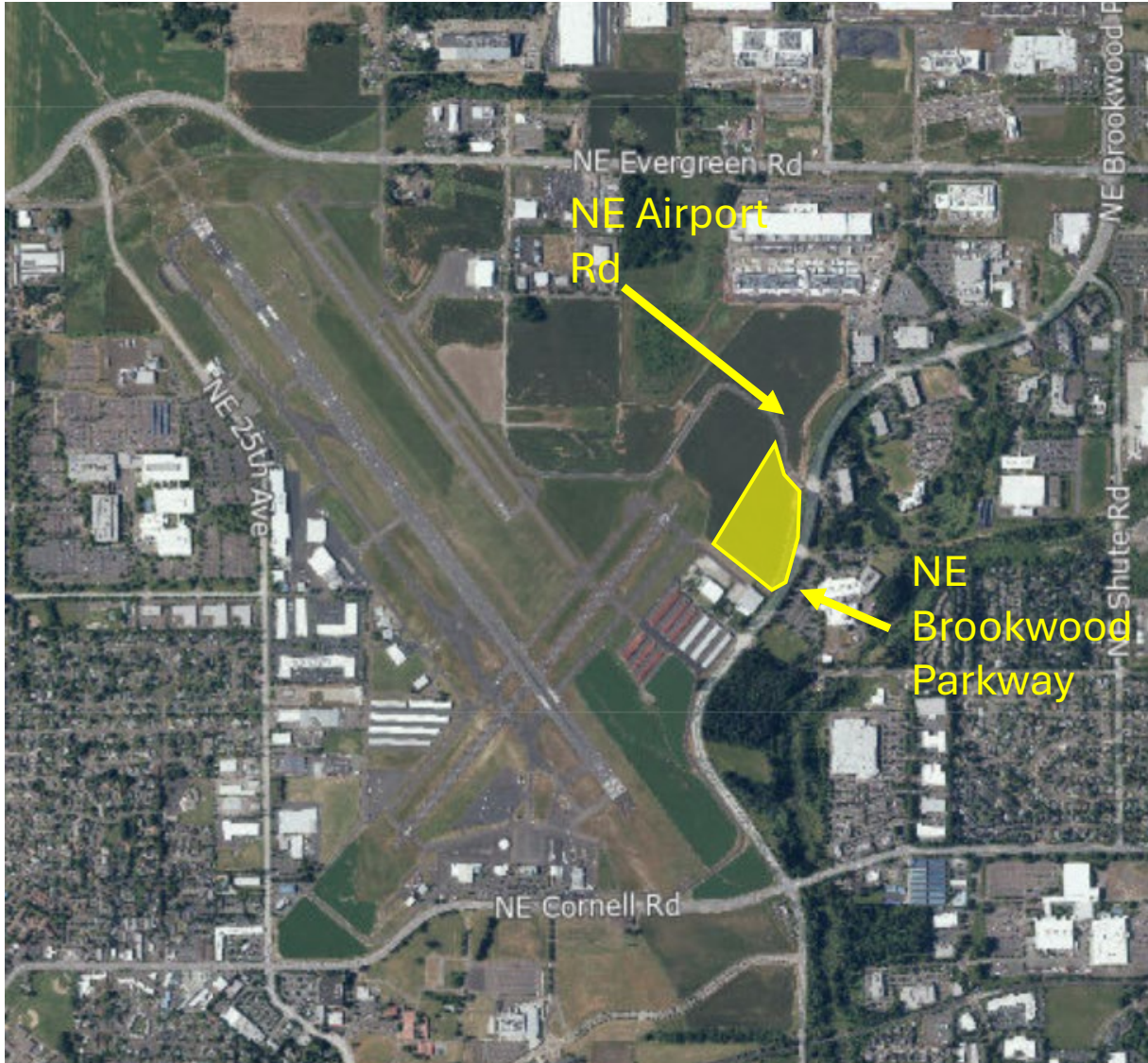
Operations Overview



Looking west at NE Airport Road and site (at left)

- Expect approximately 60% of aircraft will be new to HIO and approximately 40% of the aircraft are already at HIO
- If 100% of the aircraft were new, expect 57-80 new take-offs or landings per week
 - Increase for the airport of 1.2% to 1.6% of all operations

Site Location & Use



- Located west of NE Brookwood Parkway, south of NE Airport Rd
- 13.14 acres leasehold
 - Part of the larger 934 acre Hillsboro Airport
- Currently undeveloped
 - previously farmed for grass seed
- Zoned I-P – Industrial Park zone
 - Aircraft hangars is allowed use- Aviation use



Looking Southwest along NE Brookwood Pkwy – Site is at the right



Looking Southwest toward site from NE Brookwood Pkwy and NE Airport Rd



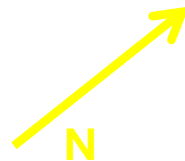
Looking west along NE Brookwood Pkwy to the site



Looking west NE Airport Rd – site is to the left

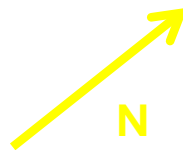
Proposed Development

- **Six aircraft hangars** leased to private aircraft owners
- **Office and suite area**
- **Fueling station**
- **Ground Support Equipment (GSE) building**
- **Vehicle access from NE Airport Rd**
- **60 vehicle parking spaces**
- **Security fence** abutting hangars and enclosing airfield as required by FAA
- **Public plaza** abutting Major Trail on NE Brookwood Pkwy
- **2 phases** of development



Site Layout Considerations

- **Curved frontage** on NE Brookwood Parkway
- Minimum 35 foot **setbacks** from NE Brookwood Pkwy
- FAA Building restriction **height limits** based on distance from runway
- Needed **distance between hangars** for aircraft maneuvering
- Existing location of **NE Airport Rd**
- **Required access from NE Airport Rd** and closing existing mid-site access
- **Fire access onsite** to all hangars





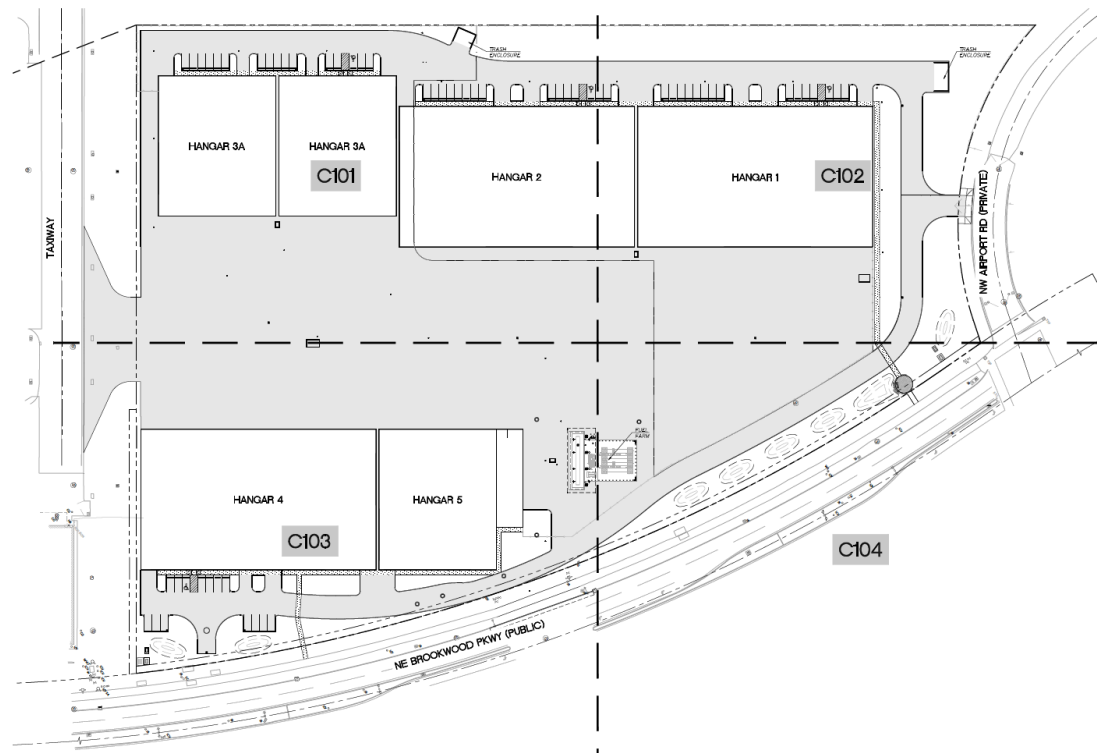
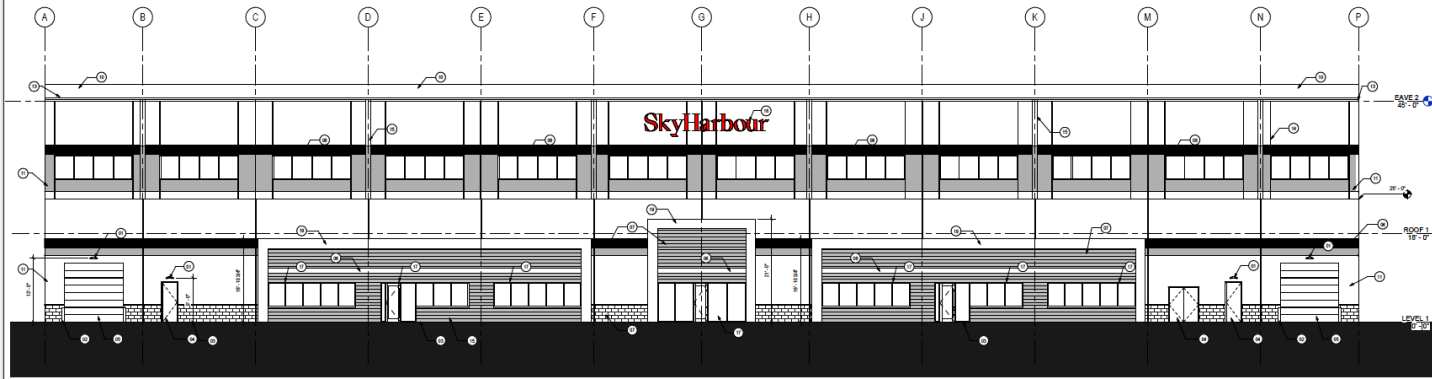
Environmental Considerations

- Project received approval of Federal NEPA Categorical Exclusion CATEX Review
 - NEPA Review looks at construction and operation impacts including such elements as Noise, Air Quality, Water Quality, onsite wetlands and floodplains
- No onsite significant natural resources, wetlands, water features, nor floodplains
- Stormwater will be treated and detained prior to disposal to the existing stormwater system
 - Will meet all requirements of the CWS Design & Construction Standards

The Circumstances FAA must consider when documenting a CATEX are listed below:

- 5-2.b(1) National Historic Preservation Act resources
- 5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources
- 5-2.b(3) Threatened or Endangered Species
- 5-2.b(4) Other Resources
 - a. Fish & Wildlife Coordination Act
 - b. Wetlands and Other Waters of the U.S.
 - c. Floodplains
 - d. Coastal Resources
 - e. National Marine Sanctuaries
 - f. Wilderness Areas
 - g. Farmland
 - h. Energy Supply and Natural Resources
 - i. Wild and Scenic Rivers
 - j. Solid Waste Management
- 5-2.b(5) Disruption of an Established Community
- 5-2.b(6) Surface Transportation
- 5-2.b(7) Noise
- 5-2.b(8) Air Quality
- 5-2.b(9) Water Quality
- 5-2.b(10) Highly Controversial on Environmental Grounds
- 5-2.b(11) Inconsistent with Federal, State, Tribal or Local Law
- 5-2.b(12) Light Emissions, Visual Effects, and Hazardous Materials
- 5-2.b(13) Public Involvement

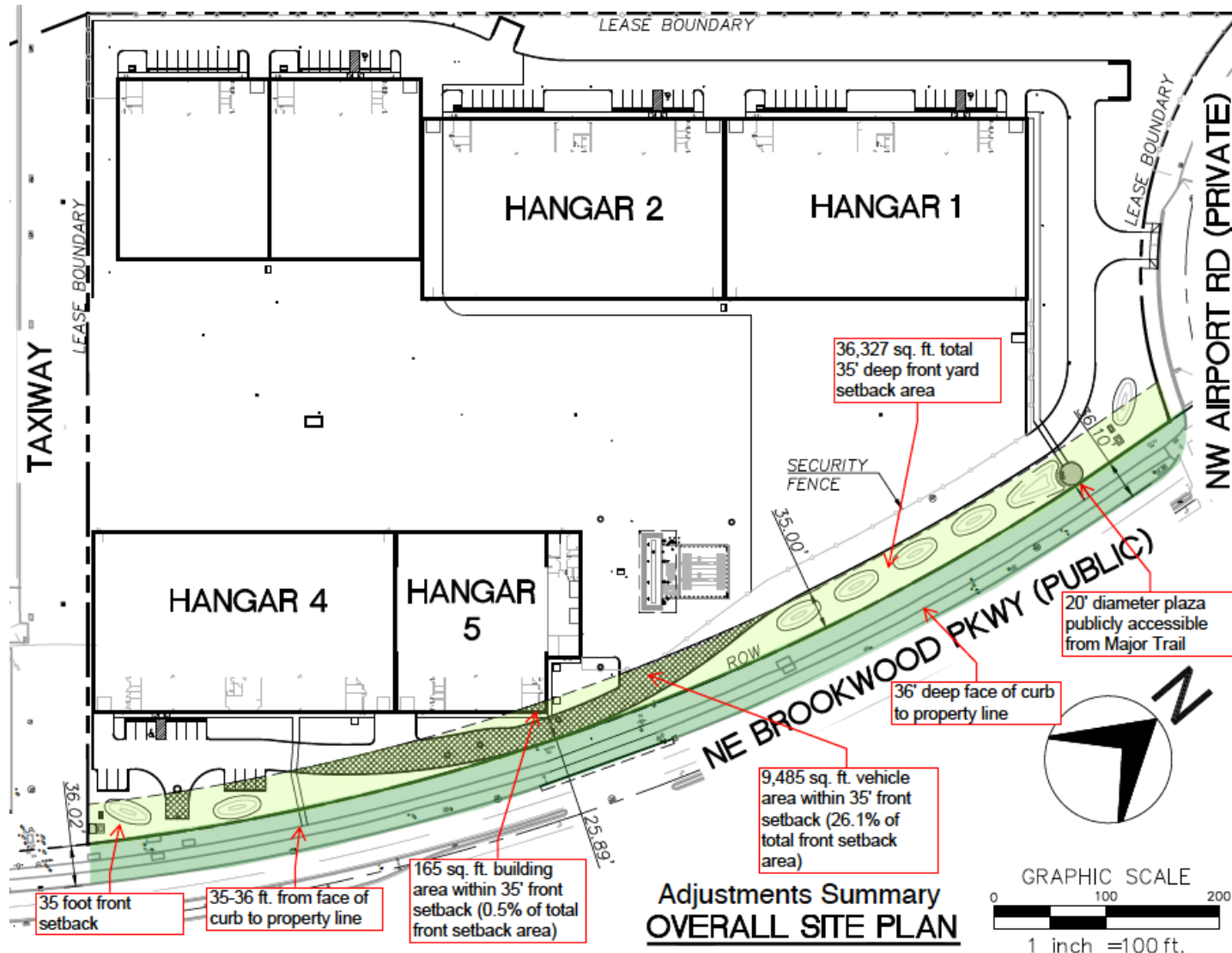
The FAA must analyze both construction and operational impacts.
Not every CATEX requires full reports — but documentation must support conclusions.



Type III Development Review

- Review of site planning, impacts of development, transportation review, and adherence to the Zoning Requirements.
- Specific requirements addressed such as:
 - Setbacks
 - Height
 - Landscaping
 - Utilities
 - Stormwater management
 - Grading
 - Transportation

Adjustment Reviews – Exceptions to Setbacks



Three Major Adjustments

1. Reduce front yard building setback from 35 feet to 25 ft for 165 sf corner of Hangar 5
2. Allow 9,485 sf of the 36,327 sf front yard setback to be occupied by an access driveway, parking area and parking aisles rather than landscaping (4 code sections, single bundled Adjustment)
3. Allow the same 9,485 sf of front yard to be improved with driveways and parking areas instead of irrigated landscaping or hardscaping

Adjustment Reviews – Site Design Features

- Public plaza adjacent to the NE Brookwood Parkway
 - 20 foot diameter plaza
 - Seating areas
 - Landscaping
 - Area of respite for Brookwood Trail users
- Landscaping and landscaped berms along NE Brookwood Parkway
- Pedestrian scale lighting along pedestrian connections
- Horizontal canopies at all building entries

In Summary

- Aircraft hangars (Aviation) is an allowed use in the zone.
- The proposed plan, including vehicle areas and a small portion of the building within the front yard setback, provides the only practicable site layout arrangement for the development given the site constraints.
- Development Review and Adjustment Review criteria are met with conditions of approval