

Jim Trett, Mayor
Greg Sheppard, City Councilor
Eric Page, City Councilor
Tim Luke, City Councilor
Michele Tesdal, City Councilor
Todd Smith, City Councilor
Denny Nielsen, City Councilor

Michelle Connor, City Recorder



City of Detroit, Oregon
City Council Regular
Session/Public Hearing
Agenda

Mailing Address:
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Detroit, Oregon 97342

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August 8, 2023

6:30 p.m.

345 Santiam Ave W.

Detroit, Oregon

View on YouTube & Facebook

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- I. Call to Order**
- II. Council Roll Call**
- III. Pledge of Allegiance**
- IV. Approval of the Agenda**
- V. Special Orders of Business**
- VI. Committee Reports**

This time is set aside for committees established by law, ordinance or other authority to report to the City Council on the committee's ongoing work.

VII. Public Comments

This is the time set aside for comments from the public on matters not on the agenda. Commenters are limited to three (3) minutes. Time may not be yielded. Questions from the Council or staff to commenters shall not be counted against the allotted three (3) minutes.

VIII. Continuation of Public Hearing for LA 22-01

- “NEW” Public Testimony
- Mayor to close Public Hearing

IX. Resolutions, Orders and Administrative Action

- a. Septech Bid for City Park – Tim Luke
- b. Presentation of the Detroit Marinas Excavation & Resiliency Project & Adoption of Resolution 655 – Lari Rupp
- c. Water Rate Increase & Adoption of Resolution 651 – Matt Del Moro

X. Consent Calendar

- a. Approval of the Minutes of the Detroit City Council – Work Session July 11, 2023, Regular Session/Public Hearing July 11, 2023 and Regular Session July 25, 2023.
- b. Approval to Pay the Bills

XI. Staff Reports

- a. HBH Engineering
- b. City Recorder
- c. Planning
- d. Marion County Sheriff
- e. USFS – Michelle King
- f. Idanha-Detroit Rural Fire Protection District
- g. North Santiam Sewer Authority
- h. STR Committee – Nancy Powell
- i. City Clerk – Lindsay Meyer

XI. Unfinished Business

- a. Ordinance 251 – Parking
- b. City Hall Rental Fees

XII. Council Reports

XIII. Mayor’s Report

XIV. Other Business

XV. Upcoming Meetings

- a. City Council Regular Session August 22, 2023 – Detroit City Hall 6:30 PM.

XVI. Adjourn



P.O. Box 589 Detroit, Oregon 97342 • (503)854-3496

Date: August 1, 2023

To: City of Detroit City Council

From: McRae Carmichael, Community Development Director, MWVCOG

RE: LA 22-01, Comments received

A text amendment to the Detroit Development Code is a Legislative Amendment. Legislative amendments are policy decisions made by City Council. They are reviewed using the Type IV procedure in Chapter 4.1.6. The Planning Commission makes a recommendation to City Council regarding the proposed text amendment.

On November 30, 2021, the Planning Commission made a motion to begin a Legislative Amendment for the entire Detroit Development Code. The Detroit City Council accepted the grant award from DLCD in December 2021 to begin review of the current code.

BACKGROUND

Beginning in January 2022, MWVCOG staff began work with the Detroit Planning Commission on a comprehensive review and potential update to the Detroit Development Code. The Planning Commission served as the Technical Advisory Committee for this Code review. This work was funded by a Planning Assistance grant from the Department of Land Conservation and Development.

During the Technical Advisory Committee meetings and Joint work sessions with City Council and Planning Commission, several key parts of the Code were discussed. We have had 9 TAC meetings to discuss the current code and proposed updates.

A duly noticed Planning Commission public hearing was held on 4/18/23. Notice of the hearing was posted on the City of Detroit website, Detroit Facebook page and in the Canyon Weekly newspaper. Measure 56 notice was mailed to all property owners within the City on March 27th 2023. DLCD 35 day notice was completed on the PAPA online site in February 2023.

At the Planning Commission hearing, several members of the public testified in opposition of the changes to the of the RV standards. Planning Commission heard all testimony from the public and reviewed written submissions. These are contained in Exhibit C. The Planning Commission closed the public hearing and had a detailed discussion regarding Chapter 3.6.3- RV standards. The Planning Commission voted to recommend the City Council accept and approve the text amendments as currently shown with no new changes to the draft Code.

The Staff Report and proposed changes to the Development Code were made available on to the public July 3, 2023. A duly noticed Public Hearing was held on July 11, 2023. Council reviewed the staff report and then received public comment. Several members of the public testified regarding the proposed changes. City Council voted to keep the record open to receive comments on the proposed changes and to re-open the hearing on 8/8/23.

This memo includes public comments that have been received since the hearing. It also includes proposed changes to Section 3.6.3 sent to the City by interested parties in opposition of the text amendment.

Please review these materials and staff will be available to answer additional questions.

CITY COUNCIL ACTION

- A. I move that the City Council approve Legislative Amendment, LA 22-01, based upon the findings as presented in the staff report, or
- B. I move that the City Council approve Legislative Amendment, LA 22-01, with modifications as determined by the City Council (stating the modifications as part of the motion), or
- C. I move that the City Council deny Legislative Amendment, LA 22-01 (stating the reasons/findings as to why the application should be denied), or
- D. I move to continue the request to a time certain or indefinitely, stating at what point the City Council would consider reopening the hearing.

Note: The City Council adopts an ordinance through procedures as required by the City of Detroit to grant final approval of amendments to the Detroit Development Code.



MEMORANDUM

TO: Detroit, Oregon City Council
FROM: Lari Rupp, Economic Development Specialist
MEETING DATE: August 8, 2023, City Council Meeting

Detroit Marinas Excavation – Results of Phase 1 Alternatives Analysis

CITY COUNCIL MEETING PRESENTATION PURPOSE

At the August 8th Detroit City Council Meeting, City Council will have an opportunity to review the results of Phase 1 Alternatives Analysis for the Detroit Marinas Excavation Project.

City Council will also have an opportunity to pass a resolution for formally recommending a preferred alternative to the Marion County Board of Commissioners.

PROJECT OVERVIEW

The Detroit Marinas Excavation and Resiliency Project consists of the proposed excavation of 162,000 cubic yards of sediment from underneath both commercial marinas at the Detroit Lake Reservoir. The project involves three phases, and it is approaching the end of Phase 1 Alternatives Analysis. Phase 2 Engineering and Permitting is anticipated to span for September 2023 – October 2024. Phase 3 Construction is anticipated to span for October 2024 – March 2025.

The current scope of this project is limited to sediment removal and fill. As part of the Phase 1 process, the project team incorporated an exploration into concepts for future site improvements. This was done to evaluate the long-term recreational opportunities of the alternatives. Any future site improvements such as parking, benches, and trails are not part of the current scope of work and would be determined in a future phase.

The purpose of 'Phase 1: Sediment location cost-benefit analysis and selection' is to develop three conceptual alternatives for beneficial reuse of the excavated sediment for a potential new land feature in the lake, and then, adopt a preferred alternative.

BUDGET OVERVIEW

The project is currently being funded from a combination of federal, state, and local sources:

Detroit Marinas Funding Schedule (August 1, 2023)		
Federal	Marion County ARPA Allocation (Grant)	\$3,000,000
	2023 Congressionally Directed Spending Request (Grant)	\$2,000,000
State	Business Oregon Brownfields Redevelopment Fund (Grant)	\$60,000
Local	Marion County Economic Development Program (Lottery Revenue)	\$50,000
TOTAL PROJECT FUNDING		\$5,110,000

SUMMARY OF PHASE 1 ALTERNATIVES ANALYSIS

To determine the highest and best location and beneficial reuse of the excavated sediment, the project team developed three potentially feasible concept alternatives and conducted a thorough review of the opportunities and challenges for each sediment fill site:

Expectation Setting and Plan Implementation

The Phase 1 process began with community expectation setting and a review of existing data. Preliminary drafts for all alternatives were prepared in alignment with community expectations and in alignment with the implementation of existing local plans, such as, the City of Detroit's 2021 Community Vision and Strategic Plan and the USFS Detroit Ranger District/University of Oregon 2011 Detroit Lake Restoration and Enhancement Design Booklet.

At the March 14th, 2023, Detroit City Council Meeting, City Council heard an update that the Detroit Marinas Excavation project had been funded through a congressional direct appropriation in the 2023 Consolidated Appropriations Act. At this meeting, Council received an update on preliminary work to outline the project and had an opportunity to set early expectations for the project team through the following discussion questions:

- Are there any concerns that you would like to address?
- What is your interest in this project?
- What does success look like?
- What do you think are some of the most important issues we will consider on this project?
- What are some effective ways to share information with the community? Where could we post information?
- We're planning to have community open houses for this project. What venues do you think would be accessible to most people? What time of day is best for this community?
- What barriers might keep people from participating in the project?
- Do you have anything else you'd like to share?

Regulatory Process

The excavation of sediment from the marinas and the placement of that material within Detroit Lake is subject to a variety of federal, state, and local laws and regulations. The team outlined the permitting process for the project and added soil testing and federal environmental review to the Phase 1 scope of work. Introductory meetings with officials from the project's anticipated regulatory authorities resulted in an additional refinement of the project alternatives so that all alternatives were mitigated from preliminary regulatory concerns and judged by the project's environmental engineering consultant to be feasible to permit. At this point, the alternatives were ready to be presented to the public.

Interagency collaboration to develop 3 sediment use options that are feasible to permit and construct:

- Marina owners
- City of Detroit
- Marion County
- Oregon Department of Environmental Quality
- Oregon Department of State Lands
- Oregon Department of Fish and Wildlife
- Oregon State Marine Board
- National Oceanic and Atmospheric Administration
- U.S. Forest Service
- U.S. Army Corps of Engineers
- U.S. Department of Housing and Urban Development

Stakeholder Alignment

The project team then convened a broad range of stakeholder meetings to present the project narrative and preliminary alternatives for feedback. In turn, the team used this feedback to develop the evaluation criteria for the cost-benefit analysis and refined the draft alternatives until all alternatives were suitably aligned with stakeholder interests and ready to present to the project's regulatory authorities.

At the May 9th, 2023, Detroit City Council Meeting, City Council received a draft set of the three Alternatives and had an opportunity to provide feedback on the following discussion questions:

- Are there any concerns that you would like to address?
- Do you have any suggestions for how we can further refine these options?
- Which of the three alternatives do you think would be most beneficial to the community and why?
- How do you envision the proposed project fitting into the broader economic development goals of the region?
- What potential challenges do you see with implementing the proposed alternatives, and how can we work together to address them?

Public Outreach

To better understand the essential preferences, values, and concerns of the community, the team facilitated an open house during the 2023 Detroit Fishing Derby and hosted an online open house portal for those who couldn't attend in-person. The public was invited to review a comparative analysis between the three alternatives, and 65 public comments were received.

The Summary of Comments on Beneficial Reuse Alternatives [for the] Detroit Marinas Excavation and Resiliency Project (Attachment 1) indicated that most participants who commented expressed a preference for Alternative 2.

A count of the preferences for participants in the public comment period is shown in the table below:

Alternative	Local Zip Codes	All Other Zip Codes	Total
Alternative 1	6	13	19
Alternative 2	11	34	45
Alternative 3	1	4	5

Note: Some respondents indicated more than one preference on the comment form

At the June 13th, 2023, Detroit City Council Meeting, City Council received a report which summarized the project team's Phase 1 community outreach activities and the results of the public comment period.

Cost-Benefit Analysis

The project's environmental engineering consultant, Maul Foster & Alongi, conducted an evaluation of each alternative with respect to the following "benefit" evaluation criteria: recreational opportunity, wildlife habitat potential, ease of construction, regulatory and permitting requirements, and community feedback. The consultant also prepared a construction cost estimate with a 25% contingency. The weighted "benefit" scores for each alternative were scaled against their respective "cost" estimates, resulting in a cost-benefit score for each alternative. The cost-benefit score is also referred to as the 'benefit per million dollars of cost'.

Alternative 2 was judged to have both the highest total weighted benefits (3.95) and the highest benefit per million dollars of cost (0.67).

A summary of the cost-benefit analysis details is shown in the table below:

Summary of Detroit Marinas Cost-Benefit Analysis			
Alternative	Cost	Evaluation Criteria (On a scale of 1-5)	Benefit per \$1 Million Cost*
1 Kane's Marina Peninsula	\$5,054,000	Recreation Opportunity (30%) – 3 Wildlife Habitat Potential (20%) – 4 Ease of Construction (15%) – 4 Regulatory/Permitting Requirements (10%) – 4 Community Feedback (25%) – 2 TOTAL WEIGHTED BENEFITS: 3.20	0.63
2 Detroit Flats Peninsula	\$5,890,000	Recreation Opportunity (30%) – 5 Wildlife Habitat Potential (20%) – 3 Ease of Construction (15%) – 2 Regulatory/Permitting Requirements (10%) – 3 Community Feedback (25%) – 5 TOTAL WEIGHTED BENEFITS: 3.95	0.67

<p style="text-align: center;">3</p> <p style="text-align: center;">Non-Motorized Island</p>	<p style="text-align: center;">\$5,667,000</p>	<p>Recreation Opportunity (30%) – 2 Wildlife Habitat Potential (20%) – 4 Ease of Construction (15%) – 3 Regulatory/Permitting Requirements (10%) – 4 Community Feedback (25%) – 2</p> <p style="text-align: center;">TOTAL WEIGHTED BENEFITS: 2.75</p>	<p style="text-align: center;">0.49</p>
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* Calculation for Benefit per \$1 Million Cost: Total Weighted Benefits / (Cost/1,000,000)

At the August 8th Detroit City Council Meeting, City Council will have an opportunity to review the results of the alternative’s cost-benefit analysis.

CITY COUNCIL RECOMMENDATION

Based on the results of Phase 1, the Detroit Marinas project team recommends Alternative 2 for the preferred alternative. Alternative 2 maximizes potential recreational (and likely associated economic) benefits, provides additional upland and shoreline habitat, and was strongly preferred by the community. Alternative 2 has been vetted with stakeholders and regulatory authorities and is expected to be permissible.

It is important to reiterate that the current scope of the project is for sediment removal and placement, and the addition of site improvements such as recreational amenities and parking, will be determined in a future process.

If City Council is in consensus with recommending moving the Alternative 2 concept forward into Engineering and Permitting, the City of Detroit will have an opportunity to pass a resolution for formally recommending Alternative 2 to the Marion County Board of Commissioners.

NEXT STEPS

After the Marion County Board of Commissioners has formally selected an alternative for the project concept, the project team will begin Phase 2 Engineering and Permitting to meet the project schedule described in the attached Economic Development Profile Report. As the project is largely funded by the American Rescue Plan Act, the project’s funding must be obligated by December 31, 2024, and spent by December 31, 2026.

ATTACHMENTS:

- Attachment 1 – Summary of Comments on Beneficial Reuse Alternatives
- Attachment 2 – Economic Development Profile Report

RESOLUTION NO. 655

**A RESOLUTION TO RECOMMEND A PREFERRED ALTERNATIVE FOR THE DETROIT MARINAS
EXCAVATION AND RESILIENCY PROJECT**

WHEREAS, the Detroit Marinas Excavation and Resiliency Project is aimed at supporting the local economy and enhancing recreational opportunities in the North Santiam Canyon; and,

WHEREAS, the Detroit Marinas Excavation and Resiliency Project aligns with the goals and priorities of the City of Detroit's 2021 Community Vision and Strategic Plan, including the Recovery and Resiliency Strategy for Outdoor Recreation and Tourism; and,

WHEREAS, the Summary of Comments on Beneficial Reuse Alternatives for the Detroit Marinas Excavation and Resiliency Project (Exhibit A) identifies a public preference towards **Alternative 2**; and,

WHEREAS, the Economic Development Profile Report for the Detroit Marinas Excavation and Resiliency Project (Exhibit B) judges **Alternative 2** to have both the highest total weighted benefit and the highest benefit per million dollars of cost; and,

WHEREAS, **Alternative 2** has been thoroughly reviewed by a Professional Engineer who is currently licensed in the State of Oregon (taking into consideration the input of stakeholders, community partners, environmental scientists, and relevant state and federal agencies); and,

WHEREAS, the Detroit City Council finds it in the best interest of the public.

BE IT HEREBY RESOLVED that the City Council of the City of Detroit, Oregon recommends **Alternative 2** for the Preferred Alternative for the Detroit Marinas Excavation and Resiliency Project in order to provide the Marion County Board of Commissioners with a formal recommendation for identifying next steps for project engineering, permitting, and construction.

The above resolution statements were approved and declared adopted by the City Council of the City of Detroit, Marion County, Oregon this 8th day of August 2023.

Signed by the Mayor on this 8th day of August 2023.

James R. Trett, Mayor

Attest:

Michelle Connor, City Recorder

SUMMARY OF COMMENTS ON BENEFICIAL REUSE ALTERNATIVES

DETROIT MARINAS EXCAVATION AND RESILIENCY PROJECT

Prepared for



OREGON

MARION COUNTY COMMUNITY SERVICES

June 9, 2023

Prepared by

Maui Foster & Alongi, Inc.

3140 NE Broadway Street, Portland, OR 97232



**MAUI
FOSTER
ALONGI**

Introduction: Engaging the community about economic resilience

Marion County and community partners have been hard at work supporting constituents in the Santiam Canyon who were affected by the 2020 wildfires. As part of the collaborative effort to rebuild, Marion County invited community members to comment on the Detroit Marinas Excavation and Resiliency Project and participate in concept planning for a new land feature in Detroit Reservoir. Maul Foster & Alongi was contracted by Marion County to support this project with community engagement and sediment location design services.

It's essential that Marion County understand how community members are interested in benefiting from this project. As part of the design process, Marion County presented three options for how excavated material from the marinas might be used to build new benefits for the community and collected comments from community members on the proposed alternatives. The County will consider these comments to develop a preferred alternative that meets the technical needs of the marina excavation and reflects the goals of the people who reside, work, vacation, and recreate in the community of Detroit Lake.

Outreach objectives

- Collect community feedback on the three alternatives to better understand the community's preferences, values, and concerns.
- Compile community input to inform the selection of a preferred alternative to recommend to the Marion County Board of Commissioners.

Background: Reviving the local economy with a more dependable lake season
The two marinas on Detroit Lake are cornerstones of community activity, supporting the lake's celebrated watersport culture and fueling the local economy in the warm seasons. Over recent years, the community's economy has been strained by the impacts of the COVID-19 pandemic, wildfires and conditions that shorten the amount of time residents and visitors can access the lake.

Detroit Lake Marina and Kane's Marina lay upon shallow shelves, and the lake has routinely failed to reach and maintain "full pool" depth during the summer due to multiple factors, including:

- Changing weather patterns
- Municipal water needs
- Fish and wildlife mitigation policies
- Five-foot reduction of "full pool" depth to mitigate seismic hazards at Detroit Dam

As a result, the marinas have been forced to open later and close their docks increasingly early with significant effects to the local economy.

Project Purpose: Multiplying benefits through beneficial reuse of excavated material

The purpose of the Detroit Marinas Excavation and Resiliency Project is to assist Detroit Lake Marina and Kane's Marina to maintain operations through the summer. These plans include strategically excavating sediment beneath the docks so the marinas can operate at lower water levels. This will enable the

marinas to operate down to 1,525 feet and help maintain a median summer lake season of May 1 to October 1 and support the local economy.

Marion County is exploring opportunities for “beneficial reuse” of excavated material that could increase benefits to the community. For example, the material could be used to construct new parks and trails, habitat for fish and wildlife, or other recreation opportunities.

As part of the design process and collaborative effort to rebuild, Marion County has presented the community with three options for how excavated material from the marinas might be used to build new benefits for the community.

Alternatives summary: Exploring potential benefits and tradeoffs

Below is an overview of the three alternatives that were presented to the community. The scope of this project is limited to the location of the excavation material. The construction and maintenance of any amenities such as picnic facilities or bathrooms will be decided in a separate process.

Alternative 1 – Peninsula near Kane’s Marina

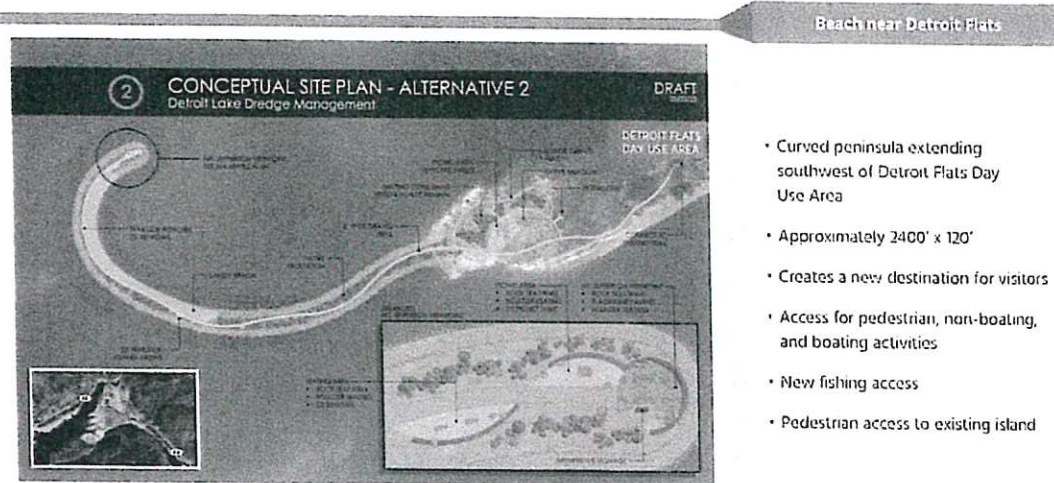


Peninsula near Kane's Marina

- Peninsula extending southwest of Kane's Marina
- Approximately 1800' x 200'
- New vegetated land with highest potential for habitat benefits
- Pedestrian accessibility
- Limited day use area
- New fishing access
- Improved definition of safe boating channels
- Anticipated lowest construction cost and simplest to construct

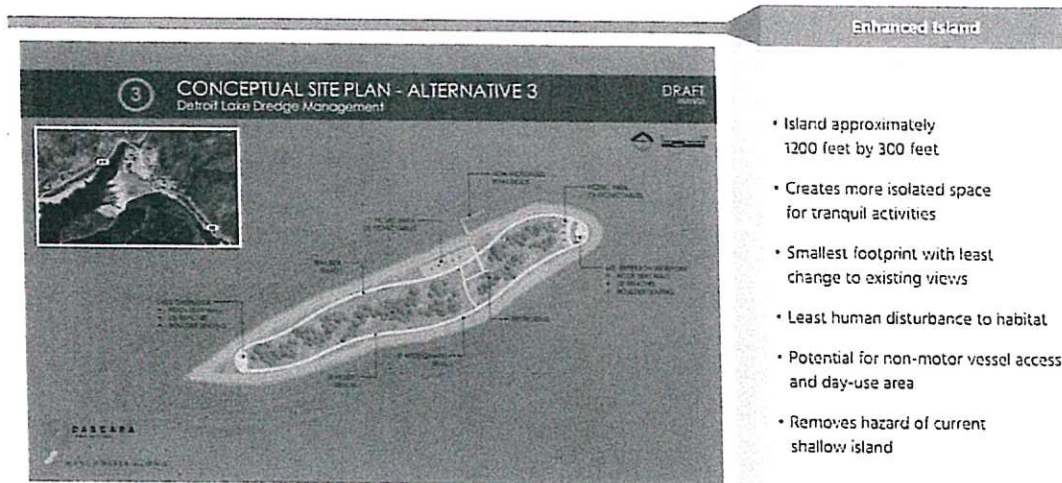
Alternative 1 is a peninsula approximately 1,800 feet long by 200 wide extending southwest of Kane's Marina. This alternative would create new vegetated land and has the highest potential for habitat benefits. Accessible to pedestrians, it has potential for a limited day-use area and new fishing access. Additionally, it would create improved definitions of safe boating channels, would have the lowest construction cost, and be the simplest to construct. This option would be exposed to boat wakes and have the most impact aesthetically for homes located on Santiam Avenue.

Alternative 2 – Beach near Detroit Flats



Alternative 2 is a curved peninsula approximately 2,400-foot-long by 120-foot-wide and extending southwest of Detroit Flats Day Use Area. This alternative would create a new destination for visitors and has potential for pedestrian, non-boating, and boating activities. Additionally, it would create new fishing access, allow for pedestrian access to an existing island at lower water levels, and preserve existing boat channels. This is the highest anticipated cost alternative to construct and may require temporary roads during construction.

Alternative 3 – Enhanced island



Alternative 3 would build upon an already existing island, enhancing it to create an approximately 1,200-foot-long by 300-foot-wide island located north of Piety Island. This alternative would create a more isolated space for tranquil activities and has potential for non-motor vessels and day-use area. Along with the smallest footprint and least impact to existing views, this alternative would have the least human disturbance to newly created habitat. Additionally, it would remove the hazard of the current

shallow island for boaters. This alternative may have construction access challenges and requires temporary roads for construction.

Engagement activities

Marion County hosted an open house style community meeting on Saturday, May 20, 2023 during the Detroit Lake Fishing Derby at the Detroit Community Center to share information about the project and collect comments from community members. About 50 people attended the open house meeting. County staff also walked around town and talked to people at the marinas and handed out materials. An online experience of the open house information and materials was also open from May 18 through May 31, 2023.

As part of engagement activities, Marion County distributed a questionnaire to collect community comments on the three alternatives and understand their preferences. Marion County distributed the questionnaire throughout the community using the methods described below:

- **Online open house website:** detroitmarinas.com
- **Marion County website:** co.marion.or.us/CS/EconomicDevelopment/Pages/Detroit-Marinas.aspx
- **Marion County news blog:** marioncountynews.org
- **Newspaper display ad:** Canyon Weekly
- **Door hangers:** Placed on houses located on Santiam Avenue in Detroit
- **Social media:** Shared by the following Facebook pages:
 - o Detroit Lake Marina
 - o Kane's Marina
 - o Detroit Lake Foundation
 - o Oregon State Marine Board
 - o Marion County, OR
 - o Bear Grass Lodge at Detroit, OR
 - o Santiam Recovery
 - o North Santiam Chamber of Commerce
 - o Detroit, OR
- **Flyers:** Distributed in the following locations:
 - o Mill City City Hall
 - o Rosie's Coffee Shop
 - o Santiam Junior/Senior High School
 - o Santiam Elementary School (Staff only)
 - o School District Building
 - o Santiam Medical Clinic
 - o Santiam Library
 - o National Wildfire Suppression Association (Staff only)
 - o Santiam Outreach Community Center
 - o Gates City Hall
 - o Canyon Espresso
 - o Highway 22 Canteen
 - o Mongold State Park (Staff only)

- Detroit Lake State Park (Staff only)
 - US Forest Service Ranger Station Visitor Center
 - Detroit Lake Marina
 - Mountain High Grocery
 - The Lodge at Detroit Lake
 - Detroit Post Office
 - Kane's Marina
- **In-person engagement:** Questionnaires were distributed during the in-person Open House on May 20, 2023.

Key themes

Over 60 community members submitted comments on the project. The Project Team summarized the comments into key themes observed below.

General takeaways

- **Most people who commented expressed a preference for Alternative 2** because it has the most opportunity for increasing parking capacity, creates new beach recreation opportunities that do not currently exist at Detroit Lake, and provides additional opportunity for people who do not have a boat to experience Detroit.
- **Consider traffic and parking:** The most frequent concerns raised among respondents related to traffic and parking. With anticipated increased use by community members and visitors, these comments emphasized the need for adequate parking to accommodate the increased traffic.
- **Increase pedestrian access and activities:** Overall, the comments largely reflected a desire to create an area that would enhance activities for community members, visitors, and tourists, especially for those without boats. Several comments expressed a desire to expand the already-existing park (Detroit Flats), which would enhance pedestrian access and allow for non-motorized activities such as walking, paddleboarding, and swimming.
- **Enhance boating experience and safety:** Many respondents expressed interest in knowing how each alternative would enhance the experience and safety of boaters. Key themes from these comments included improving the navigation channel, removing hazards such as shallow water and tree stumps, and creating additional no wake zones.

Alternative 1

Perceived benefits

- **Improved boating experience:** Many respondents identified this alternative as creating an enhanced boating experience, as it would create additional no wake zones and improve safety removing hazards such as tree stumps and shallow water.
- **Feasibility of construction:** Some commentors valued the feasibility and expected relatively low-cost construction of this alternative, as the construction would remain close to the excavation site.
- **Pedestrian accessibility:** Many respondents noted that this alternative would facilitate pedestrian accessibility because of its proximity to Kane's Marina and due to an already established access point near the marina.

Perceived challenges

- **Increased traffic:** There were many respondents who expressed concern about the increased traffic this alternative would create, especially as this area already has parking challenges for current uses. It was noted that Kane's Marina is often overloaded and does not have parking capacity for the number of people who visit the marina.
- **Disrupted views:** Many commenters who own property on Santiam Avenue noted this alternative would affect views from their home. Some residents of Santiam Avenue expressed concern for how Alternative 1 might affect their property values.
- **Maintenance and inadequate facilities:** Several respondents were concerned about potential issues that would arise due to the increase in people visiting the area. One person noted there were no bathrooms at the current location, and another noted the increase in maintenance that would be required with additional foot traffic.

Alternative 2

Perceived benefits

- **Pedestrian and non-boater access:** Comments from respondents noted that this alternative would expand non-boater and pedestrian activities, such as swimming and paddleboarding.
- **Expanded day-use area:** Several respondents identified that Detroit Flats is an area that is already widely used by visitors and members of the community, and extending the park would create a larger space for more people to enjoy and use.
- **Pedestrian and boater safety:** Many commenters noted that this alternative would improve boater safety by preventing boaters from going into the shallow area, and subsequently would also create a safer swimming area protected from boats.
- **Existing infrastructure and amenities:** It was noted by a few respondents that there are already existing trails, bathrooms facilities, and a parking lot located at the Detroit Flats day-use area. These existing amenities would be helpful in accommodating additional tourists and community members who would use this area.

Perceived challenges

- **Increased traffic:** Some respondents expressed concern about the anticipated increase in traffic and pedestrian use this alternative would incur, as it already experiences a high volume of use. Higher levels of foot and car traffic may require more maintenance of the area.

Alternative 3

Perceived benefits

- **Benefits to boaters:** Several respondents identified that this alternative would bring additional benefits to boaters, including reducing the current hazard of shallow areas and creating a new destination for boaters.
- **Habitat benefits:** Some commenters noted that this alternative would be most beneficial for habitat and vegetation and would not interfere with an existing shoreline.
- **Least disruption:** A few respondents indicated this alternative would be the least disruptive for the community, as it would result in the least possibility for unauthorized and late-night use and would have the least disruptive view for property owners.

Perceived challenges

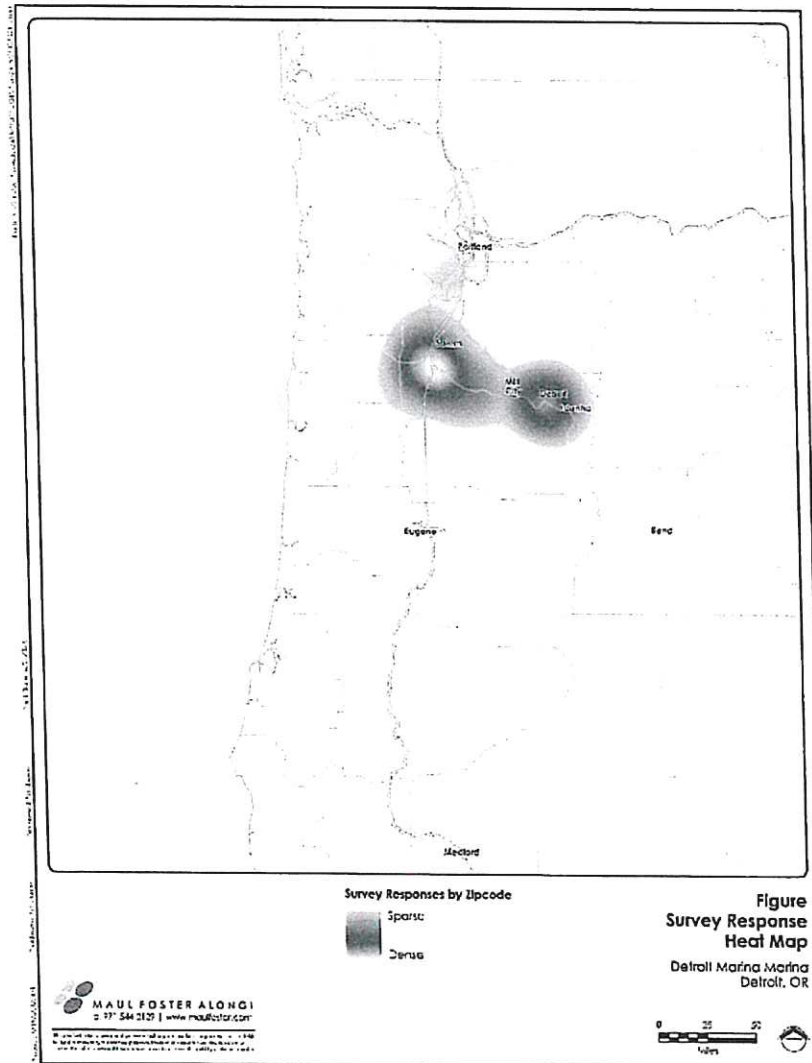
- **Limited access for people without boats:** While this alternative would allow for pedestrian access in the winter, some respondents noted that this option is most accessible for boaters and non-motorized vehicles and would not be accessible for pedestrian use during the summer.

Comments by ZIP code

Local and non-local preferences

The preferences of people who reported a ZIP code near Detroit (97342, 97350, 97246) were relatively similar compared to people who reported a ZIP code outside the immediate area. Note that some respondents indicated more than one preference on the comment form.

Alternative	Local ZIP codes	All other ZIP codes	Total
Alternative 1	6	13	19
Alternative 2	11	34	45
Alternative 3	1	4	5



Comments from community members

A transcript of all written comments received between May 18 and May 31, 2023 begin below.
Comments are ordered by ZIP code.

ZIP: 97132

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: The Army Corp should notify people when they lower levels so people's boats don't get stuck

ZIP: 97223

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Please explain why: Not provided

ZIP: 97302

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Please explain why: More bang for our buck, less trucking (?) cost, less permits

ZIP: 97303

Which alternative do you prefer? You may select more than one.

Alternative 3 – Enhanced island

Please explain why: My wife and her sister own property at 210 Santiam. Alternative 1 and Alternative 2 would ruin views from the property and severely reduce property value. Alternative 1 would send visitors on a hike to an area without restrooms, which would lead to problems. Alternative 3 could encourage a desirable increase in non-motorized boating enjoyment on the lake. Alternative 3 could also become a nice winter time walking destination.

ZIP: 97303

Which alternative do you prefer? You may select more than one.

Alternative 3 – Enhanced island

Please explain why: Alternatives 1 and 2 would be detrimental to our view of the lake and diminish our property value. Without restrooms alternative 1 would could be problematic. Alternative 3 provides the least disturbance to habitat could increase nonmotorized boating opportunities and a walking destination in the winter.

ZIP: 97303

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Not provided

ZIP: 97303

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Not provided

ZIP: 97303

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Not provided

ZIP: 97304

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Please explain why: Keeps boater (new) from driving over flats and tree stumps

ZIP: 97304

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane’s Marina

Please explain why: Improved safety of boating over flats

ZIP: 97304

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: I feel that this option would be most beneficial to more people than the other two options

ZIP: 97304

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Makes the most since. Better for day use area.

ZIP: 97305

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane’s Marina

Alternative 2 – Beach near Detroit Flats

Please explain why: #1, will there be a parking lot, and a restroom

#2, also any additional parking at the day use area

ZIP: 97306

Which alternative do you prefer? You may select more than one.

Please explain why: Alternate 1 takes away from homes right on Santiam. The other two options already have existing land there do build off of. Funding is not the biggest issue. Do not kill the value of the homes here.

ZIP: 97317

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: My interest is on providing better lake enjoyment by non-boaters. We have an existing day use area and I'd like to see that expanded as it already has parking (we may need more) and restroom facilities. I'm very much in support of a \$10 day use fee to support the cost of developing and maintaining this park.

#1 seems to benefit Kane's the most but creates a nuisance for it's neighbors. Parking is an issue by Kane's already. On a busy weekend, they can't support their own slip-rental customer base and people must park on neighborhood streets sometimes walking for blocks with coolers. By adding a day use without parking, we're just adding to this frustration.

ZIP: 97317

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: I believe Alternative 2 would be the most desirable. First, there is an existing parking lot, restrooms and boat launch. Plus I feel adding to the natural land area would enhance the current area. I believe Alternative 1 would increase congestion in an already busy area. This is a busy area in Detroit; people walking and golf carts. I'm concerned about parking, as an owner of a lot on Santiam Ave., I'm concerned that Santiam will become a parking lot. The parking could become a safety hazard; ie fire evacuation. Prior to the fire we had LOTS of people accessing the beach walking through our property. Alternative 3 would not be accessible to most people. In my experience I don't see that Piety Island is used very much; therefore why another island?

Thank you for the opportunity to share my insights.

ZIP: 97317

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Alternative 3 – Enhanced island

Please explain why:

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Not provided

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane’s Marina

Please explain why: The Flats are already improved. I’m not fond of extending the island.

It makes more sense to put it closer to the marinas.

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane’s Marina

Please explain why: Best option for fisherman to access thru Kanes Marina other locations seems like it will cost too much

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane’s Marina

Please explain why: Not provided

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Bring more to Detroit

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: It's less of an eye sore and it keeps boats from going into the shallow section.

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 3 – Enhanced island

Please explain why: We are long time boaters and property owners in Detroit. After reviewing the proposals and visiting the proposed alternative sites, we would like to submit our preference for the Alternative 3 – Enhanced Island conceptual plan. Our reasons for recommending this plan and opposing the other options follow:

- 1) Alternative #3 results in a new destination for boaters and kayakers while reducing the current hazard of shallow areas. We would like to see the day use area of this island include a kayak friendly dock (low height to water to ease in/out from kayaks) and/or shallow beach areas to access the island with kayaks.
- 2) Both of the other plans (#1&2) would have significant negative impacts to the neighborhoods as parking in both the Kane's Marina area and the Detroit Flats day use area are already at full capacity during the boating season. Adding foot/vehicle traffic without adding additional parking (not feasible in either of these areas) would likely result in people parking in unauthorized areas on roadsides and private property throughout the city.
- 3) Alternative #3 results in the least possibility for unauthorized/disruptive late-night use since it will be accessed only by boat. Theft, drug dealing, and late-night noise are already an issue with the current Detroit Flats day use area at times. Law enforcement is sparse in Detroit and response times can be 30-60 minutes to get an officer to the scene of a crime. The other alternatives seem to create additional challenges for law enforcement to patrol and mitigate this unauthorized/disruptive use.
- 4) Alternatives #1/2 involve extending existing land peninsulas from The Flats or Kane's and are accessible by foot. In addition to the parking issues noted above, the increased foot traffic would require additional maintenance. The city is already struggling to keep up with the demands of garbage pickup and restroom

maintenance in the city park. Adding additional maintenance costs for high volume use as would result from Alternatives #1&2 may not be financially feasible for the city.

5) Alternative #3 is in proximity to the shallow channel of the lake that runs on the north side of Piety Island. This shallow area should also be excavated as part of this project. This would be an important aspect to lengthen the boating season (stated goal) and increase boating safety. It would allow extended seasonal access to the Santiam arm of the lake without having to go around the island (environmentally friendly/less fuel use etc.). With Alternative #3 being less expensive than Alternative #1, the cost saving could be used to fund this additional channel dredging keeping the entire project within the allotted funding.

Thank you for your work on this exciting project.

John & Miriam

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: There is already heavy use at the the Flats, so keep use there vs introducing more foot traffic near Kanes. Better parking at the flats as well. (Add golf cart parking.) This option is also best for people who don't own boats who have the entire lake to choose from. Enhanced island caters to boats only.

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: It will expand day use area, for members of Detroit community.

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Please explain why: Detroit flats is already a usable recreational area and an "island" is very exclusive. Using "alternative 1" area would open up good public access past Kanes which is currently not very

accessible. This area is also near "no wake" which would be more sheltered than the flats area which gets more traffic.

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Detroit Flats is a no fee Park and there are more parking spaces available than at Kane's Marina which is often full. Option 3 would preclude folks without a boat access. Osprey Point is a beautiful walk and extending that area would attract more visitors to the Flats. Especially having Beach type areas and picnic sites. And I love that it could be a Viewpoint for Mount Jefferson. Thank you for considering building an area for the community and tourists with the dirt removed from the marina projects, as it is a win-win situation.

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 3 – Enhanced island

Please explain why: Least affect on private properties - doesn't interfere with existing shores.

ZIP: 97342

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Safer for kids, and brings more people to Detroit!

ZIP: 97346

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Not provided

ZIP: 97350

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Not provided

ZIP: 97350

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Please explain why: It is related to Kane's

ZIP: 97350

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Please explain why: I think alternative 1 makes the most sense. If it includes an expanded parking area. Kane's is already short parking so a lot would be needed for trail access.

Option 2 is my second choice. This option gives a nice area and extends the flats park.

ZIP: 97350

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: This option will extend the walking trail from the flats, and it will be accessible by everyone. It might also be a great place to watch the fireworks each year!

ZIP: 97351

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: The inlet beach would be huge for the area to add a area for got swimming and paddle boarding which would bring in a lot of recreation to the area for nonboaters.

ZIP: 97358

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: No boats and allow swimming access

ZIP: 97360

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: I brought my kids out here and no place to swim. We don't have a boat

ZIP: 97361

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Alt 2 builds on an already existing park investment and keeps broad lake views intact. Alt 1 would, in the longer term, likely block the broader view of the lake with trees (etc) planted to stabilize the fill. Parking would be a problem in already crowded area. Alt 3 could advantage wildlife.

ZIP: 97369

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Seems it would be an easier access point and help keep boaters away from the shallow areas as well

ZIP: 97381

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane’s Marina

Please explain why: Not provided

ZIP: 97383

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: #1 would cause Kane's Marina parking problems - not enough parking for non-cusomters. #2 would provide a larger area for people to enjoy the beautiful area.

ZIP: 97383

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: I like the idea of 2

ZIP: 97383

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Creates a safe swim area from boats and waves and doesn't block the channel

ZIP: 97383

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: It's awesome! It will keep boats away from swimming areas!!

ZIP: 97383

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: More People can use this one

ZIP: 97383

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Please explain why: Minimizes construction costs by staying close to the point of excavation. Good access from marina. Option 2 will add a lot of traffic to an already busy day use area without sufficient parking. Option 3 blocks the deepest part of the channel that can at least be used part of the year to access from the marinas to the Santiam Arm.

ZIP: 97385

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Alternative 3 – Enhanced island

Please explain why: Prefer alt 1 with alt 2 as second choice. Detroit flats has too much traffic and use already.

ZIP: 97385

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane's Marina

Please explain why: habitat benefits!!

Pedestrian accessibility, day use only

lowest construction cost and simplest to construct

ZIP: 97392

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane’s Marina

Please explain why: After reviewing the 3 options I believe that the first alternative is the best option. It would greatly enhance the current boating experience by providing an additional no wake zone for boaters to anchor and recreate. On peak days, the current areas that are safe to do so get very busy. This will allow more people to spread out. Additionally, the access point for people walking out seems to be the most viable. It would enhance the area directly visible from the Marina as well. My main concern is parking and ensuring the surrounding areas have sufficient parking for the added traffic to this area of town. Kane’s should also consider issuing parking passes for marina customers so their already constrained lot does not fill up from folks visiting the Peninsula. Perhaps added parking near the community center/park with a trail leading to the peninsula would help alleviate this as well. Thank you!

ZIP: 97392

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane’s Marina

Please explain why: Not provided

ZIP: 97432

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Don’t want to impact property values lakeside.

ZIP: 97452

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Not provided

ZIP: 98642

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: If that beach could be expanded and truned to sand instead of big rocks, there would be a more enjoyable day park!

ZIP: 99516

Which alternative do you prefer? You may select more than one.

Alternative 1 – Peninsula near Kane’s Marina, Alternative 2 – Beach near Detroit Flats

Please explain why: I feel alternative 1 and 2 have established access points, and would provide an additional destination for recreational activity in Detroit. Promoting recreation will improve property values, and I don’t consider their development a détriment to the views from our property

ZIP: Not provided

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: More people can use this one

ZIP: Not provided

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Shaped like a dinosaur

ZIP: Not provided

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Seems more spread out

ZIP: Not provided

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Also look at 2011 plan of peninsula at Kane's Logboom. Great windbreak and identify as "no wake"

ZIP: Not provided

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: Not provided

ZIP: Not provided

Which alternative do you prefer? You may select more than one.

Alternative 2 – Beach near Detroit Flats

Please explain why: More usability, better access

RESOLUTION NO 651

A RESOLUTION ESTABLISHING WATER RATES FOR THE CITY OF DETROIT WATER DEPARTMENT AND REPEALING RESOLUTION NUMBER 599

WHEREAS, the Detroit City Council approved a water rate increases on June 13, 2023 to meet water improvement loan requirements; and

WHEREAS, the Detroit City Council finds it necessary to implement the water rate increase beginning July 1, 2023.

THEREFORE, BE IT HEREBY RESOLVED that the following rates have been established:

A) Monthly Base Rates:

<u>Standard multipliers</u>	<u>Residential</u>	<u>Commercial</u>
¾ inch	\$82.00	\$118.40
1 inch	\$135.00	\$185.00
1½ inch to 2 inch	\$215.00	\$374.44
Zero User Rate	\$60.00	NA
Room/RV Hookup Surcharge (per Room/Hookup per month)	NA	\$12.00

B) Water Consumption Included in Base Rate:

Residential

6,000 Gallons per month

Commercial

2,000 Gallons per month

C) Rate Per 1,000 Gallons over Base Rate:

Residential

\$4.00/1,000 Gallon

Commercial

\$10.00/1,000 Gallons

D) Monthly Residential Charges:

Single family, multi family, vacant residential property, connected to the water system and residents on commercial property will be charged the following:

- ¾ " connection \$82.00 per month plus \$4.00 per 1,000 gallons over 6,000 gallons used
- 1" connection \$135.00 per month plus \$4.00 per 1,000 gallons over 6,000 gallons used
- 1½" – 2" connection \$215.00 per month plus \$4.00 per 1,000 gallons over 6,000 gallons used
- "Zero User" Connection \$60.00 per month

A "Zero User" is defined as a residential user that consumes less than 250 gallons per month over twelve (12) consecutive months. Any month with a usage above 250 gallons will remove the Zero User status. Users who wish to become Zero Users may apply in writing for Zero User status to the City. If the City approves the request the user will begin being billed at the "Zero User" rate at the beginning of the next month. If in any given month, the user consumes more than 250 gallons within the first twelve months (12) following the acceptance of Zero User status, the user will automatically and immediately be switched back to a regular user with monthly charges as defined in this section. Additionally, the user will be back charged the difference between the standard residential rate and the Zero User rate for each month the user was listed as a Zero User.

E) Monthly Commercial Business Charges:

- Commercial Businesses on ¾" meter: \$118.40 per month plus \$10.00 per 1,000 gallons over 2,000 gallons used.
- Commercial Businesses on 1" meter: \$185.00 per month plus \$10.00 per 1,000 gallons over 2,000 gallons used.
- Commercial Business on 1½"-2" meter: \$374.44 per month plus \$10.00 per 1,000 gallons over 2,000 gallons used.

F) Monthly Government and Non-Profit Business charges:

Non-profit organizations, churches, and other government agencies connected to the city's water system will be billed at the residential rate. This includes, but is not limited to, the Fire Department and Oregon Department of Transportation.

G) Additional Fees

1. Security Deposits:
A Security deposit for a connection will be charged in the amount of three (3) times the established monthly rate. No interest will be paid on deposits. A deposit will be applied to the water account after two (2) years if no delinquencies occur.
2. Reconnect Fees:
 - a. SERVICE SHUT OFF – A reconnect fee for service that has been shut off for any reason other than repairs will be \$100.00. In addition, at the time service is reconnected, the customer will be charged the amount equal to the monthly service charge and late fees, times the number of months the service was disconnected, up to one (1) year. After one (1) year, the water meter will be removed.
 - b. SERVICE SHUT OFF AND METER REMOVED – When a customer requests that a meter be reinstalled, the customer will be charged the cost of the meter and labor for installing the meter. This cost will be a minimum of \$410.00 under normal circumstances. If there are abnormal conditions, such as the meter box being destroyed or removed, or the location of the meter has been filled and requires more labor and material (meter box) to install, the actual cost to the City will be added to the minimum cost. In addition, the customer will be charged for monthly service charges and late fees, times the number of months the service was discontinued, up to thirteen (13) months.

- c. SERVICE SHUT OFF AT CUSTOMER REQUEST – The reconnect fee for service that has been shut off by customer request will be the amount of revenue that the service would have generated for the number of months not in use, up to one (1) year, plus \$100.00 turn on fee. After one (1) year the meter will be removed and the customer will need to reapply for a new service connection along with paying the established fee.
 - d. SERVICE SHUT OFF FOR FREEZE PROTECTION – A customer is required to have own shut-off valve. However, in the rare event that the City needs to shut off service at a city meter to prevent freezing, the City will turn service back on free of charge during regular business hours, or, when requested by a customer, a minimum of \$50.00 if the City is required to turn service back on between the hours of 4:00 PM to 9:00 PM. To qualify for this service the customer's water account must be current.
3. Service Calls:
- a. \$30.00 fee will be charged if a disconnect notice is delivered to property.
 - b. \$60.00 fee will be charged for any after-hours, weekend, or Holiday service request related to any problem located on the property side of the water meter, or related to the property owner's shut-off valve in the meter. The actual cost of labor in excess of two (2) hours and any needed parts shall be charged to the customer and are extra.
4. Late Payments:
All bills paid after the due date, but in the same month as billing, will be charged a \$5.00 late fee.
5. New Service, Meter Installation:
The minimum charge for a new service is \$410.00. In the event there are additional costs for labor and materials, the actual cost to the City will be added to the minimum cost charged to the customer.
6. Room/RV Hookup Surcharge:
All Hotels, Motels, RV Parks, and all other commercial properties with multiple rental units with the potential for overnight occupancy on one commercial meter will be charged a surcharge rate of \$12 per month for each room, unit, or hookup present on the property. This surcharge will be charged each month, regardless of whether or not the room, unit, or hookup, is occupied. Businesses that close rentals on a seasonal basis will continue to be charged the surcharge rate during each month of the year.

All fees, deposits, and delinquent bills must be paid before water service is restored.

H) Special Fee's and Provisions:

1. Meter Tests:

Persons protesting the accuracy of a water service meter must submit a written request for testing, along with a deposit of the actual cost, to send it to the factory.

- A. Tests must be completed within 30 days.
- B. All service fees are due, as prescribed, during this time.
- C. Should a meter be found to be inaccurate, deposits will be returned and the meter will be repaired or replaced.

2. Excessive Use Due to Leaks:

A. Should excessive use occur, due to an undetected private water line leak or other problem not immediately detected, the water department will consider exemption of part of the excessive bill, upon request, and subject to (1) below.

(1) Exemptions will be considered only when a leak is repaired, or the problem resolved, within 14 days of detection or notification.

(2) Exemption requests will be subject to a review of past history and previous exemptions to avoid misuse of this provision.

(3) Exemptions will not be made for frozen water leaks. It is the owner's responsibility to shut off the water to prevent freezing.

This resolution shall take effect July 1, 2023.

The above Resolution rate increase was approved and declared adopted by the City Council of the City of Detroit, Marion County, Oregon on the 13th day of June 2023.

Ayes: ___ Nays: ___ Absent: ___

ATTEST

Signed: _____
James R Trett, Mayor

by: _____
Michelle Connor, City Recorder

Residential		Commercial	
	New Rate	Previous	
Res Allow:	6000	9000	Com Res Allow:
Res Fixed Rate:	See Below	\$60.00	Com Fixed Rate 3/4:
Consumption Rate per 1000 gallons:	\$4.00	\$1.50	Com Fixed Rate 1:
"Zero" User Allowance	250		Com Fixed Rate 1.5:
"Zero" User	\$60.00		Consumptive Rate
			New Rate
			Previous
			2000
			\$118.40
			\$185.00
			\$374.44
			\$10.00
			\$4.70

Water Fund Revenue For Varying Fixed Residential Rates and Room Surcharges

Residential Fixed Rate	Room/RV Surcharge Rate Per Unit										
	0	10	12	15	20	25	30	35	40	45	50
70	\$349,450	\$360,490	\$362,698	\$366,010	\$371,530	\$377,050	\$382,570	\$388,090	\$393,610	\$399,130	\$404,650
71	\$352,846	\$363,886	\$366,094	\$369,406	\$374,926	\$380,446	\$385,966	\$391,486	\$397,006	\$402,526	\$408,046
72	\$356,242	\$367,282	\$369,490	\$372,802	\$378,322	\$383,842	\$389,362	\$394,882	\$400,402	\$405,922	\$411,442
73	\$359,638	\$370,678	\$372,886	\$376,198	\$381,718	\$387,238	\$392,758	\$398,278	\$403,798	\$409,318	\$414,838
74	\$363,034	\$374,074	\$376,282	\$379,594	\$385,114	\$390,634	\$396,154	\$401,674	\$407,194	\$412,714	\$418,234
75	\$366,430	\$377,470	\$379,678	\$382,990	\$388,510	\$394,030	\$399,550	\$405,070	\$410,590	\$416,110	\$421,630
76	\$369,826	\$380,866	\$383,074	\$386,386	\$391,906	\$397,426	\$402,946	\$408,466	\$413,986	\$419,506	\$425,026
77	\$373,222	\$384,262	\$386,470	\$389,782	\$395,302	\$400,822	\$406,342	\$411,862	\$417,382	\$422,902	\$428,422
78	\$376,618	\$387,658	\$389,866	\$393,178	\$398,698	\$404,218	\$409,738	\$415,258	\$420,778	\$426,298	\$431,818
79	\$380,014	\$391,054	\$393,262	\$396,574	\$402,094	\$407,614	\$413,134	\$418,654	\$424,174	\$429,694	\$435,214
80	\$383,410	\$394,450	\$396,658	\$399,970	\$405,490	\$411,010	\$416,530	\$422,050	\$427,570	\$433,090	\$438,610
81	\$386,806	\$397,846	\$400,054	\$403,366	\$408,886	\$414,406	\$419,926	\$425,446	\$430,966	\$436,486	\$442,006
82	\$390,202	\$401,242	\$403,450	\$406,762	\$412,282	\$417,802	\$423,322	\$428,842	\$434,362	\$439,882	\$445,402
83	\$393,598	\$404,638	\$406,846	\$410,158	\$415,678	\$421,198	\$426,718	\$432,238	\$437,758	\$443,278	\$448,798
84	\$396,994	\$408,034	\$410,242	\$413,554	\$419,074	\$424,594	\$430,114	\$435,634	\$441,154	\$446,674	\$452,194
85	\$400,390	\$411,430	\$413,638	\$416,950	\$422,470	\$427,990	\$433,510	\$439,030	\$444,550	\$450,070	\$455,590
86	\$403,786	\$414,826	\$417,034	\$420,346	\$425,866	\$431,386	\$436,906	\$442,426	\$447,946	\$453,466	\$458,986
87	\$407,182	\$418,222	\$420,430	\$423,742	\$429,262	\$434,782	\$440,302	\$445,822	\$451,342	\$456,862	\$462,382
88	\$410,578	\$421,618	\$423,826	\$427,138	\$432,658	\$438,178	\$443,698	\$449,218	\$454,738	\$460,258	\$465,778
89	\$413,974	\$425,014	\$427,222	\$430,534	\$436,054	\$441,574	\$447,094	\$452,614	\$458,134	\$463,654	\$469,174
90	\$417,370	\$428,410	\$430,618	\$433,930	\$439,450	\$444,970	\$450,490	\$456,010	\$461,530	\$467,050	\$472,570

*92 Units billed at \$12/unit/month as stated in draft resolution would equate to \$13,248/year in revenue.

Residential		Commercial	
Residential	Commercial	Residential	Commercial
Res Allow:	6000	9000	4000
Res Fixed Rat:	See Below	\$60.00	\$80.00
Consumption Rate per 1000 gallons:	\$4.00	\$1.50	\$125.00
"Zero" User Allowance	250		\$253.00
"Zero" User	\$60.00	Consumptive Rate	\$4.70

Water Fund Revenue For Varying Fixed Residential Rates and Room Surcharges

Residential Fixed Rate	Room/RV Surcharge Rate Per Unit									
	0	10	15	20	25	30	35	40	45	50
70	\$352,789	\$363,829	\$369,349	\$374,869	\$380,389	\$385,909	\$391,429	\$396,949	\$402,469	\$407,989
71	\$356,185	\$367,225	\$372,745	\$378,265	\$383,785	\$389,305	\$394,825	\$400,345	\$405,865	\$411,385
72	\$359,581	\$370,621	\$376,141	\$381,661	\$387,181	\$392,701	\$398,221	\$403,741	\$409,261	\$414,781
73	\$362,977	\$374,017	\$379,537	\$385,057	\$390,577	\$396,097	\$401,617	\$407,137	\$412,657	\$418,177
74	\$366,373	\$377,413	\$382,933	\$388,453	\$393,973	\$399,493	\$405,013	\$410,533	\$416,053	\$421,573
75	\$369,769	\$380,809	\$386,329	\$391,849	\$397,369	\$402,889	\$408,409	\$413,929	\$419,449	\$424,969
76	\$373,165	\$384,205	\$389,725	\$395,245	\$400,765	\$406,285	\$411,805	\$417,325	\$422,845	\$428,365
77	\$376,561	\$387,601	\$393,121	\$398,641	\$404,161	\$409,681	\$415,201	\$420,721	\$426,241	\$431,761
78	\$379,957	\$390,997	\$396,517	\$402,037	\$407,557	\$413,077	\$418,597	\$424,117	\$429,637	\$435,157
79	\$383,353	\$394,393	\$399,913	\$405,433	\$410,953	\$416,473	\$421,993	\$427,513	\$433,033	\$438,553
80	\$386,749	\$397,789	\$403,309	\$408,829	\$414,349	\$419,869	\$425,389	\$430,909	\$436,429	\$441,949
81	\$390,145	\$401,185	\$406,705	\$412,225	\$417,745	\$423,265	\$428,785	\$434,305	\$439,825	\$445,345
82	\$393,541	\$404,581	\$410,101	\$415,621	\$421,141	\$426,661	\$432,181	\$437,701	\$443,221	\$448,741
83	\$396,937	\$407,977	\$413,497	\$419,017	\$424,537	\$430,057	\$435,577	\$441,097	\$446,617	\$452,137
84	\$400,333	\$411,373	\$416,893	\$422,413	\$427,933	\$433,453	\$438,973	\$444,493	\$450,013	\$455,533
85	\$403,729	\$414,769	\$420,289	\$425,809	\$431,329	\$436,849	\$442,369	\$447,889	\$453,409	\$458,929
86	\$407,125	\$418,165	\$423,685	\$429,205	\$434,725	\$440,245	\$445,765	\$451,285	\$456,805	\$462,325
87	\$410,521	\$421,561	\$427,081	\$432,601	\$438,121	\$443,641	\$449,161	\$454,681	\$460,201	\$465,721
88	\$413,917	\$424,957	\$430,477	\$435,997	\$441,517	\$447,037	\$452,557	\$458,077	\$463,597	\$469,117
89	\$417,313	\$428,353	\$433,873	\$439,393	\$444,913	\$450,433	\$455,953	\$461,473	\$466,993	\$472,513
90	\$420,709	\$431,749	\$437,269	\$442,789	\$448,309	\$453,829	\$459,349	\$464,869	\$470,389	\$475,909