



Oregon
Theodore R. Kubongski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
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www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

10/9/2009

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Hillsboro Plan Amendment
DLCD File Number 003-09

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, October 30, 2009

This amendment was submitted to DLCD for review prior to adoption. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Debbie Raber, City of Hillsboro
Gloria Gardiner, DLCD Urban Planning Specialist
Meg Fernekees, DLCD Regional Representative
DLCD: Gary Fish, Amanda Punton

<paa> YA

Notice of Adoption

<input type="checkbox"/> In person	<input type="checkbox"/> electronic	<input type="checkbox"/> mailed
DATE STAMP		
Received DLCD 10/9/09 TP		
For DLCD Use Only		

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
 PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

Jurisdiction: **City of Hillsboro**

Local file number: **ZOA 3-09**

Date of Adoption: **10/6/2009**

Date Mailed: **10/8/2009**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 3/27/2009

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Amendments create a new AU Airport Use zone and six new ASCO Airport Safety and Compatibility Overlay zones, as required by OAR 660-13.

Does the Adoption differ from proposal? Yes, Please explain below:

Multiple changes made. Please refer to page 5 of attached May 21st staff report for summary.

Plan Map Changed from: **NA**

to: **NA**

Zone Map Changed from: **NA**

to: **NA**

Location: **refer to maps in attached Ordinance**

Acres Involved: **-3200**

Specify Density: Previous: **NA**

New: **NA**

Applicable statewide planning goals:

- | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
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Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

FAA; Oregon Department of Aviation; Portl of Portland; Washington County

Local Contact: **Debbie Raber**

Phone: (503) 681-6155 Extension:

Address: **150 E. Main St, 4th Floor**

Fax Number: **503-681-6245**

City: **Hillsboro**

Zip: **97123-**

E-mail Address: **debbier@ci.hillsboro.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - **ATTENTION: PLAN AMENDMENT SPECIALIST**.

May 21, 2009

TO: Hillsboro Planning Commission
FROM: Hillsboro Planning Department

RE: Proposed Comprehensive Plan and Zoning Ordinance text amendments regarding Hillsboro Airport: HCP 1-09 and ZOA 3-09 Hillsboro Airport Compatibility Study Implementation

REQUEST

The Planning staff requests that the Planning Commission consider recommending to City Council approval of amendments to Hillsboro Comprehensive Plan Ordinance No. 2793 and Zoning Ordinance No. 1945, related to implementation of the statewide Airport Planning Rule and the recommendation from the Hillsboro Airport Issues Roundtable regarding creation of an AU Airport Use zone and an ASCO Airport Safety and Compatibility Overlay zone.

The Planning Commission received an earlier staff report dated May 6th which included procedural and legislative background on the proposed amendments and summaries of public comments received to date. The comments received at the April 20th Open House and via e-mail from interested parties prior to the public hearing centered on three issues:

- Uncertainty or opposition to a possible causal relationship between the proposed zoning and expansion of airport operations
- Possible impacts to existing uses proposed as prohibited under the new overlay zones
- Ability of single family homeowners to remodel/enlarge existing residences

At the public hearing, staff commented that based on comments received, four changes were already recommended:

- Allow Aviation Museums as permitted uses in the AU Airport Use zone.
- Revise the draft language to emphasize the unregulated status of pre-existing uses:
- revise the draft language to exempt private pools from wildlife-repellant design requirements.

SUMMARY OF MAY 13TH PUBLIC HEARING

At the public hearing, the Planning Commission received testimony from several interested parties, include the Hillsboro Airport Business Association (HABA), the Chamber, and several potentially affected property owners. Both the Chamber and HABA support the amendments as proposed. The private property owners expressed opposition to several provisions of the proposed ASCO zone: Planning staff believes no opposition was expressed to the Comprehensive Plan amendment language or to the proposed AU Airport Use zone. Planning staff's perceptions of the comments received, and initial staff responses, are summarized below:

Comment: Would an Aviation Museum be allowed on property off the airport site?
Staff Response: *Yes, an Aviation Museum would be allowed under existing commercial zoning.*

Comment: Would adult day care facilities be prohibited in ASCO zone 6?
Staff Response: *It was the intent to restrict creation of new senior or convalescent living facilities, not adult day care facilities. The draft language should be revised to define "senior or convalescent facilities" as was done with child cares, to include only facilities with sleeping areas, and to exclude certified or registered in-home care facilities from regulation.*

Comment: Requirements for noise disclosure will reduce my property value when I sell.
Staff Response: *First, the requirement for Airport Activity Disclosure Statements (AADS) includes only new development within the LDN 55 Noise Contour, which is not as extensive as the ACSO Zone 6 boundary. Second, an AADS would not be required on existing properties unless the property were partitioned or otherwise developed with additional dwelling units. An AADS would be required for new development within ASCO zones 2-5: these zones, with the exception of ASCO zones 2, 3, 4, and 5 off the end of the southwest runway, are inside the LDN 55 noise contour.*

The Planning Commission also responded to this comment, stating that the interests of current property owners should be balanced with the interests of future owners in having airport activities disclosed at the earliest opportunity.

Comment: Does the City have measurements of existing levels of radio transmissions and/or electrical emissions to determine if they interfere with aviation communication? Why are regulations proposed without these measurements?

Staff response: *The City does not have specific measurements of radio transmissions or electrical emissions in the vicinity of the airport. Planning staff believes that "benchmark" measurements of existing emissions and transmissions are not necessary to establish standards for new emissions and transmissions, but that the draft language could be clarified to focus on the prevention of new radio or electronic transmissions at frequencies and levels which could affect air traffic communications or affect the navigational aids used by pilots. The Oregon Model ASCO zone includes language which is very similar to that in*

the proposed Hillsboro ASCO section on Communications Facilities and Electrical Interference. The intent of this language is could be accomplished by requiring appropriate licenses from the FCC, and by coordinating electrical facilities with the Port.

Comment: Will the proposed ASCO regulations affect existing amateur radio facilities?
 Staff response: *The proposed regulations should not affect existing amateur radio facilities already appropriate licensed by the FCC. The FCC licensing process includes verification that the transmissions will not affect air navigation.*

Comment: How would the proposed ASCO regulations on emissions affect home electrical installations?

Staff response: *Electrical inspectors from the Building Department believe that private electric generation facilities (such as solar panels or wind mills) would not create emissions outside the residence that could interfere with aviation communication. The Building Department staff also believe it is highly unlikely that a private residential user of any sort would create an electronic device capable of sending emissions outside the dwelling structure. However, certain industrial equipment uses high frequency electrical impulses, the emissions from which can affect surrounding television reception. An example of such equipment is a "high frequency sealing machine" which creates the seals (or crimps) on plastic pillow packs with high frequency electric pulses. Such equipment, which is not communication related, would not be regulated by the FCC as would radio or cellular transmission facilities. Planning staff believes that this section should be revised to add a requirement for coordination with the Port, during the Development Review process, of new industrial facilities using equipment creating such emissions.*

Comment: The ASCO boundaries should be "zigzagged" to put smaller properties either entirely in or entirely out of an ASCO boundary.

Staff Response: *Planning staff supports this concept, and proposes the following protocol for adjusting the ASCO boundaries:*

*Tax lots (TLs) < .5 acre: boundary will include or exclude entire TL, dependent on which zone includes 50%+ of the TL area.
 Tax Lots (TLs) > .5 acres: boundary will remain in original location; staff to determine exact location for existing or proposed structures on request.*

If Planning Commission supports this protocol, Planning staff will review the each of the ASCO boundaries and adjust the boundaries prior to returning to the Planning Commission to request initiation of the zone changes to apply the new zones. Staff expects the exact delineation of the boundaries will postpone the zone change initiation by up to 90 days.

Comment: How might future changes in airport operations change the noise contours?

Staff response: *Planning staff's response at the May 13th hearing, that the noise contours were based on the Airport Master Plan and would not change during the term of the Plan, was incorrect. Part of Port staff indicate that the contours can be expected to change regularly, every five years +/-.*

City Attorney Pam Beery has advised Planning staff that under Oregon Law, the Zoning Ordinance language cannot be written to "automatically" update the noise contours (or any other agency's regulations cited in the Code) without a Zoning Ordinance amendment process. However, Ms. Beery also believes that the relocation of the contours is not a "zone change" requiring Ballot Measure 56 notification to owners whose properties may be newly included or excluded. Planning staff believes additional language in the ASCO is warranted to include a Noise Contour update process and specify whether or how notice would be provided to affected owners.

Comment: The general community was unaware of HAIR meetings. Who is the HAIR, and how were their meetings publicized?

Staff Response: Hillsboro Airport Issues Roundtable is the official forum for discussions about operational issues related to Oregon's second busiest airport. Committee members represent the airport's diverse stakeholders: nearby residents, neighboring businesses, airport tenants and users, and jurisdictions like the City of Hillsboro, Washington County, Metro, and State legislative districts. The current members of the HAIR are:

- | | |
|-------------------|--|
| Stephen Nagy | Hillsboro Airport General Aviation Manager |
| Ed Dennis | Hillsboro City Council |
| Ted Deur | Community Representative |
| Lisa DuPre | Washington County Fairplex |
| Andy Duyck | Washington County Board of Commissioners |
| Ken Dyar | Hillsboro Airport Businesses Association |
| Joseph Fiala | Federal Aviation Administration |
| Michael Gallagher | Community Representative |
| Fred Hostetler | Community Representative |
| Jack Lettieri | Community Representative |
| Thomas Little | Community Representative |
| Brian Lockhart | Global Aviation |
| Dana McCullough | Community Representative |
| Tim O'Brien | METRO |
| Janet Rash | Intel Corporation |
| Rudi Resnick | Representative for Senator Bruce Starr |
| Chuck Riley | Oregon State Representative |
| Cathy Stanton | Beaverton City Council |
| Judy Willey | Hillsboro Air Show |
| Bert Zimmerly | Hillsboro Chamber of Commerce |

HAIR meetings, including the Land Use Sub-Committee meetings, were noticed in the Hillsboro Argus and on the Port's web site. E-notices were also sent to interested parties who had signed up for information on the Port's airports: Portland; Hillsboro; and Troutdale. Meetings are held in the Hillsboro Civic Center in the early evening.

RECOMMENDATION

At the May 27th continuation of the public hearing, Planning staff recommends that the Planning Commission first receive this staff report and any additional public testimony. Staff requests that following public testimony, the Commission provide direction regarding the suggested changes to the ASCO language as initiated. For review, these changes (listed in the May 6th and May 21st staff reports) are as follows:

- Allow Aviation Museums as permitted uses in the AU Airport Use zone.
- Emphasize the unregulated status of pre-existing uses:
- Clarify the unregulated status of building permits for residential remodels and non-residential tenant improvements which do not increase development intensity
- Exempt private pools from wildlife-repellant design requirements .
- Define "senior or convalescent facilities" to include only facilities with sleeping areas and exclude certified or registered in-home care facilities
- Emphasize applicability of the regulations only on radio transmissions at frequencies and levels which could affect air traffic communications or affect the navigational aids used by pilots.
- Add a specific provision requiring coordination with the Port, during the Development Review process, of new industrial facilities using equipment creating such emissions.
- Regarding ASCO boundaries, allow lot by lot adjustment for lots smaller than ½ acre, including or excluding such small lots based on the location of the majority of the lot area
- Add a provision directing the City to initiate a Zoning Ordinance amendment to adjust the noise contour boundaries when they are updated by the Port, and include notification requirements as directed by the Planning Commission

Planning staff recommends that the Planning Commission provide the staff with direction regarding these and any other revisions warranted from the public testimony, and continue the public hearing to June 8th to allow testimony on the revised language which will be returned to the Commission in the packet for that meeting.

Respectfully submitted,

CITY OF HILLSBORO PLANNING DEPARTMENT

Deborah A. Raber AICP
Project Manager

ORDINANCE NO. 5926

ZOA 3-09: HILLSBORO AIRPORT COMPATIBILITY STUDY IMPLEMENTATION

AN ORDINANCE AMENDING ZONING ORDINANCE NO. 1945, AS AMENDED, SECTION 94 EXCEPTIONS TO BUILDING HEIGHT LIMITATIONS AND ADDING TWO NEW SECTIONS: SECTION 135A AU AIRPORT USE ZONE AND SECTION 135B ASCO AIRPORT SAFETY AND COMPATIBILITY OVERLAY ZONE TO REFLECT THE RECOMMENDATIONS OF THE HILLSBORO AIRPORT COMPATIBILITY STUDY AND THE RECOMMENDATIONS OF THE HILLSBORO AIRPORT ISSUES ROUNDTABLE.

WHEREAS, Oregon Administrative Rules (OAR) Section 660-13 requires local jurisdictions to adopt provisions to encourage and support the continued operation and vitality of airports," including both Airport Use zones and Airport Safety and Compatibility Overlay zones, and

WHEREAS, the 2005 Hillsboro Airport Compatibility Study recommended creation and adoption of both an Airport Use zone and Airport Safety and Compatibility Overlay zones for the Hillsboro Airport, and

WHEREAS, the citizen advisory group Hillsboro Airport Issues Roundtable (HAIR) worked with City of Hillsboro staff, Washington County staff, and Port of Portland staff for over 18 months to prepare draft language for a proposed AU Airport Zone and a proposed ASCO Airport Safety and Compatibility Overlay Zone to be added to the Hillsboro Zoning Ordinance and Zoning Map, finalizing its recommendation in January 2009, and

WHEREAS, the Hillsboro Planning Commission received and reviewed the proposed Zoning Ordinance amendments at a work session on February 25th, 2009, and found sufficient merit in the draft language to initiate Zoning Ordinance amendments as authorized under Section I12 Authorization to Initiate Amendments, and

WHEREAS, the Planning Commission subsequently adopted Order No. 8004 initiating the proposed Zoning Ordinance amendments and an additional amendment to Section 94 Exceptions to Building Height Limitations consistent with the amendments recommended by the HAIR, and

WHEREAS, the Planning Commission held a public hearing on the proposed Zoning Ordinance amendments on May 13, May 27, and June 24, 2009, and received testimony in support and in opposition to the amendments, and

WHEREAS, at the conclusion of the public hearing, the Planning Commission adopted Order No. 8103 on July 22, 2009, recommending City Council approval of the proposed amendments, and

WHEREAS, the City Council considered the Planning Commission's recommendation at a work session on September 15, 2009 and at the regular meetings on September 15 and October 6, 2009, and

WHEREAS, the City Council adopts the findings attached hereto as Attachment A in support of their decision.

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

Section 1. Zoning Ordinance No. 1945, Section 94 Exceptions to Building Height Limitations is amended with the deletion of the existing reference to FAR Part 77 and the addition of an updated reference to Section 135B; with deleted text shown in overstrike typeface and added text shown in bold italic typeface as follows:

Section 94. Exceptions to Building Height Limitations.

- (1) Except for the limitations set forth in Subsection (2) hereof, the following types of structures or structural parts are not subject to the building height limitations of this Ordinance: chimneys, tanks, church spires, belfries, domes, monuments, fire and hose towers, observation towers, masts, aerials, cooling towers, elevator shafts, transmission towers, smokestacks, flagpoles, radio and television towers and other similar projections.
- (2) In order to assure safe airport operation, no structure or structural part shall exceed height standards established for the vicinity of the Portland-Hillsboro Airport by the ~~Federal Aviation Administration's Aviation Regulations (FAR) Part 77~~ ***in Section 135B.***

Section 2. Zoning Ordinance No. 1945, is amended with the addition of a new Section 135A Airport Zone AU; shown in bold italic typeface as follows:

Section 135 (A). Airport Use Zone (AU)

A. Purpose. The purpose of the AU Airport Use Zone is to encourage and support the continued operation and vitality of the Hillsboro Airport by allowing airport and aviation-related commercial, industrial and recreational uses in accordance with state laws. These laws are intended to promote a convenient and economic system of airports in the state and for land use planning to reduce the risks to airport operators and nearby land uses.

B. Application. The AU zone applies to properties owned by the Port of Portland, which are in use or proposed for use for airport or aviation-related operations and activities. These properties are generally located north of NE Cornell Road, south of NW Evergreen Road, east of NE 25th Avenue, and west of NW Brookwood Parkway. The boundary of the AU zone is identified on the "Airport Use Zone Map" adopted as part of the Zoning Ordinance.

C. Conformance with the Airport Safety and Compatibility Overlay (ASCO) Zone. All uses, activities, facilities and structures allowed in the AU Airport Use Zone shall comply with the requirements of the ASCO Airport Safety and Compatibility Overlay Zone, Hillsboro Zoning Ordinance Section 135B. In the event of a conflict between the requirements of the AU zone and the ASCO zone, the requirements of the ASCO zone shall control.

D. Definitions.

1. *Aircraft:* Includes airplanes and helicopters, but not sport aircraft, ultra lights or lighter than air aircraft.

2. *Commercial Aviation Activity (CAA):* Any activity that is conducted on the airport for profit.

3. *Aircraft manufacturing:* Includes one or more of the following

- a. *Original Equipment Manufacturer – a CAA using materials to produce aircraft or aircraft parts for sale to the public.*
- b. *Commercial Assembly – a CAA that assists aircraft kit owners with assembly of their aircraft.*
- c. *Hobbyist Assembly – aircraft assembled from kit or raw materials on the Airport for the personal use and enjoyment of the person(s) assembling it, and not constructed for the purpose of profit or resale.*

4. *Aviation/aeronautical activity:* Any activity on the airport that involves the operation of aircraft or aviation related equipment; or supports the operation of aircraft or aviation related equipment.

5. *Fixed Base Operator (FBO):* A person or entity who leases property at the Airport for the purpose of offering commercial aviation activities that typically include retail fuel sales, line services, aircraft maintenance and activities such as, but not limited to:

- a) *Aircraft charter operation*
- b) *Aircraft rental*
- c) *Aircraft storage*
- d) *Flight training*
- e) *Aircraft sales/leasing*
- f) *Aircraft component maintenance*
- g) *Aircraft parts sales*

6. *Environmental Laws:* Any and all federal, state and local statutes, regulations, rules, permit terms and ordinances now or hereafter in effect, as the same may be amended from time to time, which in any way govern materials, substances, regulated substances and wastes, emissions, pollutants,

animals or plants, noise, or products and/or relate to the protection of health, safety or the environment.

7. Hazardous Substance: Any and all substances, emissions, pollutants, materials, or products defined or designated as hazardous, toxic, radioactive, dangerous or regulated wastes or materials, or any similar term in or under any Environmental Laws. "Hazardous Substance" shall also include, but not be limited to, fuels, petroleum, and petroleum-derived products.

E.. Uses and Activities Permitted Outright. The following uses and their associated facilities and accessory structures are permitted in the AU zone.

1. Customary and usual aviation-related activities, including but not limited to takeoffs and landings; aircraft hangars and tie-downs; construction and maintenance of airport facilities; fixed based operator facilities; a facility for an airport caretaker or security officer; and other activities incidental to the normal operation of an airport, including operation of fixed wing aircraft, helicopters and lighter than air aircraft. Except as provided in this ordinance, customary and usual aviation-related activities do not include residential, commercial, industrial, manufacturing and other uses.

2. Air passenger and air freight services and facilities that are consistent with levels identified in the most current, adopted Master Plan for the Hillsboro Airport.

3. Emergency medical flight services, including activities, aircraft, accessory structures, and other facilities necessary to support emergency transportation for medical purposes. Emergency medical flight services do not include hospitals, medical offices, medical labs, medical equipment sales, and other similar uses.

4. Law enforcement and firefighting activities, including aircraft and ground-based activities, facilities and accessory structures necessary to support federal, state or local law enforcement or land management agencies engaged in law enforcement or firefighting activities. Law enforcement and firefighting activities include transport of personnel, aerial observation and transport of equipment, water, fire retardant and supplies.

5. Search and rescue operations, including aircraft and ground based activities that promote the orderly and efficient conduct of search or rescue related activities.

6. Flight instruction, including activities, facilities, and accessory structures located at airport sites that provide education and training directly related to aeronautical activities. Flight instruction includes ground training

and aeronautic skills training, but does not include schools for flight attendants, ticket agents or similar personnel.

7. Aircraft service, maintenance and training, including activities, facilities and accessory structures provided to teach aircraft service and maintenance skills and to maintain, service, refuel or repair aircraft or aircraft components. "Aircraft service, maintenance and training" includes allowances for the construction and assembly of aircraft and aircraft components for personal use.

8. Aircraft rental, including activities, facilities and accessory structures that support the provision of aircraft for rent or lease to the public.

9. Aircraft sales and the sale of aeronautic equipment and supplies, including activities, facilities and accessory structures for the storage, display, demonstration and sale of aircraft and aeronautic equipment and supplies to the public.

10. Crop dusting activities, including activities, facilities and structures accessory to crop dusting operations. Crop dusting activities include, but are not limited to, aerial application of chemicals, seed, fertilizer, and other chemicals or products used in a commercial agricultural, forestry or rangeland management setting. Operators must provide the Port of Portland a current list of all Hazardous Substances used in crop dusting activities, listing the amounts stored, method of storage, the projected maximum storage period and providing a hazardous response spill plan.

11. Agricultural activities, including activities, facilities and accessory structures that qualify as a "farm use" as defined in ORS 215.203 or "farming practice" as defined in ORS 30.930.

12. Manufacturing, assembly, processing, packaging, testing, treatment, repair, or distribution of aircraft or aircraft related components or products for sale to the public and/or for personal use.

13. Other aeronautical uses and activities and supporting uses and activities associated with terminal buildings at high activity public use airports, including automobile rental and associated auto washing facilities, hotels and motels, eating and drinking establishments, banks, offices, public parking and auto storage, conference centers, aviation clubs and schools, barber shops, physical fitness centers, transit park and rides and commercial support services.

14. Aeronautic educational, recreational and sporting activities, including activities, facilities and accessory structures at airports that support aviation education, recreational usage of aircraft and sporting activities that require the use of aircraft or other devices used and intended for use in flight. Aeronautic education, recreation and sporting activities authorized under this paragraph

include, but are not limited to, air shows, fly-ins; glider flights; hot air ballooning; ultra light aircraft flights; displays of aircraft; and gyrocopter flights and aviation museums, but do not include flights carrying parachutists or parachute drops (including all forms of skydiving).

15. *Flights carrying parachutists, and parachute drops (including all forms of skydiving) onto an airport, but only upon demonstration that the parachutist business has secured approval to use a drop zone that is at least 10 contiguous acres. The configuration of the drop zone shall roughly approximate a square or a circle and may contain structures, trees, or other obstacles only if the remainder of the drop zone provides adequate areas for parachutists to land safely.*

F. Pre-Existing Non-Conforming Uses.

Any lawfully created structure or use existing at the time of adoption of the AU Airport Use Zone, which does not comply with the provisions of this Section, may be continued and maintained in reasonable repair, but shall not be enlarged or expanded except as specified in Zoning Ordinance Section 98 – 100. Pre-existing non-conforming structures or uses in the AU Airport Use zone shall also be subject to Zoning Ordinance Sections 101-105 regarding alterations, completion, change, discontinuance, or destruction.

G. Setback Requirements. In the AU zone, the yards shall be as follows:

1. *The front yard and any side yard abutting a public street shall be a minimum of 25 feet.*

2.. *The side or rear yard abutting a leasehold line shall be a minimum of five feet.*

H. Height of Buildings. In the AU zone, the maximum structural height shall be 45 feet. All structures in the AU zone must comply with the height standards specified in the Airport Imaginary Surfaces as defined in Zoning Ordinance Section 135B, and as illustrated on Figure 135B2.

I. Off-Street Parking and Loading. In the AU zone, in addition to the requirements of Section 84 to 86, parking or loading shall not be permitted within the front yard adjacent to a public street unless the building setback is increased to 45 feet and the first 15 feet from the front property line are landscaped.

J. General Development Standards.

1. *Exterior lighting shall be directed away from adjacent properties.*

2. *Open storage of materials and equipment shall be surrounded by a sight-obscuring fence at least six feet high, but no more than 10 feet high.*
3. *Access points to public streets shall be located to minimize traffic congestion and consolidated wherever possible.*
4. *Yards adjacent to public streets shall be continuously maintained in lawn, trees and shrubs. Other yards and unused property shall be maintained in grass or other suitable ground cover.*

K. Compliance with Port of Portland Requirements.

All uses and activities permitted outright within the AU Airport Use Zone shall be reviewed for compliance with, and shall comply with currently applicable Port of Portland standards as follows:

1. *Hillsboro Airport Standards for Development;*
2. *General Aviation Minimum Standards for the Hillsboro Airport; and*
3. *Wildlife Hazard Management Plan for the Hillsboro Airport*

L. Development Review Standards.

All development within the AU Airport Use Zone is subject to and shall comply with the standards and procedures set forth in Section 133, Development Review/Approval of Plans.

Section 3. Zoning Ordinance No. 1945, is amended with the addition of a new Section 135B Airport Safety and Compatibility Overlay Zone (ASCO); shown in bold italic typeface as follows:

Section 135B: Airport Safety and Compatibility Overlay Zone (ASCO)

A. Purpose. *The Airport Safety and Compatibility Overlay (ASCO) Zone is an overlay zone that supplements the provisions of the underlying zones. The purpose of the ASCO zone is to establish compatibility and safety standards to promote air navigational safety and reduce potential safety hazards for persons living, working or recreating near the Hillsboro Airport, thereby encouraging and supporting its continued operation and vitality.*

B. Boundary Delineations and Applicability. *The location and dimensions of the Hillsboro Airport runways, civil airport imaginary surfaces, airport noise impact boundaries, and compatibility zones as defined and described in this Section, are delineated for the Hillsboro Airport on Figures 135B 1, 135B 2, 135B 3, and 135B 4. By their inclusion in this Section, these boundaries are made part of the Official Zoning Map.*

I. *All land, water and airspace, or portions thereof, located within the imaginary surfaces, airport noise impact boundaries, and compatibility*

zones are subject to the requirements of the ASCO zone. Where the boundary of an imaginary surface, airport noise impact contour, or compatibility zone divides an individual property, the location of that boundary on that property shall be determined by the Planning Director or the Director's designee upon request by an interested party.

2. Adjustments adopted by the Port of Portland to the airport noise impact boundaries delineated on Figure 135B 3 shall be made to that Figure following completion of a public hearing process as set forth in Section 116 Public Hearing on an Amendment. The public hearing shall be held before the Planning and Zoning Hearings Board, and notice of the hearing shall be provided to owners of properties to be wholly or partially included or excluded in any relocated noise contour boundary as required in Section 116 1 b. Publication of the notice in a general circulation newspaper shall not be required.

(C) Definitions.

1. Airport (also referred to as "Hillsboro Airport"). Those properties lying generally north of NE Cornell Road, east of NE 25th Avenue, west of NE Brookwood Parkway, and south of NW Evergreen Road, which are owned and administered by the Port of Portland for general aviation purposes including taking off and landing aircraft. Hillsboro Airport includes airside facilities (runways, taxiways, lighting, markings, signage and navigational aids) and landside facilities (terminals, aircraft storage/maintenance hangars, aircraft parking aprons, and support facilities such as fuel storage, automobile parking, roadway access, firefighting and aircraft rescue). The Hillsboro Airport Runways are illustrated on Figure 135B 1.

2. Airport Safety and Compatibility Overlay Zones: Areas on and near the Hillsboro Airport in which land use and development restrictions are established to protect the safety of the public. The dimensions of the Hillsboro Airport Safety and Compatibility Overlay Zones are based upon guidelines from the California Airport Land Use Handbook which are in turn based on patterns of aircraft accidents at and near general aviation airports. The Airport Safety and Compatibility Overlay Zones dimensions are illustrated and defined on Figure 135B 4 and are generally located as follows:

a. Zone 1 - Runway Protection Zone (RPZ): Trapezoidal areas extending from the runway ends, centered on the extended runway centerlines.

b. Zone 2 - Inner Approach/Departure Zone: A rectangular area extending beyond the RPZ. If the RPZ widths approximately equal the runway widths, the Inner Approach/Departure Zone area extends along the sides of the RPZs from the end of the runway.

c. **Zone 3 – Inner Turning Zone:** A triangular area over which aircraft are typically turning from the base to final approach legs of the standard traffic pattern. The Inner Turning Zone also includes the area where departing aircraft normally complete the transition from takeoff to climb mode and begin to turn to their en route heading.

d. **Zone 4 – Outer Approach/Departure Zone:** A rectangular area located along the extended runway centerline beyond the Inner Approach/Departure Zone.

e. **Zone 5 – Sideline Zone:** A rectangular area in close proximity and parallel to the runway.

f. **Zone 6 – Traffic Pattern Zone:** An elliptical area that includes the majority of other portions of regular air traffic patterns and pattern entry routes, and generally extends to the farthest points of 6,000 foot radius arcs from the centers of each of the primary surfaces and connecting lines tangent to those arcs.

3. **Airport Elevation.** The highest point of the Airport's usable runways, measured in feet above mean sea level.

4. **Airport Imaginary Surfaces.** The areas established in relation to the airport and to each runway consistent with FAR Part Section 77.25 Civil Airport Imaginary Surfaces in which any object extending above these imaginary surfaces, by definition, is an obstruction. The Hillsboro Airport Imaginary Surfaces area illustrated on Figure I35B 2, and are generally located as follows:

a. **Primary Surfaces.** A surface longitudinally centered on a runway. The primary surface extends 200 feet beyond the end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface for runway 12/30 is 1000 feet, 500 feet for runway 2/20 and 500 feet future runway 12L/30R.

b. **Approach surfaces:** An aerial surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of the runway based upon the type of approach available or planned for that runway end.

The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a length of 1,250 feet for runway

ends 12L/30R, 1,500 feet for runway ends 2/20, 3,500 feet for runway end 30 and 16,000 feet for runway end 12.

The approach surface extends for a horizontal distance of 5,000 feet at a slope of 20:1 for runway 2/20 and future runway 12L/30R. The approach surface extends for a horizontal distance of 10,000 feet at a slope of 34:1 for runway 30. The approach surface extends for a horizontal distance of 50,000 feet for runway 12 at a slope of 50:1 for 10,000 feet and then 40:1 for the remaining 40,000.

The outer width of the approach surface for future runway 12L/30R is 5,000 feet. The outer width of the approach surface for runway 2-20 is 5,000 feet. The outer width of the approach surface for runway 30 is 50,000 feet. The outer width of the approach surface for runway 12 is 10,000 feet.

c. Transitional Surfaces. Sloping aerial planes extending upward and outward at 90 degree angles to the runway centerlines and the extended runway centerlines. Transitional surfaces rise at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to the points of intersection with the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at a 90 degree angle to the extended runway centerline.

d. Horizontal Surface. A horizontal plane 150 feet above the established airport elevation. The horizontal surface perimeter of the Hillsboro Airport is located at the farthest points of 10,000 foot radius arcs from the centers of each of the primary surfaces and connecting lines tangent to those arcs.

e. Conical Surface. A sloping aerial plane extending outward and upward from the perimeter of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet.

5. Airport Noise Impact Contour Boundaries. Areas located within 1,500 feet of an airport runway or within established noise contour boundaries exceeding 55 DnL, as defined and demarcated in the most recently adopted Hillsboro Airport Master Plan, and as illustrated on Figure 135B 3. The noise exposures contours on Figure 135B 3 are derived from projected long term noise exposure contours in the most current Hillsboro Airport Master Plan.

6. Avigation Easement. A type of easement which conveys the following rights:

- *A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (set in accordance with Federal Aviation Regulations Part 77 criteria).*
- *A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.*
- *A right to prohibit the erection or growth of any structure, tree, or other object that would penetrate the imaginary surfaces as defined in this ordinance.*
- *A right-of-entry onto the property, with proper advance notice, for the purpose of marking or lighting any structure or other object that penetrates the imaginary surfaces as defined in this ordinance.*
- *A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight as defined in this ordinance from being created on the property.*

7. *Building permit. Within Section 135B, a permit issued by the Hillsboro Building Department for structural improvements on a property, excluding permits for electrical, mechanical, plumbing or grading improvements, non-residential tenant improvements, residential remodeling, or any other permit which does not increase the number of residential dwelling units or the square footage of non-residential structures on a property.*

8. *Commercial Child Care Facility. Any child care facility, other than certified or registered family child care homes or childcare centers used by and operated solely for employees of one or more businesses within the boundaries of the ASCO zone.*

9. *Commercial Senior or Convalescent Care Facility. Any senior or convalescent care facility, other than licensed residential homes or residential facilities, which provides overnight sleeping rooms for residents' use.*

10. *FAA. The Federal Aviation Administration.*

11. *Height. The highest point of a structure or tree, plant or other object of natural growth, measured in feet above the Airport Elevation.*

12. *Day-Night Average Sound Level (DNL or L_{dn}). The noise metric adopted by the U.S. Environmental Protection Agency for measurement of environmental noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to account for the lower tolerance of people to noise during nighttime periods. The mathematical symbol is L_{dn}*

13. *Noise Sensitive Uses. Real property normally used for sleeping or as a school, church, hospital, or public library.*

14. **Obstruction.** Any structure or other natural object penetrating an Airport Imaginary Surface.

15. **Airport Activity Disclosure Statement.** A disclosure statement that acknowledges that a subject property is located within the noise impact boundary and/or the 55 DNL and signifies an owner's awareness of the noise levels and activities associated with airport operations, such as over flights, vibration and odors.

16. **Public Assembly Facility.** A permanent or temporary structure, facility, place or activity where concentrations of people gather in reasonably close quarters. Public assembly facilities include, but are not limited to: schools, churches, conference or convention facilities, employment and shopping centers, arenas, athletic fields, stadiums, clubhouses, large museums, and similar facilities and places, but do not include parks, golf courses, fair grounds or similar facilities. Public assembly facilities also do not include air shows, structures or uses approved by the FAA in an adopted airport master plan, or places where people congregate for short periods of time such as parking lots or bus stops.

17. **Runway.** The defined areas at the Hillsboro Airport constructed and used for aircraft landing and takeoff. Runways at the Hillsboro Airport include existing Runway 12/30, existing 2/20, and future Runway 12L/30R.

18. **Structure.** For purposes of this Section, any constructed or erected object which requires location on the ground or is attached to something located on the ground. For purposes of this section, structures include but are not limited to buildings, decks, fences, signs, towers, cranes, flagpoles, antennas, smokestacks, earth formations and overhead transmission lines, but do not include concrete or asphalt surfaces exceeding the surrounding ground level by less than six inches.

19. **Water Impoundment.** A temporary or permanent, human-made body of water, excluding above-ground or in-ground swimming pools, hot tubs, or spas with surface areas less than 650 square feet. Water impoundments include wastewater treatment settling ponds, storm water swales, detention and retention ponds, artificial lakes and ponds, and similar water features. An expansion of an existing water impoundment is considered a new impoundment except where such expansion was authorized by the City prior to [effective date of this Section].

D. Compatibility and Safety Standards regarding Height. All structures permitted in the ASCO zone under the standards of the underlying zone shall comply with the height limitations of this Section. Where height limitations of the underlying zone are more restrictive than those of this Section, the

underlying zone limitations shall control. Pursuant to Section I, installation of obstruction markers or lighting, or alteration of the structure, may be required on any pre-existing legally constructed structures built or permitted prior to [effective date of this Ordinance] not conforming to these standards if the structure is determined to be a potential air navigation hazard.

1. Except as provided in subsections B and C of this Section, no structure, tree, plant, object of natural growth and temporary structures, such as construction equipment, shall penetrate the Imaginary Surfaces shown on Figure 135B 2.

2. Within the Imaginary Surfaces outside the approach and transition surfaces, where ground elevation exceeds the Airport Elevation to the degree that existing or permitted structures penetrate or would penetrate the primary, conical, or horizontal Surfaces, the City may issue permits for construction of structures up to 35 feet in height.

3. Variances or exceptions to allow structural heights exceeding the standard of the underlying zone may be permitted. Applications for height variances shall be processed as required under Zoning Ordinance Sections 106 through 111, or 136 (X).

4. Proposed structures, trees, plants, objects of natural growth and temporary structures that would penetrate the imaginary surfaces must be reviewed through the FAA's Obstruction Evaluation / Airport Airspace Analysis process and the applicant must file a Notice of Proposed Construction or Alteration (Form 7460-1) with the FAA. Approval of a variance for increased height within the ASCO may be subject to conditions recommended by the FAA.

(E) Compatibility and Safety Standards regarding Noise Applications for land use approvals, limited land use approvals, or building permits for properties within the boundaries of the ASCO zone received after [effective date of this Ordinance] shall demonstrate compliance with the noise disclosure and mitigation requirements of this Section. The requirements of Section E shall not be construed to require the compliance of any pre-existing legally established structure or land use approval not conforming to these requirements.

1. Within the Airport Noise Impact Boundaries shown on Figure 135B 3, recordation of any land division of residentially zoned property shall include recordation of a Airport Activity Disclosure Statement. Any Covenants, Conditions and Restrictions or similar documents shall include citation of the Airport Activity Disclosure Statement. Issuance of a Development Review approval, under Zoning Ordinance Section 133 Development Review / Approval of Plans, for a multi-family residential development not including a land

division shall be conditioned to require documentation that an Airport Activity Disclosure Statement is included within any lease or rental contracts. Documentation demonstrating compliance with this standard shall be provided to the Planning Department prior to issuance of a Certificate of Occupancy.

2. Within the Airport Noise Impact Boundaries shown on Figure 135B 3, where airport noise levels are identified at or above 55 Ldn, construction plans submitted for building permit applications for noise sensitive land uses shall include noise abatement methods incorporated into building design and construction as necessary to achieve an indoor noise level not to exceed 45 dBA. Such noise abatement methods may include, but are not limited to: additional insulation; drywall; air conditioning; and/or double- or triple-glazed windows. Building permit applications for construction of noise sensitive uses shall include documentation from a certified acoustician that the building design and construction will achieve an indoor noise level equal to or less than 45 dBA.

F. Compatibility and Safety Standards regarding Development. The following items have the potential to create hazards to aircraft flight. Applications for land use approvals, limited land use approvals, or building permits on properties within the boundaries of the ASCO zone received after [effective date of this Ordinance] shall demonstrate compliance with the requirements of this Section. The requirements of Section F shall not be construed to require the compliance of any pre-existing legally established development improvement not conforming to these requirements.

1. Outdoor Lighting. Industrial, commercial, institutional, or recreational uses or facilities shall not use outdoor lighting which projects vertically. Outdoor lighting for all developments shall incorporate shielding in its design to reflect light downward. No outdoor lighting shall be approved which is similar in size, pattern or intensity to airport lighting, and which may impede the ability of pilots to distinguish such outdoor lighting from airport lighting.

2. Reflectivity. Use of exterior metal or glass on the east, west, and south building faces or roofs of new structures shall include any of the following or equivalent methods to reduce the reflectivity of these materials: glare control film or tinting on windows; reduced pane size or overall window area; enlarged mullions; downward-angled windows; exterior louvers, panels, or screens on windows; and matte finishes on metal surfaces. For the purposes of this section, solar panels, collectors and arrays installed with permits issued by the City are not considered reflective materials and are not subject to the provisions of this section.

3. Emissions. Within the ASCO approach surface boundaries, emissions of smoke, dust or steam that could obscure a pilots' visibility are

discouraged. Applications for new industrial, commercial, institutional, or other uses which are anticipated to regularly or intermittently create such emissions shall, during the Development Review process under Zoning Ordinance Section 133, provide documentation that the applicant has consulted with the Port of Portland to ensure that under normal weather conditions such emissions are likely to dissipate and not obscure pilot visibility before reaching the nearest runway approach surface elevation. The City may impose as conditions of approval requirements for reasonable and practical mitigation measures as necessary to ensure that emissions are unlikely to obscure pilot visibility.

4. Communications Facilities and Electrical Interference. No land use, facility, or utility installation shall cause or create radio transmissions or electrical interference at frequencies or levels which may disrupt navigational signals or radio communications between the Airport and an aircraft. Applications or proposals for the location of new or expanded radio, radiotelephone, and television transmission facilities, electrical transmission lines, or facilities using high frequency electrical impulses in any on-site process within the ASCO zone shall be coordinated with the Port of Portland prior to approval or installation. Approvals of cellular and other telephone or radio communication towers on leased property located within the Airport Imaginary Surfaces illustrated on Figure 135B 2 shall be conditioned to require their removal within 90 days following the expiration of the lease agreement and shall be further conditioned with a requirement to provide a bond or other security to ensure such removal.

5. Water and Waste Water Treatment Facilities: Sewage and industrial waste treatment systems and water treatment systems using permanent open ponds or tanks that attract and sustain wild life populations which pose a threat to the safe operation of fixed wing aircraft are not allowed within the ASCO zone boundaries, with the exception of the following:

- a. Structural walled flocculation/sedimentation basin, mix basins, and/or structural walled filter basins all with permanently attached structurally framed roofs and open air side walls.*
- b. Closed piped industrial waste treatment such as Acid Waste Neutralization, and solvent waste collection systems used by semiconductor and solar industries are not open waste water treatment facilities.*
- c. Closed piped industrial water treatment systems such as RO / DI plants and associated pre-treatment are not open water-treatment facilities.*
- d. Collection, use, or treatment of rainwater or gray water, which does not attract or sustain wild life populations that threaten safe operation of fixed wing aircraft.*

G. Compatibility and Safety Standards regarding Land Use.

Within the six Airport Compatibility Zones in the ASCO zone, land uses established after [effective date of this Ordinance] shall be limited or restricted as described in this Section. In the event of conflict with the underlying zone, the more restrictive provisions shall control. As used in this section, a limited use means a use that is allowed subject to special standards specific to that use. The requirements of Section G shall not be construed to require the discontinuance of any pre-existing legally established land use not conforming to these requirements.

1. Compatibility Zone 1: Runway Protection Zone

(a) Prohibited land uses include the following: public assembly facilities; residential, commercial, industrial, and institutional land uses; athletic fields, sanitary landfills, water treatment plants, mining, water impoundments, wetland mitigation, and the storage of fuel and other hazardous materials.

(b) Uses and facilities are restricted to those requiring location in Compatibility Zone 1 for which no practicable alternative location exists.

(c) Roads and parking areas may be permitted in Compatibility Zone 1 upon demonstration that there are not practicable alternatives. Plans for lights, guardrails and related road and parking area improvements may be subject to conditions recommended by the Port of Portland based on FAA airport design standards.

(d) No structures are allowed in Compatibility Zone 1, with the sole exception of structures accessory to airport operations whose location within Compatibility Zone 1 has been approved by the FAA.

(e) Utilities, power lines and pipelines shall be underground.

2. Compatibility Zone 2: Inner Approach/Departure Zone

(a) Prohibited land uses include the following: commercial child care facilities; schools; hospitals, commercial senior or convalescent care facilities; and sanitary landfills.

(b) Residential development shall be limited to the densities specified on the Hillsboro Comprehensive Plan Land Use Map as of [effective date of this Ordinance]. Land use approvals which would increase residential densities above the existing densities as of [effective date of this Ordinance] shall not be approved by the City.

(c) Nonresidential development intensity in new developments shall be limited to:

(1) A maximum average intensity of 60 people per gross acre at any time.

(2) A maximum intensity of 120 people on any single gross acre at any time.

(d) Structures shall be located as far as practical from the extended runway centerline.

(e) Land use or limited land use approvals by the City shall be conditioned to provide an avigation easement and an Airport Activity Disclosure Statement to the Port of Portland prior to recordation of land division plats or Certificates of Occupancy, as applicable.

(f) Water impoundments up to 10,000 square feet in surface area are permitted. Applications for water impoundments shall include documentation to the Planning Department that the applicant has consulted with the Port of Portland to ensure that the design of the water impoundment reduces its attractiveness to wildlife and minimizes the risk to aviation.

3. Compatibility Zone 3: Inner Turning Zone

(a) Prohibited land uses include the following: commercial child care facilities; schools; hospitals, commercial senior or convalescent care facilities; and sanitary landfills.

(b) Residential development shall be limited to the densities specified on the Hillsboro Comprehensive Plan Land Use Map as of [effective date of this Ordinance]. Land use approvals which would increase residential densities above the existing densities as of [effective date of this Ordinance] shall not be approved by the City.

(c) Nonresidential development intensity in new developments shall be limited to:

(1) A maximum average intensity of 100 people per gross acre at any time.

(2) A maximum intensity of 200 people on any single gross acre at any time.

(d) Structures shall be located as far as practical from the extended runway centerline.

(e) Land use or limited land use approvals by the City shall be conditioned to provide an aviation easement and an Airport Activity Disclosure Statement to the Port of Portland prior to recordation of land division plats or Certificates of Occupancy, as applicable.

(f) Water impoundments up to 10,000 square feet in surface area are permitted. Applications for water impoundments shall include documentation to the Planning Department that the applicant has consulted with the Port of Portland to ensure that the design of the water impoundment reduces its attractiveness to wildlife and minimize the risks to aviation.

4. Compatibility Zone 4: Outer Approach/Departure Zone

(a) Prohibited land uses include the following: commercial child care facilities; schools; hospitals, commercial senior or convalescent care facilities; and sanitary landfills.

(b) Residential development shall be limited to the densities specified on the Hillsboro Comprehensive Plan Land Use Map as of [effective date of this Ordinance]. Land use approvals which would increase residential densities above the existing densities as of [effective date of this Ordinance] shall not be approved by the City.

(c) Nonresidential development intensity in new developments shall be limited to:

(1) A maximum average intensity of 100 people per gross acre at any time.

(2) A maximum intensity of 300 people on any single gross acre at any time.

(d) Structures shall be located as far as practical from the extended runway centerline.

(e) Land use or limited land use approvals by the City shall be conditioned to provide an aviation easement and an Airport Activity Disclosure Statement to the Port of Portland prior to recordation of land division plats or Certificates of Occupancy, as applicable.

(f) Water impoundments up to 10,000 square feet in surface area are permitted. Applications for water impoundments shall include

documentation to the Planning Department that the applicant has consulted with the Port of Portland to ensure that the design of the water impoundment reduces its attractiveness to wildlife and minimizes the risk to aviation.

5. *Compatibility Zone 5: Sideline Zone*

(a) *Prohibited land uses include the following: commercial child care facilities; schools; hospitals, commercial senior or convalescent care facilities; and sanitary landfills.*

(b) *Residential development shall be limited to the densities specified on the Hillsboro Comprehensive Plan Land Use Map as of [effective date of this Ordinance]. Land use approvals which would increase residential densities above the existing densities as of [effective date of this Ordinance] shall not be approved by the City.*

(c) *Nonresidential development intensity in new developments shall be limited to:*

(1) *A maximum average intensity of 150 people per gross acre at any time.*

(2) *A maximum intensity of 300 people on any single gross acre at any time.*

(d) *Structures shall be located as far as practical from the extended runway centerline.*

(e) *Land use or limited land use approvals by the City shall be conditioned to provide an aviation easement and an Airport Activity Disclosure Statement to the Port of Portland prior to recordation of land division plats or Certificates of Occupancy, as applicable.*

(g) *Water impoundments up to 10,000 square feet in surface area are permitted. Applications for water impoundments shall include documentation to the Planning Department that the applicant has consulted with the Port of Portland to ensure that the design of the water impoundment reduces its attractiveness to wildlife and minimizes the risk to aviation.*

6. *Compatibility Zone 6: Traffic Pattern Zone*

(a) *Prohibited land uses include the following: schools; hospitals, commercial senior or convalescent care facilities; sanitary landfills, and publicly-owned water treatment plants.*

(b) Water impoundments are permitted. Applications for water impoundments shall include documentation to the Planning Department that the applicant has consulted with the Port of Portland to ensure that the design of the water impoundment has reduced its attractiveness to wildlife and minimized the risk to aviation to the greatest extent practicable.

(c) Applications for increased densities of residential development may be approved if implementation of such increased densities can be conditioned to be constructed consistent with the safety and compatibility standards in this Ordinance regarding building height and noise management. Approvals by the City of increased residential densities shall be conditioned to provide an aviation easement and an Airport Activity Disclosure Statement to the Port of Portland prior to recordation of land division plats or Certificates of Occupancy, as applicable.

(d) There are no nonresidential development intensity limitations in this compatibility zone.

H. Wetland Mitigation, Creation, Enhancement and Restoration

1. To minimize risk and reduce hazards to air navigation near the Airport, the establishment of wetland mitigation banks outside the ASCO zone boundaries is encouraged.

2. Wetland mitigation, creation, enhancement or restoration projects existing or approved on the effective date of this ordinance and located within the ASCO zone boundaries are recognized as lawfully pre-existing non-conforming uses.

3. Applications to expand existing wetland mitigation projects or to create new wetland mitigation projects within the ASCO zone boundaries shall be permitted only in Airport Compatibility Zone 6 upon demonstration to the Planning Department that:

a. The existing or proposed wetlands have a site-specific ecological function, including but not limited to critical habitat for threatened, endangered or state sensitive species, ground water recharge, etc.

b. The proposed mitigation created will be designed and located to avoid creating a wildlife hazard or increasing hazardous movements of birds across runways or in Airport Compatibility Zones 1-5.

4. *Applications to create, enhance or restore wetlands within Airport Compatibility Zones, which include expansion of an existing water impoundment or creation of a new water impoundment, shall be permitted upon demonstration that:*

a. *The subject wetlands have or will have a site-specific ecological function, including but not limited to critical habitat for threatened, endangered or state sensitive species, ground water recharge, etc; and*

b. *The proposed wetland will be designed and maintained to avoid increasing hazardous movements of birds feeding, watering or roosting in areas across runways or in Airport Compatibility Zones 1-5.*

5. *Applications for new or expanded mitigation submitted under Section 3, or applications for wetlands creation, enhancement or restoration submitted under Section 4 shall be coordinated with the Port of Portland.*

6. *Any approval of new or expanded mitigation submitted under Section 3, or for wetlands creation, enhancement or restoration submitted under Section 4 shall be conditioned as deemed appropriate and necessary by the City to prevent increasing hazardous bird movements across runways and Airport Compatibility Zones 1-5.*

I. Nonconforming Structures or Uses

1. *The requirements of this Section shall not be construed to require the removal, lowering or alteration of any pre-existing legally constructed structure not conforming to these requirements. These regulations do not require any change in the construction, alteration or intended use of any structure, the construction or alteration of which was approved prior to [effective date of this Ordinance].*

2. *Notwithstanding Section 1 above, if an existing structure is determined by the City, based on FAA obstruction standards, to have an adverse effect on air navigational safety, the provisions of this Section shall be construed to allow the City to require that the owner of that structure to install or allow the installation of obstruction markers, in order to make the structure more visible to pilots.*

3. *No land use approval, limited land use approval, building permit or other permit shall be issued by the City after [effective date of this Ordinance] that would increase any air navigation hazard caused by a pre-existing nonconforming use or structure.*

J. Land Use Applications in Airport Safety and Compatibility Overlay Zone.

1. In addition to the materials specified elsewhere in the Zoning Ordinance, applications for land use or limited land use approvals on properties within the ASCO zone shall include the following documentation:

a. Elevation data on the site plan, showing native grade and height of all existing and proposed structures, measured in feet above mean sea level.

b. Vicinity maps showing the location of the subject property in relation to the Imaginary Surfaces shown on Figure 135B 2; the Airport Noise Impact Boundaries shown on Figure 135B 3; and the Compatibility Zone boundaries shown on Figure 135B 4.

c. Documentation of a landscaping plan that is consistent with the standards in Section 5.2.4 Vegetation Management in the Port of Portland's 2007 Hillsboro Airport Wildlife Hazard Management Plan.

2. The Planning Department shall provide to the Port of Portland notice of City review of applications for quasi-judicial land use or limited land use decisions or legislative decisions such as Comprehensive Plan or Zoning Ordinance text amendments, affecting properties within the ASCO zone, in the same manner and at the same time as notice is provided to surrounding property owners, as required elsewhere in the Zoning and Subdivision Ordinances and in the Comprehensive Plan.

3. Within Compatibility Zones 2, 3, 4, or 5, land divisions such as partitions, subdivisions, or condominiums, and Development Review approvals for multi-family residential development of any size, or non-residential structures exceeding 10,000 gsf, shall be conditioned to require provision to the Port of Portland of an Avigation Easement and an Airport Activity Disclosure Statement. Documentation of the recordation of the Avigation Easement and Airport Activity Disclosure Statement shall be provided prior to issuance of Certificates of Occupancy.

Section 4. Zoning Ordinance No. 1945 is amended with the addition of four (4) Figures, attached hereto as Attachments I, II, III, and IV, to be included in Section 135B:

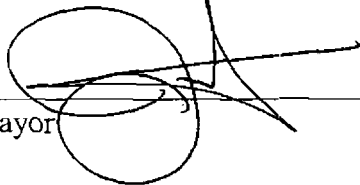
Attachment I:	Figure 135 B 1 Hillsboro Airport Runways
Attachment II:	Figure 135 B2 Hillsboro Airport Imaginary Surfaces
Attachment III:	Figure 135 B 3 Airport Noise Impact Contour Boundaries
Attachment IV:	Figure 135 B 4 Airport Compatibility Zones

Section 5. This ordinance shall be effective from and after 30 days following its passage and approval by the Mayor.

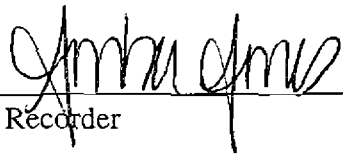
First approval of the Council on this 18 day of September, 2009.

Second approval of the Council on this 6 day of October, 2009.

Approved by the Mayor this 6 day of October, 2009.



Mayor

ATTEST: 

City Recorder

Attachment A

FINDINGS AND CONCLUSIONS

**Minor Amendments to Comprehensive Plan Ordinance No. 2793
and Zoning Ordinance No. 1945**

**Case File Numbers HCP 1-09 and ZOA 3-09:
Hillsboro Airport Compatibility Study Implementation**

I. INTRODUCTION AND LEGISLATIVE HISTORY

The primary purpose of the Hillsboro Airport Compatibility Study Implementation amendments (Case File Numbers HCP 1-09 and ZOA 3-09) is to reduce conflicts between airport operation and future development, as required by the Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR). These statutory requirements are summarized in Attachment A-1.

In 2005, the Port of Portland with input from the City completed an update of the Hillsboro Airport Master Plan, which included an updated Compatibility Study. An Airport Use zone and Airport Safety and Compatibility Overlay zones were part of the recommended action in the Compatibility Study, excerpts from which are included in Attachment A-2.

In January 2007 the Hillsboro Airport Issues Roundtable (HAIR) formed a land use subcommittee specifically to development the Airport Use zone (AUZ) and the Airport Safety and Compatibility Overlay (ASCO) zones recommended in the Compatibility Study. After considerable review and discussion, the sub-committee determined that the best alternative for Hillsboro would be a hybrid of the height, noise and development regulations from the model airport zoning example development by the State of Oregon, combined with the more refined six ASCO zones developed and used in California, Washington and Minnesota. The "Six Zone Model" was preferred over the Oregon "Two Zone" model for three reasons:

- The six zone system is based on actual air traffic accident data from the National Traffic Safety Board, rather than on radii from airport runways
- The six zone system differentiates between flight paths and traffic patterns
- The six zone system can be "fine-tuned" for urban airports

City and Port staff met with personnel from the State Department of Aeronautics (DOA) and the Department of Land Use and Transportation (DLCD) regarding the proposal to use the "Six Zone Model" to complement the Oregon Model zoning. Both agencies supported this methodology.

With the oversight of the HAIR land use sub-committee, the Port and City staff developed and mapped the six ASCO zones and consolidated them with the height noise, and development standards of the Oregon Model. After the geometry of the six zones was completed, the City worked with industrial property owners potentially most affected by the proposal: SolarWorld; Genentech; and Intel. Revisions were made in the draft language to reflect the industries'

operational concerns and to provide clear and objective standards for future development. The provisions of the AUZ were also developed by the Port and City staff with oversight by the HAIR land use sub-committee: these provisions closely parallel those of the Oregon Model Code.

The final draft language of AUZ and ASCO zones was endorsed by the land use sub-committee in December 2008 and by the full Hillsboro Airport Issues Roundtable in January 2009. The Planning Commission held a work session on the proposed amendments on February 25, 2009, and subsequently initiated the amendments on March 11, 2009.

Notice of a joint Port/City open house and of the Planning Commission public hearings was sent to approximately 6100 property owners potentially affected by the proposed amendments. The Planning Commission public hearing opened on May 13, 2009, and was continued to June 10 and to June 24, 2009. The Planning Commission Public testimony received throughout hearings process helped to shape the final amendments forwarded to the City Council for adoption.

II. ADOPTION OF ADDITIONAL DOCUMENTS BY REFERENCE

The following documents are included in these findings by reference:

- Planning Commission staff report dated February 19, 2009 with associated attachments;
- Planning Commission staff report dated March 25, 2009 with associated attachments;
- Planning Commission Orders No. 8005 and 8006;
- Planning Commission staff report dated May 6, 2009, with associated Attachments A, B, C, D, and E;
- Planning Commission staff report dated May 21, 2009;
- Planning Commission staff report dated June 16, 2009, with associated attachments;
- Planning Commission Orders No. 8012 and 8013

III. OVERVIEW OF COMPREHENSIVE PLAN AND ZONING ORDINANCE AMENDMENTS

The Comprehensive Plan amendments include three changes in Section 7 Air Water and Land Resource Quality, and two changes in Section 13 Transportation.

Air, Water, and Land Resource Quality changes:

- Addition of a new Policy K
- Deletion of existing Implementation Measures 13, 14, 15, 16, and 17
- Addition of new Implementation Measure 18

Transportation changes:

- Deletion of Policy J
- Addition of new Implementation Measures (V) and (W)

The Zoning Ordinance amendments would include addition of two new sections: Section 135(A) Airport Use Zone AUZ and Section 135(B) Airport Safety and Compatibility Overlay Zone (ASCO). Within the ASCO, height and noise mitigation regulations, and development regulations on lighting, emission, glare, and electrical interference would be applicable to new development as specified. Six compatibility zones would also be created with varying degrees of regulations intended to mitigate conflicts between airport operations and future development. Section 94 Exceptions to Building Height Limitations would also be amended in Subsection (2) to be consistent with the new AU and ASCO zones.

V. COMPLIANCE WITH THE CITY OF HILLSBORO COMPREHENSIVE PLAN

A. Identification of the Amendments as “Minor Amendments”

The City followed the process established at Section 1(III) of the HCP for review of proposed minor amendments to the Comprehensive Plan. A “Minor Plan Amendment” is defined as “any change to the Comprehensive Plan which is not a major plan amendment.” A “Major Plan Amendment,” in turn, is defined as follows at Section 1(II)(G):

“Major Plan Amendment” includes any significant change to the Comprehensive Plan text or map initiated by the City Council of Planning Commission. A “significant change” is one that amends or refines both the Plan text and map, has operative effect over a large geographic area and is likely to have significant environmental, energy, economic and social consequences.

Finding: The proposed Comprehensive Plan amendments do not amend both the Plan text and map. All three elements of the definition of “major plan amendment” must be met in order for an amendment to meet the definition. In addition, the amendments will not have significant environmental, energy, economic and social consequences as they are modifications to implement State Statutes and Administrative Rules, as well as the adopted Hillsboro Airport Master Plan and Land Use Compatibility Study.

Conclusion: The City followed the appropriate process for a minor plan amendment as required by the HCP. The City provided the required notice to the state Department of Land Conservation and Development more than 45 days prior to the first public hearing on the proposed amendments as required by ORS 197.610. The City also sent notice to approximately 6200 affected property owners as required by ORS 227.186.

Therefore, the applicable requirements for classifying and processing the proposed amendments are met.

B. Minor Amendment Criteria

Minor Amendments to the HCP may be made if a need for revision is documented. HCP Section 1(IV)(A). The proposed amendments meet this criterion based on the need for consistency with

ORS 836.610, OAR 660-13, and the adopted Hillsboro Airport Master Plan and Land Use Compatibility Study.

The HCP requires that amendments be submitted by the City, government agencies and property owners. These amendments were initiated by the Planning Commission through adoption of Orders No. 8005 and 8006 on March 25, 2009.

C. Goals and policies of the Comprehensive Plan

Section 1. Planning and Citizen Involvement.

The Plan establishes processes that are designed to facilitate public involvement in revisions to the Plan and implementing regulations. Specifically, at Section 1(IV), a process is established for consideration of minor amendments such as this one. Newspaper notice was provided as required by Section IV(A)(1).

The Planning Commission initiated these amendments and conducted a work session and public hearing at three meetings over the course of its review. As required by ORS 227.186, notice of the public hearing and an earlier Open House was sent to approximately 6200 property owners. Notice of the public hearings was also published in the Hillsboro Argus. Approximately 50 persons attended the Open House, and approximately 31 persons testified in person or in writing at the Planning Commission public hearing.

In addition, the 2008 HAIR meetings, including the Land Use Sub-Committee meetings during which the draft language of the amendments was developed, were noticed in the Hillsboro Argus and on the Port's web site. Electronic notice was also sent to interested parties who had signed up for information on the Port's airports: Portland; Hillsboro; and Troutdale. HAIR meetings were held in the Hillsboro Civic Center (a fully accessible site) in the early evening.

Findings:

The notification provided of the development of the language through the HAIR land use sub-committee in 2008, and the Ballot Measure 56 notification of the Open House and Planning Commission public hearing were effective in notifying affected property owners, as was evident from the attendance at the Open House and the testimony at the public hearings.

Conclusion: The process requirements of the Comprehensive Plan have been met.

Section 2. Urbanization.

The Urbanization element of the Comprehensive Plan seeks to provide for orderly and efficient transition from rural to urban uses through the identification and establishment of areas designed to accommodate the full range of urban uses within the Hillsboro Planning Area.

Findings: The proposed amendments are consistent with the goal and policies of the Urbanization element of the Comprehensive Plan because the Plan envisions that as development occurs public facilities and services will be expanded to accommodate the additional need. The Hillsboro Airport provides transportation facilities and employment opportunities within the Hillsboro Planning Area, and the proposed amendments will facilitate the expansion of the Airport within the provisions of the adopted Master Plan. The proposed amendments will create ASCO zones which will be applied to properties within the City south of NW Evergreen Road, and will be applicable to future annexations of industrial areas north of NW Evergreen Road in the Evergreen Special Industrial Area. Availability of the ASCO zones, and the certainty which their provisions will provide to future development in that area, facilitates efficient urbanization.

Conclusion: Applicable policies of the Urbanization section of the Plan are met.

Section 3. Housing.

The goal of the Housing chapter of the Plan is to provide for the housing needs of the citizens of Hillsboro and the surrounding community by encouraging the construction, maintenance, development and availability of a variety of housing types, in sufficient numbers and at price ranges and rent levels which are commensurate with the financial capabilities of the community's residents.

Findings: Housing Policies C and O direct that housing be "designed and constructed in a manner that assures safe, healthy, and convenient living conditions for the community's citizens" and that "residential areas should be designated to avoid incompatible commercial, industrial, and other uses." The proposed amendments will reduce the negative impacts of airport operations on future residential development by creating clear and objective standards for the mitigation of such impacts during construction, and by limiting future increases in residential density in proximity to the airport flight paths. These provisions will contribute to a safer, healthier and more convenient residential environment. Such standards also provide clarity and consistency for the housing construction community which provides for the housing needs of Hillsboro's citizens.

Conclusion: The applicable policies of the Housing section of the Plan are met.

Section 4. Agricultural Lands.

The goal of the Agricultural Lands section of the Plan is to utilize farms as open space and provide a method for maintaining agricultural lands outside the urban growth boundary for farm use.

Findings: This section is not applicable to the proposed amendments as Statewide Goal 3 does not apply within urban growth boundaries. However, by specifying agricultural use as permitted within the AU Airport Use zone the amendments encourage the preservation of agricultural land within the urban growth boundary for open space and reduction of storm water runoff.

Section 5. Forest Lands.

The goal of the Forest Lands section of the Plan is to conserve forested lands and significant trees in the planning area.

Finding: This Section does not apply to the proposed amendments.

Section 6. Natural Resources, Open Space, Scenic and Historical Sites.

The goal of this Section of the Plan is to preserve the variety of natural and historical resources in the City.

Findings: This Section of the Plan implements Statewide Planning Goal 5, which included wetlands as a Goal 5 resource. The proposed amendments address the conflicting interests of wetlands creation/enhancement and reduction of waterfowl attractants impacting aviation safety, by providing clear and objective standards for creation and mitigation of wetlands within the ASCO zones. These standards specifically address Goal D, which calls for identification and provision of “appropriate protection” for significant Goal 5 natural resource sites including wetlands. The proposed amendments have no impact on any sites on the City’s Cultural Resource Inventory.

Conclusion: The applicable policies of the Natural Resources, Open Space and Historical Sites section of the Plan are met.

Section 7. Air, Water and Land Resource Quality.

The goal of this Section of the Plan is to maintain and improve the quality of the air, water and land resources of the city and prevent waste discharges from developments from degrading or threatening those resources.

Findings: By implementing the recommendations of the Hillsboro Airport Land Use Compatibility Study, these amendments support this goal. Adoption and application of the proposed ASCO zones will mitigate future negative impacts of airport operations by placing appropriate limitations on future development, thereby limiting the number of persons impacted. The adoption of new Policy K, and new Implementation Measure 18, and the deletion of outdated Implementation Measures 13, 14, 15, 16, and 17 will bring this Section into compliance with the Statewide Airport Planning Rule OAR 660-13, and the Hillsboro Airport Land Use Compatibility Study.

Conclusion: The applicable policies of this Section of the Plan are met.

Section 8. Natural Disasters and Hazards.

The goal of this section of the Plan is to protect life and property within the planning area from natural disasters and hazards.

Findings: The proposed amendments do not affect this Section of the Plan.

Section 9. Recreation.

The goal of this Section of the Plan is to provide a parks and recreation facilities plan and program including a variety of open spaces, parks and recreation facilities.

Findings: The proposed amendments do not affect this Section of the Plan.

Section 10. Economy.

The goals of this Section of the Plan are to expand, improve and diversify the economy of the planning area, provide local employment opportunities, conserve energy by reducing commuting distances, and expand the tax base and economic independence of the area.

Findings: The proposed amendments will provide greater certainty to the business community, especially prospective industrial developers, by providing clearer and more objective standards for properties in the vicinity of the airport. The increased clarity in the City's regulations will provide certainty to the development community and industry and can help promote the attraction of commercial and industrial development.

Section 11. Energy.

The goal of this Section of the Plan is to conserve energy through the design and location of land use activities in the City.

Findings: The proposed amendments do not affect this Section of the Plan.

Section 12. Public Facilities and Services.

The goal of this Section of the Plan is to implement Statewide Planning Goal 11. The Plan envisions the provision of public facilities and services in an orderly and efficient manner and utilizing the provision of those services as a method for guiding urbanization within the Hillsboro Planning Area.

Findings: The proposed amendments implement Plan policies that include park and recreation facilities within the definition of this Section by assuring usable open space in developments.

The uniform calculation of density will allow the City and other service providers to better predict the need for public facilities to serve development.

Conclusion: Applicable policies of this Section of the Plan are met.

Section 13. Transportation.

The goal of this Section of the Plan is to implement Statewide Planning Goal 12 by ensuring provision of a safe, convenient, efficient and economic transportation system based on the City's Transportation System Plan.

Finding: This Section of the Plan is not relevant to the proposed amendments as they do not relate to transportation facilities. All development will still be required to comply with adopted City plans and regulations related to transportation facilities.

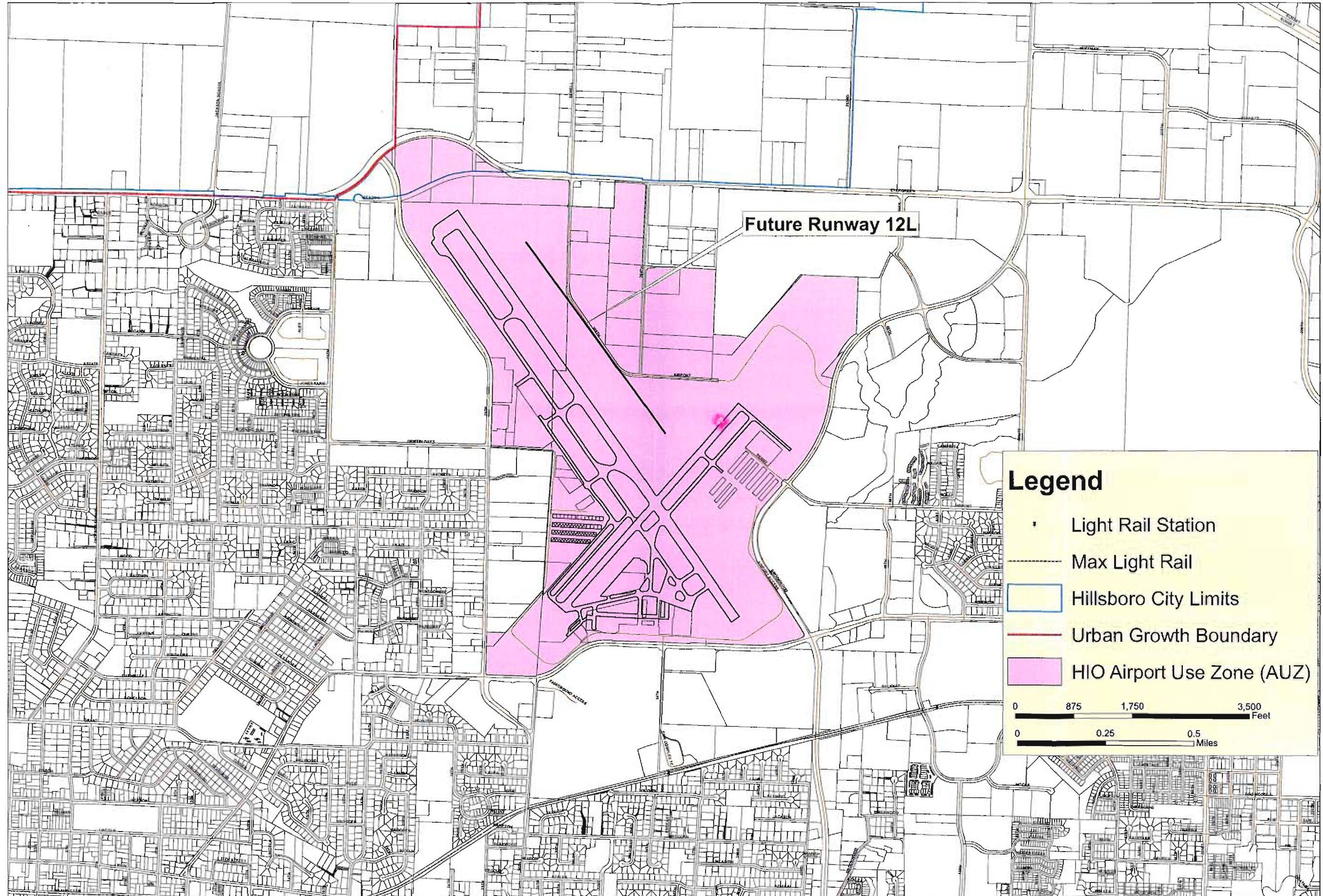
The remaining Sections of the Plan do not apply to the proposed amendments. They include community plans, a Severability provision, and the City's Transportation System Plan.

The remaining Statewide Planning Goals do not apply to these amendments.

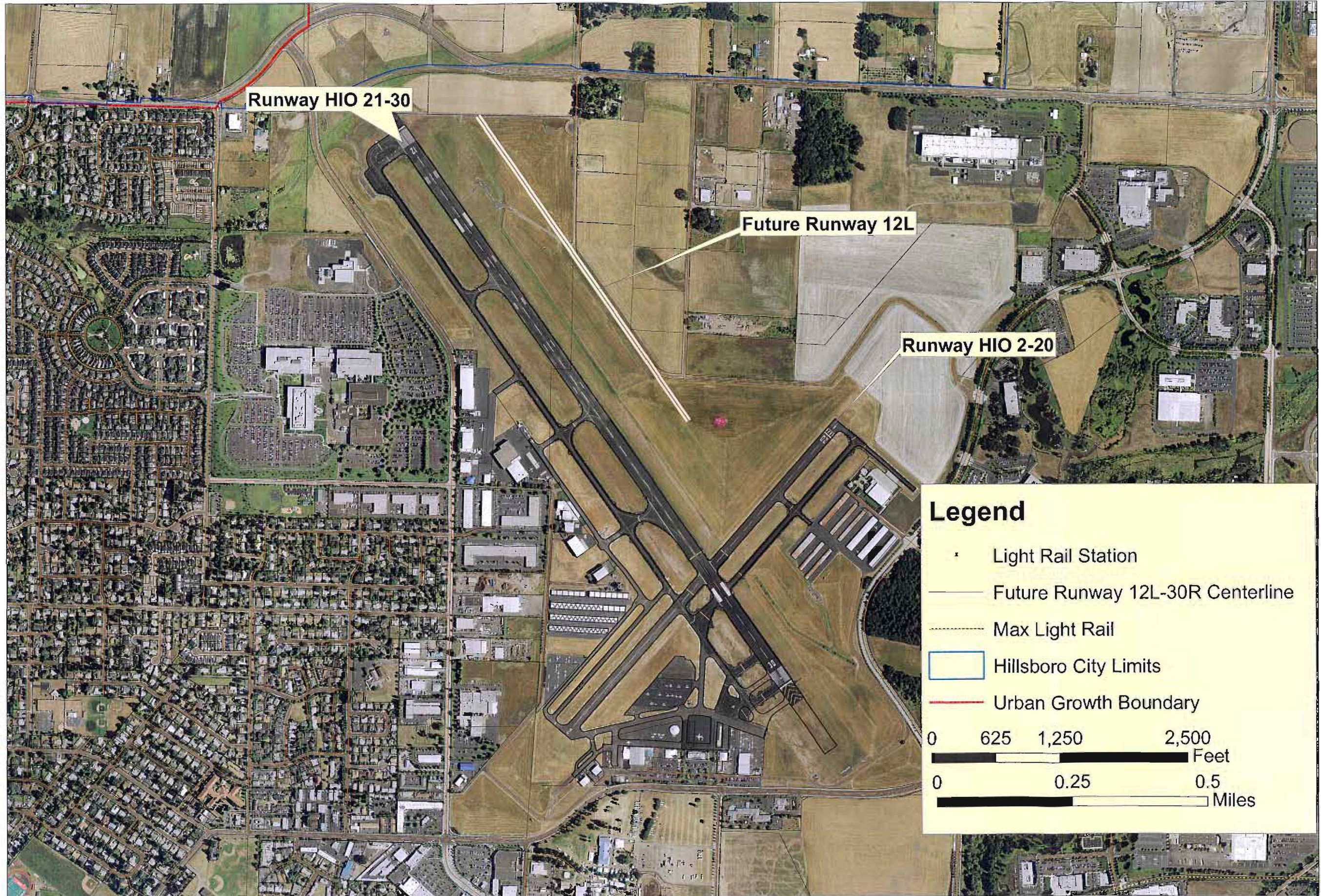
IV. CONCLUSION

The proposed amendments comply with applicable provisions of the Hillsboro Comprehensive Plan and Statewide Goals.

Proposed AU Airport Use Zone Boundaries

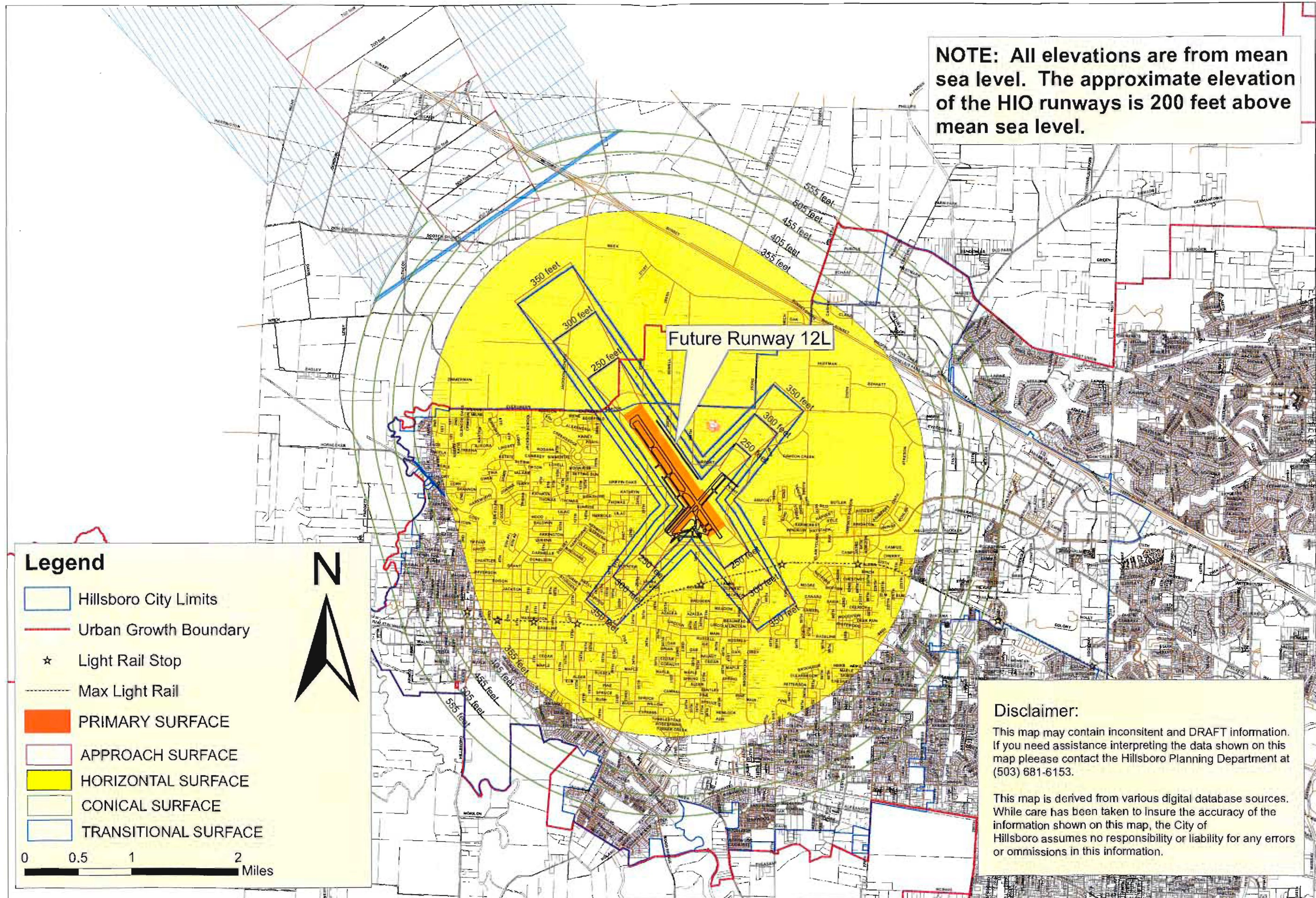


Proposed Figure 135.B.1 Hillsboro Airport Runways



Proposed Figure 135.B.2 Hillsboro Airport Imaginary Surfaces

NOTE: All elevations are from mean sea level. The approximate elevation of the HIO runways is 200 feet above mean sea level.



Legend

-  Hillsboro City Limits
-  Urban Growth Boundary
-  Light Rail Stop
-  Max Light Rail
-  PRIMARY SURFACE
-  APPROACH SURFACE
-  HORIZONTAL SURFACE
-  CONICAL SURFACE
-  TRANSITIONAL SURFACE

0 0.5 1 2 Miles

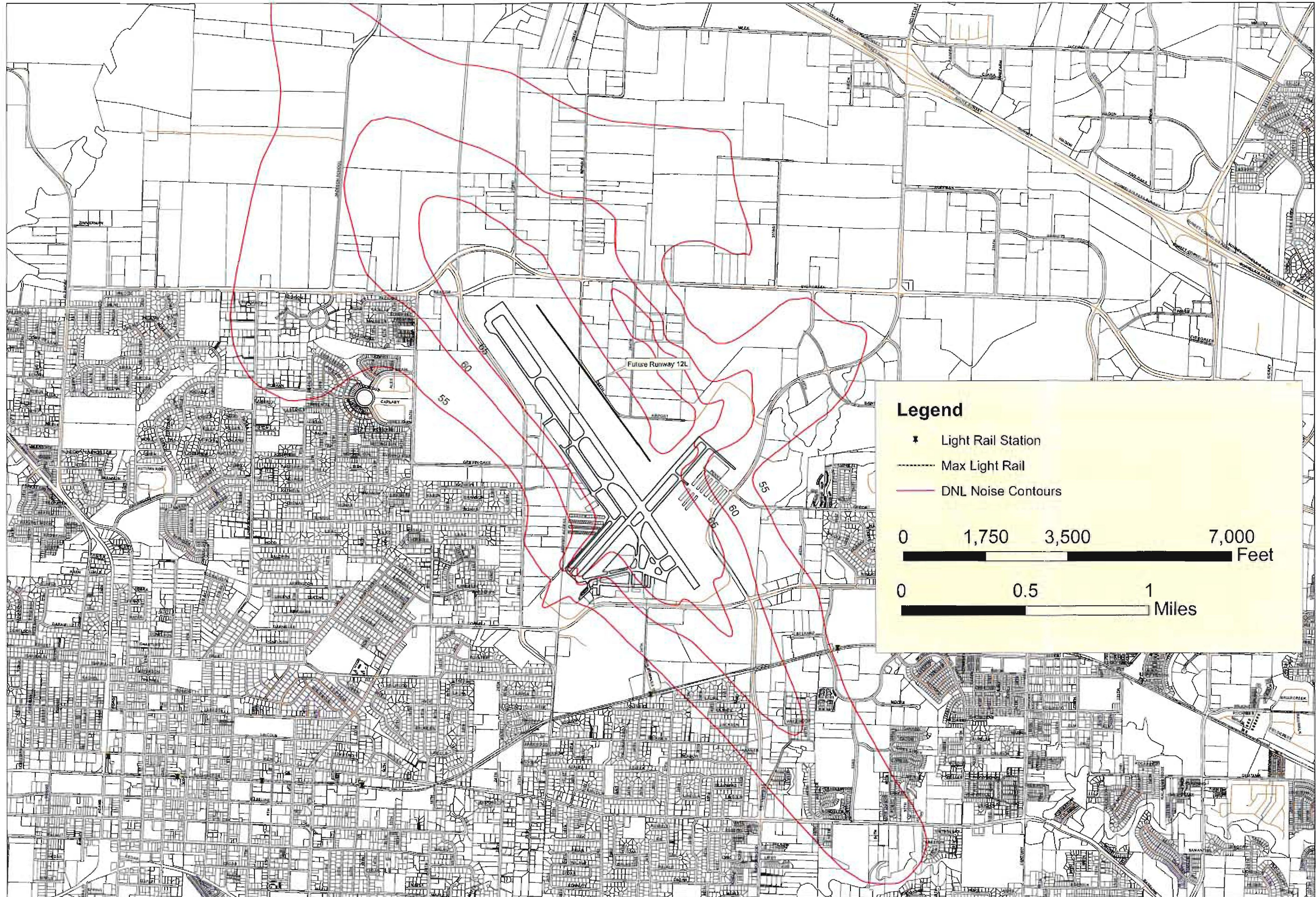


Disclaimer:

This map may contain inconsistent and DRAFT information. If you need assistance interpreting the data shown on this map please contact the Hillsboro Planning Department at (503) 681-6153.

This map is derived from various digital database sources. While care has been taken to insure the accuracy of the information shown on this map, the City of Hillsboro assumes no responsibility or liability for any errors or omissions in this information.

Proposed Figure 135.B.3 Airport Noise Impact Contour Boundaries



Proposed Figure 135.B.4 Airport Compatibility Zones

