

**PLANNING COMMISSION  
FINDINGS OF FACT  
RVW25-000028  
TYPE III DECISION PROCESS**

**REQUEST:** To approve an 84-room extended stay hotel and associated maintenance shed.

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**APPLICANT AND OWNER:** Prabhakar Dayal  
8200 Wallowa Road  
Kennewick, WA 99338

**PROPERTY DESCRIPTION:** Tax Lots 500 and 600 of Assessor's Map 4N 25E 09DA.

**GENERAL LOCATION:** North of Interstate 84, East of Main Street, along NE Front St.

**ZONING OF THE TRACT:** Commercial - Tourist Commercial Subdistrict.

**EXISTING DEVELOPMENT:** Predominately bare property with fence and equipment from previous dog park.

**PROPOSED USE:** Hotel with 84 Bedrooms and 84 Bathrooms.

- I. **BACKGROUND:** The subject property is predominately bare with a fence and equipment from previous use of a dog park. A site team meeting was held on June 12, 2025, with area utility and public service providers in attendance. The hotel, as proposed, will be built over a property line, which is allowed by the Oregon Building Codes Division.
- II. **APPROVAL CRITERIA:** The application has been filed under the City of Boardman Development Code Chapter 4.1 Types of Applications and Review Procedures as a Type III Decision Process based on the requirements of Chapter 4.2 Development Review and Site Design Review. Applicable criteria include 4.2.600 Approval Criteria which requires evaluation under the applicable provisions for commercial development in Chapter 2, provisions in Chapter 3 Design Standards, and others chapters or sections as deemed appropriate. The applicable criteria are included below in **bold** type with responses in standard type.

**Chapter 4.2 Development Review and Site Design Review**

**Section 4.2.600 Approval Criteria**

**The review authority shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application:**

- 1. The application is complete, as determined in accordance with Chapter 4.1 - Types of Applications and Section 4.2.500, above.**

The applicant has submitted a generally complete application addressing much of the applicable criteria with the various attachments providing additional information that is being used in the development of these Findings of Fact. Included was a narrative, a site plan, and a trip generation letter. The trip generation letter indicates that further traffic analysis is NOT necessary to comply with the Boardman Development Code (BDC) or the current Transportation System Plan (TSP).

- 2. The application complies with all of the applicable provisions of the underlying Land Use District (Chapter 2), including: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses;**

Hotels are an allowed use in the Commercial use zone and the Tourist Commercial subdistrict. The Tourist Commercial Subdistricts purpose is to accommodate development of commercial facilities catering to the traveling public at the Interstate 84 interchange. The development of a hotel would be consistent with this purpose. Chapter 2 provisions concerning orientation, architecture and other standards can be met based on the preliminary site plan that has been submitted. Setbacks, lot coverage, and building height are addressed just below.

## **Chapter 2.2 Commercial (C) District**

### **2.2.120 Building Setbacks.**

**C. Side Yard Setbacks. 1. There is no minimum side yard setback required, except that buildings shall conform to the vision clearance standards in Chapter 3.1 and the applicable fire and building codes for attached structures, fire walls and related requirements.**

As stated, there is not a setback requirement. However, the hotel is proposed to cross the property line in between parcels 500 and 600. To meet this standard the applicant will need to record a covenant stating that the two properties cannot be sold separately, or as an alternative a replat could be approved and recorded. This covenant will apply to future owners and remain in effect until a replat is completed or the property is redeveloped.

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**2.2.130 Lot Coverage A. Lot Coverage. There is no maximum lot coverage requirement, except that compliance with other sections of the zoning codes may preclude full (100%) lot coverage for some land uses. Lot coverage in the Service Center and Tourist Commercial Sub District is limited to 85%**

Parcels 500 and 600 have a combined total area of 86,657 square feet. The proposed hotel and maintenance shed will occupy approximately 36,867 square feet, covering approximately 42% of the total lot area. The applicant will also need to meet the 10 percent landscaping requirement and provide the required number of parking spaces, including maneuverability within the subject property, which also will need to be considered in this lot coverage total.

**2.2.140 Building Height All buildings in the Commercial District shall comply with the following building height standards. The standards are intended to allow for development of appropriately scaled buildings.**

**A. Maximum Height. Buildings shall be no more than four (4) stories or fifty (50) feet in height, whichever is greater. The maximum height may be increased by ten (10) feet when conditionally approved housing is provided above the ground floor. The building height increase for housing shall apply only to that portion of the building that contains housing. Maximum height in the Tourist Commercial and Service Center Sub Districts are limited to four (4) stories or thirty-five (35) feet in height.**

The submitted architectural drawings indicate a building height of 37' 1" which exceeds the height limit for the Tourist Commercial subdistrict by 2' 1". The applicant needs to either shorten the proposed building or request a Variance. This is listed as a condition of approval.

**3. The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter 5.2, Non-Conforming Uses and Development;**

The subject property is predominately bare with a fence and dog park around tax lot 600 that is proposed to be removed. There are no issues related to non-conforming uses and development to be resolved. This criterion is deemed to be not applicable.

**4. The application complies with the Design Standards contained in Chapter 3. All of the following standards shall be met:**

## **Chapter 3.1 - Access and Circulation**

**3.1.100 Purpose.** The purpose of this chapter is to help insure that developments provide safe and efficient access and circulation, for pedestrians and vehicles. Section 3.1.200 provides standards for vehicular access and circulation. Section 3.1.300 provides standards for pedestrian access and circulation. Standards for transportation improvements are provided in Chapter 3.4.100.

### **Section 3.1.200 Vehicular Access and Circulation**

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#### **C. Access Permit Required**

- 1. City Street Permits.** Permits for access to City streets shall be subject to review and approval by the City Manager or his/her designee based on the standards contained in this Chapter, and the provisions of Chapter 3.4.100 - Transportation Standards. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition of approval.

There are two proposed access points which will require two access point applications. This is listed as a condition of approval.

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#### **D. Traffic Study Requirements.** The City or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements. (See also, Section 3.4.100 - Transportation Standards, and Chapter 4.10.)

A trip generation letter was completed by ARDURRA and has been submitted by the applicant and has been deemed complete and in compliance.

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#### **F. Access Options.** When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods. These methods are "options" to the developer/subdivider, unless one method is specifically required by Chapter 2 (i.e., under "Special Standards for Certain Uses"). A minimum of 10 feet per lane is required.

The preliminary site plan identifies two access points. One access will be used as an entrance and exit, and the other will be used specifically as an exit. Both will require an Access Permit. An address permit will also be required. This is listed as a Condition of Approval.

#### **G. Access Spacing.** Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

- 1. Local Streets.** The minimum feet of separation on local streets (as measured from the sides of the driveway/street) shall be determined based on the policies and standards contained in Table 3.1.200 G except as provided in subsection 3, below.

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#### **H. Number of Access Points.** For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot; except that two access points may be permitted for two-family and three-family housing on corner lots (i.e., no more than one access per street), subject to the access spacing standards in Section 'G', above. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with Section I, below, in order to maintain the required access spacing, and minimize the number of access points.

The hotel will have two access points. Both will require an Access Permit. This is listed as a Condition of Approval.

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- I. **Shared Driveways.** Where feasible, the number of driveway and private street accesses to public streets shall be minimized for commercial and industrial uses by the sharing of driveways between adjoining parcels. The City shall require shared driveways as a condition of land division or site design review for commercial and industrial uses, as applicable, for traffic safety and access management purposes in accordance with the following standards:

The property will not share a driveway between adjoining parcels therefore this criterion is not applicable.

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- K. **Driveway Openings.** Driveway openings [or curb cuts] shall be the minimum width necessary to provide the required number of vehicle travel lanes (10 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:

There will be two driveway access points: one along NE Front Street, measuring 40 feet in width, and a second along 4th Street, measuring 20 feet in width. This criterion is met.

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- 7. **Loading area design.** The design of driveways and on-site maneuvering and loading areas for commercial and industrial developments shall consider the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.

Loading areas are not outlined in the narrative, but should be configured for deliveries for the hotel without impacting the parking plan.

- L. **Fire Access and Parking Area Turn-around.** A fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. For requirements related to cul-de-sacs or dead-end streets, please refer to Section 3.4.100.M.

The applicant shall calculate and submit fire access plan information for review by the Fire Marshal.

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- N. **Vision Clearance.** No signs, structures or vegetation in excess of three feet in height shall be placed in "vision clearance areas", as shown in Figure 3.1.200N. This standard applies to the following types of roadways: streets, driveways, alleyways and railways. The minimum vision clearance area may be increased by the City Manager or his/her designee upon finding that more sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). An exception to this standard may be granted by the City Manager or his/her designee to allow utility structures (such as electrical transformers) for necessary services. This exception does not include the installation of utility poles.

The applicant shall submit plans for and obtain proper permits for signs, structures, or landscaping showing all vision clearance areas free and clear. This is listed as a Condition of Approval.

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### **3.1.300 Pedestrian Access and Circulation**

**A. Pedestrian Access and Circulation.** To ensure safe, direct and convenient pedestrian circulation, all developments, except single family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in subsections 1-3, below:

- 1. Continuous Pathways.** The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 3.1.200 - Vehicular Access and Circulation, and Chapter 3.4. 100 - Transportation Standards.
- 2. Safe, Direct, and Convenient Pathways.** Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:
  - a. Reasonably direct.** A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
  - b. Safe and convenient.** Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
  - c. Commercial and Industrial Primary Entrance.** For commercial, industrial, mixed use, public, and institutional buildings, the “primary entrance” is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
  - d. Residential Entrance.** For residential buildings the “primary entrance” is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.
- 3. Connections Within Development.** For all developments subject to Site Design Review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.

Sidewalks are listed in the narrative and site plan. The system of pathways shall be designed to meet the City of Boardman Development Code and all requirements of the Americans with Disabilities Act. This is listed as a Condition of Approval.

## **Chapter 3.2 Landscaping, Street Trees, Fences and Walls**

### **3.2.200 New Landscaping**

- A. Applicability.** This Section shall apply to all developments requiring Site Design Review, and other developments with required landscaping.
- B. Landscaping Plan Required.** A landscape plan is required. All landscape plans shall conform to the requirements in Chapter 4.2, Section 500.B (Landscape Plans).
- C. Landscape Area Standards.** The minimum percentage of required landscaping equals:

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- 2. Commercial District.** 10 percent of the site.

The applicant shall submit a Landscaping Plan prior to issuance of the Development Review Permit which shall meet City of Boardman Development Code requirements for design, installation, and maintenance. This is listed as a Condition of Approval.

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### **3.2.300 Street Trees**

**Street trees shall be planted for all developments that are subject to Site Design Review. Requirements for street tree planting strips are provided in Section 3.4.100 - Transportation Standards. Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks.**

Trees shall be incorporated into the landscaping plan meeting the requirements of this standard.

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### **3.2.400 Fences and Walls**

**The following standards shall apply to all fences and walls:**

**A. General Requirements. All fences and walls shall comply with the standards of this Section. The City may require installation of walls and/or fences as a condition of development approval, in accordance with Chapter 4.4 - Conditional Use Permits or Chapter 4.2 - Site Design Review.**

- 1. All private fences constructed in the public right-of-way shall require a zoning approval by the City of Boardman to construct the fence within the right-of-way. This approval will be through a Type I ministerial procedure consistent with 4.1.300.**

**B. Dimensions.**

- 1. The maximum allowable height of fences and walls is six (6) feet, as measured from the lowest grade at the base of the wall or fence, except that retaining walls and terraced walls may exceed six (6) feet when permitted as part of a site development approval, or as necessary to construct streets and sidewalks. A building permit is required for walls exceeding 6 feet in height, in conformance with the Uniform Building Code.**
- 2. The height of fences and walls within a front yard setback shall not exceed four (4) feet, in Residential or Commercial districts (except decorative arbors, gates, etc.) or six (6) feet in Industrial and Light Industrial Districts as measured from the grade closest to the street right-of-way.**
- 3. Landscaping walls to be built for required buffers shall comply with Section 3.2.200.**
- 4. Fences and walls shall comply with the vision clearance standards of Section 3.1.200.**

**C. Materials. All fences shall be constructed of materials suited to provide fences of standard and acceptable visual characteristics of the surrounding neighborhood.**

- 1. Acceptable materials shall include; chain link fencing, redwood or cedar fencing, composite fencing materials, formed plastic fencing, split rail fencing, painted picket fencing, concrete or plaster filled PVC fencing, decorative wrought iron or metal fencing, masonry block or brick or a combination of decorative masonry block or brick and decorative wrought iron or metal.**
- 2. Unacceptable materials shall include; pallet panels, steel farm fencepost, chicken wire, rabbit wire or other farm related fencing, undecorated plywood, undecorated pressboard, undecorated chipboard, scrap iron, two or three wire barbed wire fencing, electric fencing materials of any type, or materials inconsistent with the acceptable list of materials in 3.2.400 (C)(1).**
- 3. Use of Barbed Wire: the use of barbed wire in fencing materials may be allowed for security purposes within the Industrial and Light Industrial zones and will be subject to Conditional Use approval in all other land use districts within the City.**

The Conditional Use Permit shall follow the Type III procedure identified in 4.1.500 and be required to submit the information consistent with the provisions in Chapter 4.4.

D. **Vision Clearance.** All fencing shall meet the requirements of vision clearance at any street intersection in accordance with Figure 3.1.200(N).

E. **Maintenance.** For safety and for compliance with the purpose of this Chapter, walls and fences shall be maintained in good condition, or otherwise replaced by the owner.

The applicant has not indicated that fencing will be installed. Any fence shall be subject to a Fence Permit that can be done at the same time as the Development Review Permit.

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## **Chapter 3.3 Vehicle and Bicycle Parking**

### **3.3.300 Vehicle Parking Standards**

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#### **A. Minimum Required Off-street Parking Spaces**

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##### **2. Commercial Uses**

**Hotels and motels.** One space for each guest room, plus one space for the manager.

**Restaurants, bars, ice cream parlors and similar uses.** One space per four seats or one space per 100-sq. ft. of gross leasable floor area, whichever is less.

There are 84 proposed rooms which, based on this standard, would require 85 parking spaces. The submitted site plan shows 100 spaces. This standard is met if development occurs consistent with the submitted site plan.

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D. **Parking Stall Size and Design Standards.** All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management and striping, and have a net area of not less than 180 square feet exclusive of access drives or aisles, and shall be of usual shape and condition. If determined on a gross area basis, 280 square feet shall be allowed per vehicles. (Disabled person parking shall be provided in conformance with Section F)

Parking stalls are designed to be 9'x18' in the front of the property, and 10'x18' in the back. There is space on the east side of the development for oversized or overlength vehicles.

E. **Disabled Person Parking Spaces.** The following parking shall be provided for disabled persons, in conformance with the Americans with Disabilities Act and State Law. Disabled parking is included in the minimum number of required parking spaces in Section A.

The applicant has submitted a site plan that shows four ADA parking spaces meeting this requirement if development occurs consistent with the submitted site plan.

### **3.3.400 Bicycle Parking Requirements**

A. **Number of Bicycle Parking Spaces.** The following additional standards apply to specific types of development:

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5. **Multiple Uses.** For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.

The hotel will be required to have at least 10 bicycle parking spaces. It is shown in the site plan that there will be 10 bicycle parking spaces. The applicant shall comply with all bicycle parking requirements. This is listed as a Condition of Approval.

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#### **3.4.100 Transportation Standards**

**A. Development Standards.** No development shall occur unless the development has frontage or approved access to a public street, in conformance with the provisions of Chapter 3.1 - Access and Circulation, and the following standards are met:

1. Streets within or adjacent to a development shall be improved in accordance with the Transportation System Plan and the provisions of this Chapter.
2. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this Section, and public streets shall be dedicated to the applicable city, county or state jurisdiction;
3. New streets and drives connected to a collector or arterial street shall be paved; and
4. The City may accept a future improvement guarantee [e.g., the property owner agrees not to remonstrate (object) against the formation of a local improvement district in the future which the City may require as a deed restriction] in lieu of street improvements if one or more of the following conditions exist:
  - a. A partial improvement may create a potential safety hazard to motorists or pedestrians;
  - b. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;
  - c. The improvement would be in conflict with an adopted capital improvement plan; or
  - d. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

The proposed hotel has frontage along NE Front Street, an improved city street. During the 2025-2026 fiscal year the city will be designing improvements to this street with construction anticipated during 2026. No new streets are proposed or required and no future improvement guarantees are requested.

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#### **3.4.300 Sanitary Sewer and Water Service Improvements**

**A. Sewers and Water Mains Required.** Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the City's construction specifications and the applicable Comprehensive Plan policies.

**B. Sewer and Water Plan approval.** Development permits for sewer and water improvements shall not be issued until the City Manager or his/her designee has approved all sanitary sewer and water plans in conformance with City standards.

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Water and wastewater connections can be achieved. All installations shall conform to this section. This is listed as a Condition of Approval.

#### **3.4.400 Storm Drainage**



- A. General Provisions. The City shall issue a development permit only where adequate provisions for storm water and flood water runoff have been made in conformance with Chapter 3.5 - Surface Water Management.**

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Storm water shall be maintained on site and in conformance with Chapter 3.5 Stormwater Management. This is listed as a Condition of Approval.

### **3.4.500 Utilities**

- A. Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities, shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above.**

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All installed utilities shall comply with this standard and others found in the Boardman Development Code or Municipal Code related to utilities. This is listed as a Condition of Approval.

### **3.4.600 Easements**

**Easements for sewers, storm drainage and water quality facilities, water mains, electric lines or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions. See also, Chapter 4.2 – Site Design Review, and Chapter 4.3 – Land Divisions. The developer or applicant shall make arrangements with the City, the applicable district and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The City’s standard width for public main line utility easements shall be 10 feet unless otherwise specified by the utility company, applicable district, or City Manager or his/her designee.**

Perimeter easements shown on the original plat are being retained. Easements along the property line through the center of the subject property are being vacated. The easement vacation process based on Oregon Revised Statute is a City Council decision.

### **3.4.700 Construction Plan Approval and Assurances**

**No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements shall be undertaken except after the plans have been approved by the City, permit fee paid, and permit issued. The permit fee is required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. The permit fee shall be set by City Council. The City may require the developer or subdivider to provide bonding or other performance guarantees to ensure completion of required public improvements.**

Based on a request from the Fire Marshal for additional fire hydrants to be installed along the back perimeter of the subject property, the perimeter easements that are shown on the original subdivision plat are being retained. The fire hydrants will be city infrastructure within an easement and for this reason the installation will be reviewed by the city engineer.

## **Chapter 3.6 Other Standards**

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### **3.6.500 Signs**

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#### **B. Sign classifications**

- 1. Permanent signs. Signs placed for a period of 31 days or longer within one calendar year shall be classified as permanent; shall advertise or provide direction to the premises of the identified business located within the City of**

Boardman; shall be subject to a permanent sign permit; and shall conform to this and other City of Boardman ordinances.

- a. On-premises signs shall be permitted within the regulations of this ordinance, with any exceptions subject to the requirements set forth within this ordinance for requesting variances or, where conditional use is specified, the provisions for such as set forth in the zoning ordinance.

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**C. Permits Required.**

The following permits are required for all new signs, for all signs being altered due to change in ownership, business name or business type and for all signs being altered structurally.

- 1) Structural Building Codes Permit
- 2) Electrical Building Codes Permit (if lighted)
- 3) Sign Permit for Planning of Planning Review and Approval

The applicant has submitted a preliminary site plan that depicted a sign on the hotel. A Sign Permit will be required and can be applied for at the time of Development Review. This is listed as a Condition of Approval.

**Chapter 4 Applications and Review Procedures**

5. Conditions required as part of a Land Division (Chapter 4.3), Conditional Use Permit (Chapter 4.4), Master Planned Development (Chapter 4.5), or other approval shall be met.

This criterion is not applicable.

6. Exceptions to criteria 4.a-f, above, may be granted only when approved as a Variance (Chapter 5.1)

A variance may be needed to address the proposed height of the structure.

**III. PROPERTY OWNERS NOTIFIED: June 4, 2025**

List of landowners notified is retained as part of the file.

**IV. PUBLISHED NOTICE: June 4, 2025**

East Oregonian

**V. AGENCIES NOTIFIED: June 4, 2025**

Brandon Hammond, City Manager; George Shimer, Boardman Parks and Recreation; Teresa Penninger, Oregon Department of Transportation; Rich Foster, Oregon Department of Transportation.

**VI. SITE TEAM MEETING: June 12, 2025**

Boardman City Hall; Zoom

**VII. PLANING COMMISSION PUBLIC HEARINGS: June 26, 2025**

Boardman City Hall

**VIII. PLANNING OFFICIAL RECOMMENDATION: The Planning Official recommends approval of this request with the following CONDITIONS OF APPROVAL.**

1. Submit a Development Review application for hotel and maintenance shed.
2. Apply for Access Permits for both access points.
3. Apply for an Address permit.

4. To meet the height requirement standards, the building will need to either be shortened or a variance will need to be obtained.
5. The applicant shall submit plans for and obtain proper permits for signs, structures, and landscaping showing all vision clearance areas to be free and clear.
6. Any fence shall be subject to a Fence Permit that can be done at the same time as the Development Review Permit.
7. Based on the number of parking spaces the hotel will be required to have at least 10 bike spaces. The applicant shall comply with all bicycle parking requirements.
8. to the Boardman Development Code and Public Works Standards.
9. Stormwater shall be maintained on site and in conformance with Chapter 3.5 Stormwater Management.
10. All installed utilities shall comply with the Boardman Development Code or Municipal Code related to utilities.
11. Easements shall be accomplished as required by the Boardman Development Code for this development.
12. The Boardman Planning Official, Public Works Director, and City Engineer shall review the Construction Plan prior to construction.
13. All infrastructure proposed for the development will need to meet the requirements of the Boardman Development Code and Public Works Standards.

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Zack Barresse, Chair

Date

ATTACHMENTS:

Vicinity Map

Existing Conditions

Site Maps

Trip Generation Letter

Narrative