



PLANNING COMMISSION

Council Chambers, 180 NE 2nd Street

Where Life is Sweet

April 15, 2026 at 7:00 PM

AGENDA

*Other ways of viewing or participating in live meetings are available through:
Zoom with Meeting ID: 825 0430 1946 Passcode: 458977 Telephone number to join is: 1 253
215 8782; or submitting comments to meetings@hermiston.gov*

1. CALL TO ORDER - 7:00 PM

2. MINUTES

A. Minutes of the March 11, 2026, regular planning commission meeting

3. HEARINGS

A. Major Variance- CJ Evans Family Investments LLC 4N2824BB Tax Lot 800 - 16 SE
Campbell Drive

4. NEW BUSINESS

A. Subdivision- Henry K's Phase 4 Hermiston Home Works Inc 4N2813 Tax Lot 210 1200
SE Columbia Dr

5. PLANNER COMMENTS AND UNSCHEDULED COMMUNICATION

6. ADJOURN

**** AMERICANS WITH DISABILITIES ACT NOTICE****

Please contact Hermiston City Hall, 180 NE 2nd Street, Hermiston, OR 97838 (Phone No. 541-567-5521) at least 48 hours prior to the scheduled meeting time if you need an accommodation. TTY and TDD users please call Oregon Telecommunications Relay Service at 1-800-735-2900 or 711.



Where Life is Sweet

Members of the Planning Commission
STAFF REPORT
 For the Meeting of April 15, 2026

Title/Subject

Subdivision- Henry K's Phase 4 Hermiston Home Works Inc 4N2813 Tax Lot 210 1200 SE Columbia Dr

Summary and Background

Tyler Brandt has submitted a preliminary plat on behalf of Hermiston Home Works, Inc. for Phase 4 of the Henry K's subdivision (also known as Columbia Ridge). The proposed preliminary plat contains 35 residential lots and one 21.81 lot to be platted in future phases. The area proposed for platting is zoned Medium Density Residential (R-2). Phase 1 of the development was approved in 2024 and is located west of this phase adjacent to SE 10th Street. Phases 2 and 3 are located immediately west of this phase between Phase 1 and Phase 4. Future phases will be located east of this phase extending to E Highland Ave.

This portion of the development is in a single-family neighborhood. To the north lies the A Line Canal and rural residential homesteads in the Hermiston UGB. To the south lies the Union Pacific mainline, undeveloped commercial land, and the Hermiston municipal airport. To the west lies single-family housing in the Henry K's development and institutional commercial development. To the east lies rural residential land and agricultural uses.

Phase 4 contains 35 residential lots ranging in size from 6,500 to 10,000 square feet. As noted, Lot 112 is a 21.81 acre lot reserved for additional phases in the future. All lots are of sufficient size to accommodate one and two-family dwellings under the Hermiston development code. It is the applicant's intent to build single-family dwellings and phases 1 and 2 of the development are developing with single-family homes. None of the proposed R-2 lots are large enough to accommodate multi-family dwellings through the conditional use process.

SE Columbia Drive provides access for Phase 4 and intersects with SE 10th Street. With the completion of Phase 2, it will be necessary to provide a secondary point of ingress and egress for emergency vehicles. The SE 10th St access is adequate for resident access. However, fire access codes require a secondary point of access to be provided in the event the primary access is blocked in an emergency. After reviewing the site access, fire and emergency access rules require two points of access for development exceeding 31 residential lots. City and fire staff have reviewed the overall development plan. With the planned extension of SE Columbia Drive to W Highland Ave, UCFD1 recommends that the second point of access is planned for the

future and the existing access along the A Line Canal is sufficient in an emergency should the intersection of SE 10th Street and SE Columbia Drive be blocked.

The 2023 approval of the comprehensive plan map amendment and annexation for the property was subject to approval conditions by the city. Some approval conditions are applicable at this time, and some will be relevant to later development proposals. The approved conditions are as follows:

1. Annexation is contingent upon co-adoption of the comprehensive plan map amendment by Umatilla County under the provisions of the Hermiston Planning Area Joint Management Agreement, dated March 2, 2017. In the event that Umatilla County fails to co-adopt the map amendments, annexation shall fail, and a new comprehensive plan map amendment and annexation application shall be submitted.
2. Per the recommendations of the January 24, 2024, traffic impact analysis and the Oregon Department of Transportation, a trip cap of 657 peak hour trips is imposed upon the property. Residential trips shall be capped at 325 peak hour trips and the newly designated commercial area south of the railroad tracks shall be capped at 110 peak hour trips. Compliance with the trip cap will require the following actions:
 - a. Each application for development authorization within amended area submitted to the city shall be accompanied by a trip generation letter prepared by a registered traffic engineer indicating the average daily and peak hour trips generated for the proposal.
 - b. Each trip generation letter shall indicate available peak hour trips remaining at completion of construction for the proposal.
 - c. At such time that the peak hour trips exceed 657, the city shall no longer issue building permits until a revised traffic impact analysis is prepared. The requirement to prepare a new traffic impact analysis shall run with the land and is not binding upon the applicant unless the applicant retains ownership at the time the trip cap is exceeded.
 - d. The city shall reserve the right to require additional traffic mitigation measures and/or prepare an independent traffic impact analysis at such time the trip cap is exceeded.
 - e. Determination of mitigation measures is contingent upon and proportional to the impacts of the eventual development approved for the amended property. Comprehensive plan map amendment and annexation is not sufficient to require additional mitigation measures.
3. Portions of the property are identified on Figure 12 of the Hermiston Comprehensive Plan as being subject to ground water pollution hazards due to excessively well-drained soils. In the case of an existing or potential groundwater pollution threat, the city shall prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels.
4. Portions of the property are identified on Figure 12 of the Hermiston Comprehensive Plan as being subject to development hazards due to restrictive foundation soils. Where restrictive foundation soils are evident, the city shall require a registered engineer's assessment of the design and structural techniques needed to mitigate potential hazards. In the event there are inadequate mitigation measures, the city shall prohibit development.
5. Portions of the property are identified on the city's Natural Resource Map as having potential wetlands. At such time as development is proposed, the city will notify the Oregon Department of State Lands of the development proposal, soliciting comment on

the potential wetland status. Necessary mitigation measures will be determined as part of the review and approval process for development on the amended property.

Condition #1 was satisfied by co-adoption of the map amendments by the Umatilla County Board of Commissioners on May 1, 2024. Condition #5 relating to wetlands is impacted by this phase and city staff have filed the required notification with DSL. Comments from DSL are attached to the report. Conditions #2, 3, and 4 are relevant to this preliminary plat. The applicant has submitted the required trip generation documentation. The cumulative trip generation of Phase 4 and the previous phases is 108 peak hour trips, leaving 549 peak hour trips to accommodate future development. The trip generation letter from Clemow Associates LLC is attached. Approval conditions relating to development hazards will remain in effect and be imposed upon the subdivision as well.

During the annexation and Phase 1 development, an agreement to assess future improvement of the SE 10th Street A Line Canal crossing was implemented. Through the analysis of replacement cost, proportional share generated by the development, and existing share generated by existing development, a fixed cost of \$1,557 is assessed for each lot in this phase. The methodology is part of the record for Henry K's Phase 1 and is incorporated here by reference.

All of the proposed lots are designed to meet or exceed the R-2 zoning standards. Findings addressing the subdivision design standards are attached to this report as Exhibit A. Recommended conditions of approval are attached as Exhibit B.

Notice was mailed to all property owners within 100 feet of the proposal and affected agencies by direct mail on April 1, 2026. A sign was placed on the property on April 1, 2026.

The criteria that are applicable to the preliminary plat are contained in 94.20 through 94.26, 154.15 through 154.35, 154.60 through 154.66, and 157.026, and 157.101 of the Hermiston Code of Ordinances.

Tie-In to Council Goals

Provision of market rate housing is a council priority.

Fiscal Information

There are 35 residentially zoned lots proposed for this phase of the subdivision. Each house should sell in the \$350,000 range. At full build-out this phase of development will generate approximately \$75,000 in revenue to the city each year.

Alternatives and Recommendation

Alternatives

The planning commission may choose to:

- Approve the subdivision plat and conditions
- Approve the subdivision plat and modify the conditions
- Modify the subdivision plat
- Reject the subdivision plat

Recommended Action/Motion

Staff recommends that the planning commission approve the preliminary plat subject to the draft conditions.

- Motion to approve the findings of fact
- Motion to approve the conditions of approval
- Motion to approve the preliminary plat with the conditions of approval

Submitted By:

C.F. Spencer, Planning Director

EXHIBIT A

Findings of Fact for Henry K's Phase 4 Preliminary Plat

April 15, 2026

1200 SE Columbia Drive

Chapter 94: Streets and Sidewalks

Three new streets are proposed on the preliminary plat. The applicant proposes an east-west extension of SE Columbia Drive. The applicant also proposes two new north-south cul-de-sacs extending southward from SE Columbia Drive. Each cul-de-sac is not named on the preliminary plat, but rather assigned a letter designation. The new cul-de-sacs shall be designated with the SE prefix and a Ct suffix on the final plat.

Chapter 154: Subdivisions

Design Standards

154.15 Relation to Adjoining Street System.

The preliminary plat is adjacent to SE Columbia Drive. SE Columbia Drive is planned for eastward extension and will connect to E Highland Ave in a future phase. SE Columbia Drive is an urban minor collector and has 56 feet of right of way width on the preliminary plat in accordance with public works drawing ST10. The new cul-de-sacs do not exceed 400 feet in length. The Union Pacific Railroad tracks form the south boundary of the site and prevents street extension to the south. The two new cul-de-sacs are each 50 feet in width meeting the local street standard and each cul-de-sac serves 14 lots.

Fire and emergency access rules require two points of access for development exceeding 31 residential lots. With the completion of phase 2, the number of lots accessing from a single point on SE 10th Street exceeds 31. City and fire staff have reviewed the overall development plan. With the planned extension of SE Columbia Drive to W Highland Ave, UCFD recommends that the second point of access is planned for the future and the existing access along the A Line Canal is sufficient in an emergency should the intersection of SE 10th Street and SE Columbia Drive be blocked.

154.16 Street and Alley Width.

All streets have a width of at least 50 feet which meets the minimum requirement for local residential streets. The proposed cul-de-sacs each have a radius of over 50'. No new alleys are proposed as part of the preliminary plat. The street design standards are satisfied.

154.17 Easements.

Easements of 10 feet in width are provided on all street frontages. These easements are public utility easements that accommodate storm drainage, utilities, and sidewalks.

154.18 Blocks.

City standards require a maximum block length of 600 feet. This development will have a 220-foot block length. Block standards are satisfied.

154.19 Lots.

All the proposed lots will make desirable building sites properly related to topography as required by §154.19 of the Hermiston Code of Ordinances. All proposed lots are at least 60 feet wide and 80 feet deep. Lots 89, 90, 91, 92, 103, 104, 105, and 106 are all less than 60 feet wide at the street line but meet the 60-foot width requirement at the building line as required by 154.19(A) and have at least 25 feet of street frontage as required by 157.025(C)(3). All the proposed lots exceed the minimum lot size of 6,500 square feet in the R-2 zone. Where possible, all side lot lines are at right angles or are radial to street lines. There are four corner lots in the proposed development, each of which have sufficient width and depth to allow the establishment of front building lines on both street frontages. Under the provisions of §157.150(G)(2), Lots 84, 97, 98, and 111 shall be limited to Road D and Road E for access and driveways shall not be permitted onto SE Columbia Drive.

154.20 Character of Development.

Staff understands that the applicant intends to market the subdivision as a single-family development. The lot sizes proposed for the development exceed the minimum size permitted in the R-2 zone for single-family dwellings. Uses permitted in the R-2 zone are listed in §157.026 of the Hermiston Code of Ordinances.

154.21 Parks, School Sites and the Like

The comprehensive plan and parks master plan do not indicate a need for any parks or schools in the vicinity of the proposed development.

Preliminary Plat

The preliminary plat contains most of the information required by 154.35 of the Hermiston Code of Ordinances.

The following items are not included with the preliminary plat:

- (a) Grades and profiles of proposed streets

The above information must be included unless waived by the planning commission. Profiles for the streets will be required as part of the civil drawing review process or final plat process. Staff recommends that the planning commission waive the required information for the preliminary plat but require it for civil drawing submission.

Required Minimum Improvements

154.60 Permanent Markers.

All subdivisions shall be surveyed in accordance with ORS 92.050 through 92.080. The preliminary plat has been surveyed.

154.61 General Improvements.

As a condition of approval for the final plat, the city will require the installation of grading, storm drainage, curb and gutter, sidewalks, street paving and all service utilities. All improvements must comply with the Public Works Department standard plans and specifications manual. As a condition of approval, the planning commission shall require the applicant to sign an improvement agreement with the city agreeing to specific development conditions. In lieu of completion of such work, the City may accept a Letter of Credit in an amount and conditions to be specified.

Final design approval of all improvements must be obtained from the city engineer. Streetlights must also be installed at the applicant's cost. Once installed, the City will assume the monthly service charges.

154.62 Water Lines.

Each lot is planned for connection to the municipal water supply. Water system extensions and fire hydrant locations must be approved by the city engineer. The development will be serviced by the existing water improvements in SE Columbia Drive.

154.63 Sanitary Sewer System.

Each lot is planned for connection to the sanitary sewer system. The sewer layout must be approved by DEQ, the city sewer superintendent and the city engineer. The development will be serviced by the existing sewer improvements in SE Columbia Drive.

154.64 Drainage.

All necessary facilities shall be installed sufficient to prevent the collection of surface water in any low spot and to maintain any natural water course.

154.65 Sidewalks.

The applicant shall install sidewalks along all street frontages of all lots as required by the improvement agreement.

154.66 Bikeways.

The City of Hermiston Transportation System Plan does calls for on-street bikeways in SE Columbia Drive. The applicant's civil improvement plans for Phases 1, 2, and 3 have provided this on-street improvement. Phase 4 will continue installation of the necessary striping.

Chapter 157: Zoning

157.026 Medium Density Residential Zone (R-2)

All the proposed lots are created in conformance with the requirements of the R-2 zone. All the proposed lots exceed the minimum lot size of 6,5000 square feet. Apart from lots 89, 90, 91, 92, 103, 104, 105, and 106, all the proposed lots are at least 60 feet wide and 80 feet deep. Lots 89, 90, 91, 92, 103, 104, 105, and 106 are all less than 60 feet wide at the street line but meet the 60-foot width requirement at the building line as required by 154.19(A) and have at least 25 feet of street frontage as required by 157.025(C)(3).

EXHIBIT B**Conditions of Approval for Henry K's Phase 4 Preliminary Plat****April 15, 2026****1200 SE Columbia Drive**

1. Applicant shall work with and receive certification from the Hermiston Irrigation District prior to final plat approval. Applicant should be aware that the City of Hermiston will not sign the final plat until the irrigation district has been satisfied and signs the final plat.
2. Applicant must sign an improvement agreement and shall install grading, storm drainage, curb and gutter, sidewalks, street paving, and all service utilities for this development. All improvements for each phase shall comply with city standards and specifications and shall receive final approval from the city engineer.
3. Streetlights shall be installed at the applicant's cost. Once installed, the City will assume the monthly service charges.
4. Applicant shall comply with all provisions of 92.12 of the Hermiston Code of Ordinances (relating to the control of blowing dust) during all phases of construction.
5. All streets shall be designated in accordance with §94.22 of the Hermiston Code of Ordinances as detailed in the findings of fact for Chapter 94. The two new cul-de-sac streets shall be assigned a name and labeled as with a SE prefix and a Court suffix on the final plat.
6. Comprehensive Plan Figure 12 identifies this site as an area subject to development hazards due to excessively well drained soils and restrictive foundation soils. Therefore, the City will prohibit the outdoor storage of hazardous chemicals and underground storage of gasoline and diesel fuels. Prior to the development of lots containing cemented hardpan, the city shall require a registered engineer's assessment of the design and structural techniques needed to mitigate potential hazards.
7. A notation shall be placed on the plat stating that Lots 84, 97, 98, and 111 shall not access SE Columbia Drive.
8. Easements of at least 10' shall be provided along all street frontages.
9. A per lot assessment for Lots 77 through 111 shall be established of \$1,557. The assessment will be collected at the time of building permit issuance on each lot and shall be used for replacement of the A Line Canal bridge. Said fee is based upon the residential trip cap of 325 peak hour residential trips and a development plan of 208 residential lots. Should the trip cap or lot count be amended in subsequent phases, recalculation of the fee for lots 112 and above

shall be performed by the City. At the discretion of the developer, the city shall also accept full payment for all 34 lots as one lump sum payment of \$52,938 prior to any permit issuance.

10. SE Columbia Drive is designated as an urban minor collector on the Hermiston TSP and shall be designed with on-street bike lanes through the development.
11. All State of Oregon requirements related to wetland fill shall be satisfied prior to issuance of civil improvement approval.



March 18, 2026

Tyler Brandt
PO Box 833
Hermiston, Oregon 97838

Re: Hermiston Home Works – Hermiston, Oregon
Trip Debit Letter #3 – Phase 4 – Henry K's 35-Lot Single-Family Residential Subdivision

C&A Project Number 20230107.01

Dear Mr. Brandt,

This letter presents a trip accounting considering the currently proposed Phase 4 – Henry K's 35-lot single-family residential subdivision. This letter specifically presents:

1. Background
2. Proposed Development
3. Trip Accounting
4. Summary

1. BACKGROUND

Hermiston Home Works has previously received City of Hermiston land use approvals for property annexation into the City, a Comprehensive Plan amendment, and commercial and residential zone changes. A January 24, 2024, Transportation Impact Analysis, prepared by Clemow & Associates (2024 TIA) for this land use process, included an analysis of transportation system impacts for a reasonable worst-case development scenario of the entire property that included a mix of commercial and residential uses. Specific development was not contemplated at that time.

The resulting City land use approvals included, in part, the vesting of 657 PM peak hour external trips for use by the entire Hermiston Home Works development. Hermiston Home Works has subsequently received development approval for Phases 1, 2, and 3, totaling 74 single-family residential lots.

Hermiston Home Works – Hermiston, Oregon
 C&A Project Number 20230107.01
 March 18, 2026
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2. PROPOSED DEVELOPMENT

The currently proposed Phase 4 – Henry K’s development is a preliminary plat creating 35 single-family residential lots.

It is noted that the remaining undeveloped Hermiston Home Works property will be required to submit future trip debit letters at the time of the proposed development.

3. TRIP ACCOUNTING

The following table presents an accounting of the total established vested trips, trip debits, and the remaining vested trips. Trip generation for the proposed development is estimated using data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition. It is further noted that these are the same versions of the ITE documents used to estimate trips in the 2024 TIA.

TRIP DEBIT LETTER #3 - TABLE 1 – TRIP ACCOUNTING						
Description	Land Use	ITE Code	Size	Weekday PM Peak Hour Trip Generation		
				Enter	Exit	Total
Total Established Vested Trips				380	277	657
Previously Approved Development						
Phase 1 – 28 Single-Family Residences	Single-Family Detached Housing	210	28 DUs			
Phases 2&3 – 46 Single-Family Residences	Single-Family Detached Housing	210	46 DUs			
Currently Proposed Development						
Phase 4 – 35 Single-Family Residences	Single-Family Detached Housing	210	35 DUs			
Total Approved and Proposed Development				109 DUs	(68)	(40)
Remaining Vested Trips				312	237	549

¹ Trip generation is estimated using the *Fitted Curve* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

Following Phase 1-4 development approvals, 549 PM peak-hour vested trips will remain for future use by the entire Hermiston Home Works development.

It is important to recognize that these residential phases are part of a larger mixed-use development. While the specific size and nature of future development phases are currently unknown, they are anticipated to be generally consistent with the reasonable worst-case development scenario contemplated in the 2024 TIA. As such, the trip accounting in this letter considers the non-linear nature of trip generation estimation when using an ITE *Fitted Curve*, and future accounting will also need to consider internal trip capture, noting that the currently identified trip debits may change as future development occurs.

It is further noted that the trip debits for Phases 1-4 have been estimated using data from the 11th Edition of the ITE *Trip Generation Manual* to maintain consistency; however, the 12th Edition has recently been published and contains updated land use trip generation estimates, which are slightly different. Accordingly, future trip debits should consider more current land use trip generation rates as the ITE *Trip Generation Manual* is periodically updated.

Hermiston Home Works – Hermiston, Oregon
 C&A Project Number 20230107.01
 March 18, 2026
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4. SUMMARY

The following conclusions and recommendations are made based on materials contained in this letter:

1. The January 24, 2024, Transportation Impact Analysis (2024 TIA), prepared by Clemow & Associates for Hermiston Home Works identified total external development trip generation as 657 PM peak hour trips. These trips are vested for use by the entire development.
2. There are previously approved trip debits for development Phases 1-3 with 74 single-family residences.
3. The currently proposed Phase 4 development includes 35 single-family residences.
4. The total approved and proposed development includes 109 single-family residences, with a total trip debit of 108 PM peak hour trips.
5. Following Phase 1-4 development approvals, 549 PM peak-hour vested trips will remain for future use by the entire Hermiston Home Works development.
6. It is important to recognize that these residential phases are part of a larger mixed-use development. While the specific size and nature of future development phases are currently unknown, they are anticipated to be generally consistent with the reasonable worst-case development scenario contemplated in the 2024 TIA. As such, the trip accounting in this letter considers the non-linear nature of trip generation estimation when using an ITE *Fitted Curve*, and future accounting will also need to consider internal trip capture, noting that the currently identified trip debits may change as future development occurs.
7. It is further noted that the trip debits for Phases 1-4 have been estimated using data from the 11th Edition of the ITE *Trip Generation Manual* to maintain consistency; however, the 12th Edition has recently been published and contains updated land use trip generation estimates, which are slightly different. Accordingly, future trip debits should consider more current land use trip generation rates as the ITE *Trip Generation Manual* is periodically updated.
8. No additional transportation analysis is necessary to support the currently proposed development.

Sincerely,



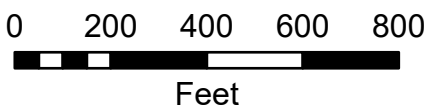
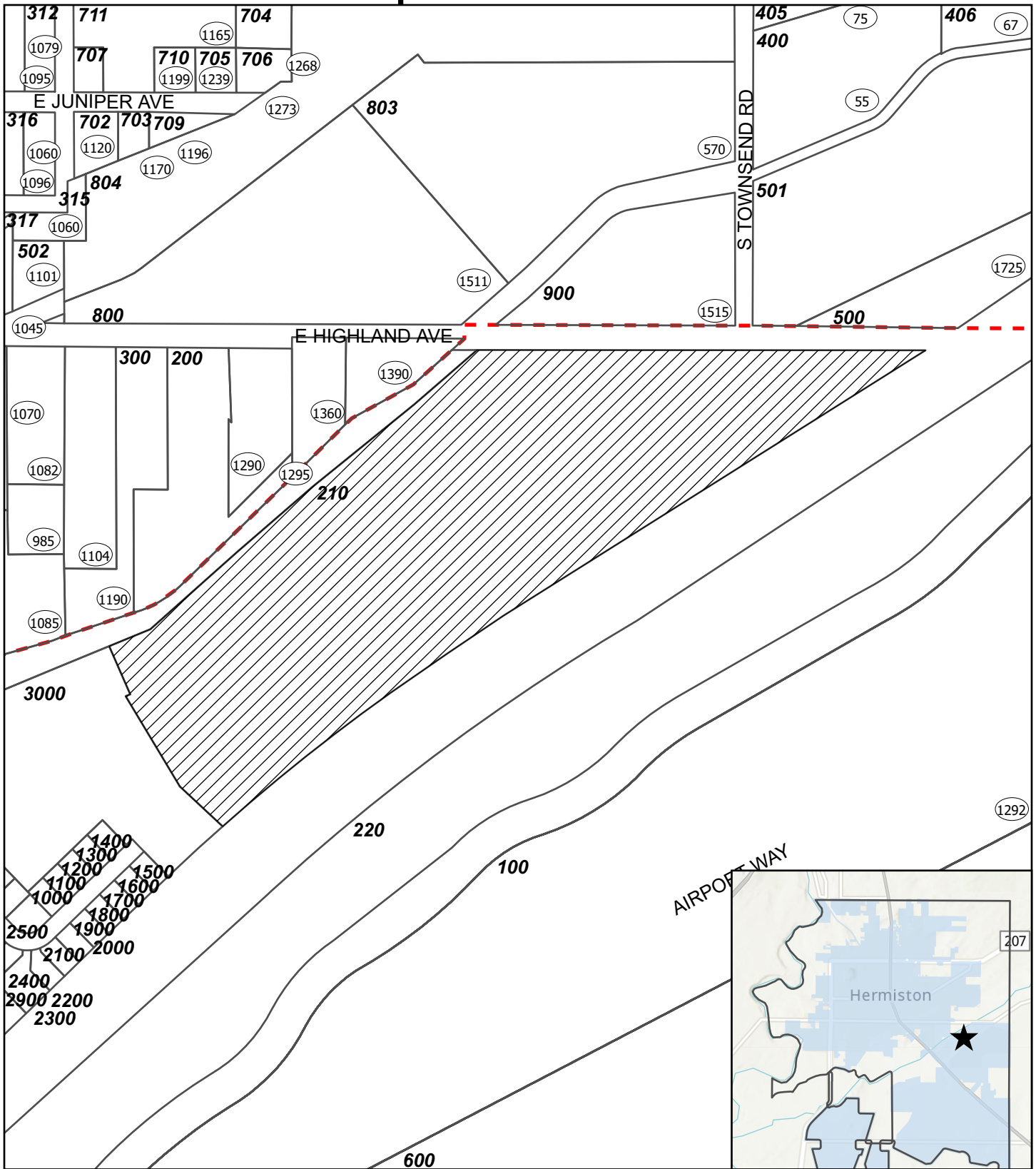
Christopher M. Clemow, PE, PTOE
 Transportation Engineer

Attachments: Phase 4 Preliminary Plat







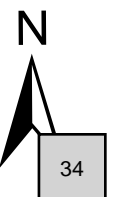
Renews 31 December 2027

Notice of Proposed Land Use Action



Legend

-  Property Line
-  City Limits
-  Urban Growth Boundary
-  Area of Proposed Land Use Action





Wetland Land Use Notice Response

Response Page

Department of State Lands (DSL) WN# *

WN2026-0237

Responsible Jurisdiction

Staff Contact	Jurisdiction Type	Municipality
Clint Spencer	City	Hermiston
Local case file #	County	
Henry K's Phase 4	Umatilla	

Activity Location

Township	Range	Section	QQ section	Tax Lot(s)
04N	28E	13	BC	210

Street Address

1200 SE Columbia Dr

Address Line 2

City

Hermiston

Postal / Zip Code

97838

State / Province / Region

OR

Country

Umatilla

Latitude

45.8323155

Longitude

-119.2633264

Wetland/Waterway/Other Water Features

- There are/may be wetlands, waterways or other water features on the property that are subject to the State Removal-Fill Law based upon a review of wetland maps, the county soil survey and other available information.

Your Activity

- It appears that the proposed project **may** impact wetlands and **may** require a State permit.

Applicable Oregon Removal-Fill Permit Requirement(s)

- A state permit is required for 50 cubic yards or more of fill removal or other ground alteration in wetlands, below ordinary high water of waterways, within other waters of the state, or below highest measured tide.

DSL Review



Wetland Ecologist Comments

Thank you for including the draft wetland delineation for this tax lot. Based on the draft delineation, there appear to be jurisdictional wetlands on this tax lot. The delineation has been submitted to DSL under reference # WD2026-0062; therefore, no additional delineation is needed at this time. The applicant is advised to wait until the a letter of concurrence has been issued and any required state Removal-Fill Permits are in place before proceeding with ground-disturbing construction activity.

For wetland delineation review questions and timelines, please contact the Wetland Ecologist reviewing WD2026-0062, Chris Stevenson (503-798-7622, chris.stevenson@dsl.oregon.gov).

For permitting questions and timelines, please contact DSL's Aquatic Resource Coordinator, Richard Fitzgerald (503-910-4565, richard.w.fitzgerald@dsl.oregon.gov).

This is a preliminary jurisdictional determination and is advisory only.

This report is for the State Removal-Fill law only. City or County permits may be required for the proposed activity.

A Federal permit may be required by The Army Corps of Engineers: 541-600-7644

Contact Information

For information on permitting, use of a state-owned water, wetland determination or delineation report requirements please contact the respective DSL Aquatic Resource, Proprietary or Jurisdiction Coordinator for the site county.

Response Date

4/3/2026

Response by:

Stefanie Lane

Response Phone:

971-701-0321

