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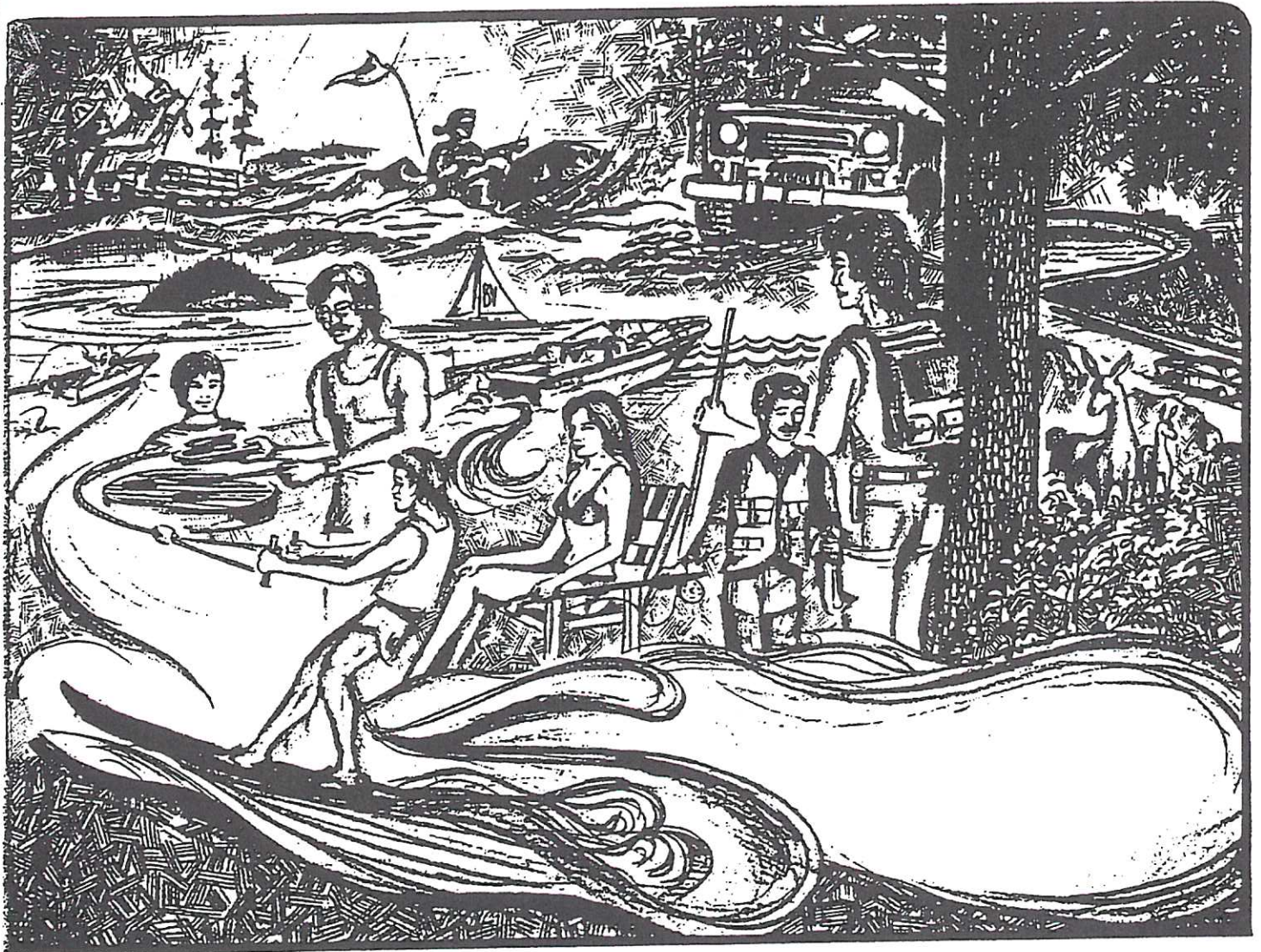
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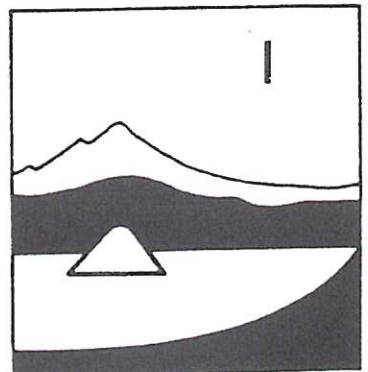
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INTRODUCTION



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I: INTRODUCTION

In 1973, the 57th Legislative Assembly adopted Senate Bill 100 (ORS 197), known as the 1973 Land Use Act, which among other things, created the Land Conservation and Development Commission (LCDC). LCDC was given the responsibility for developing statewide planning goals and guidelines to guide local comprehensive planning.

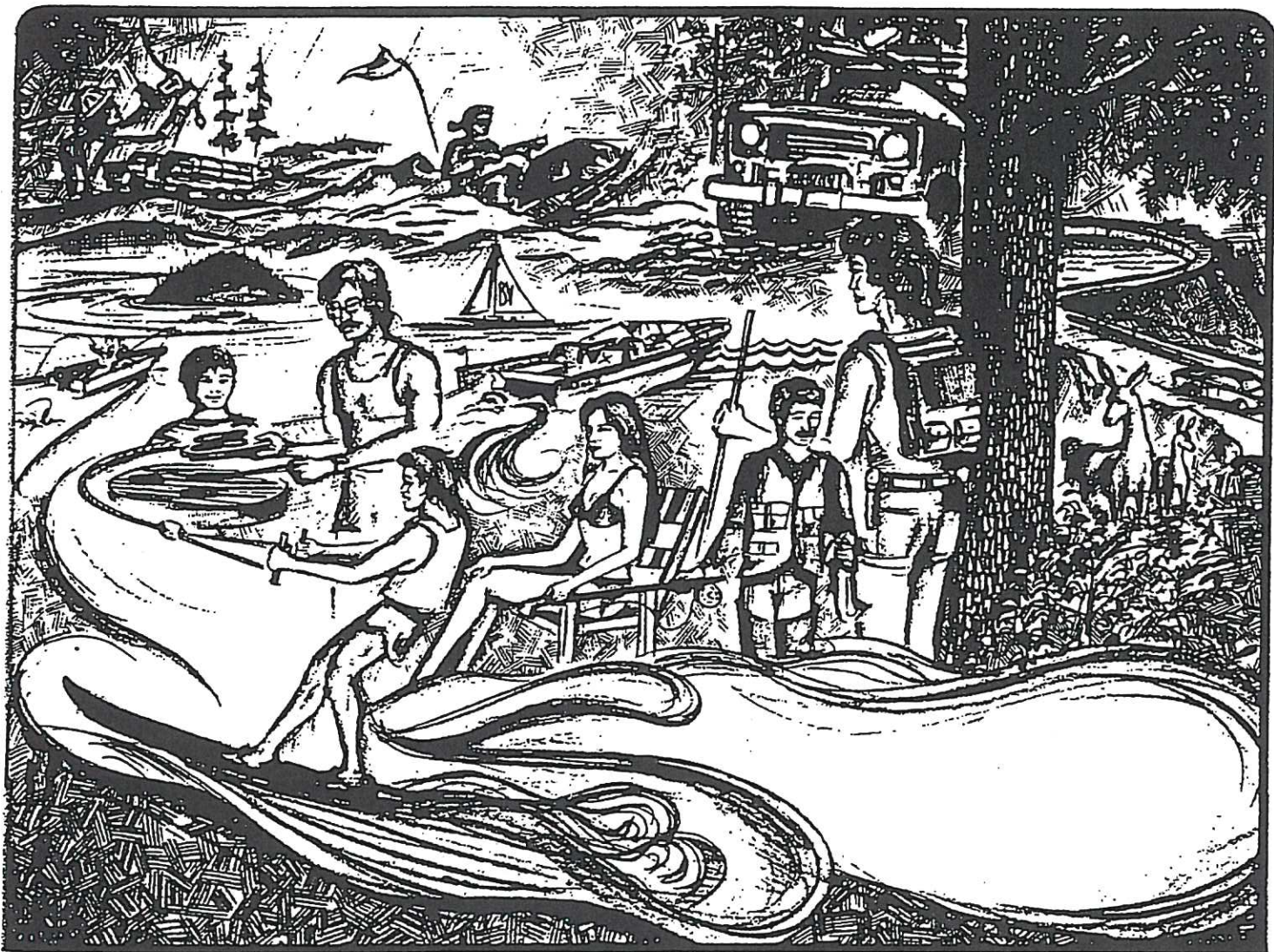
Extensive work sessions and public hearings resulted in the adoption of 14 Statewide Goals and Guidelines for use by state agencies, cities, counties and special districts in preparing, adopting, revising and implementing comprehensive plans.

Two important components of the state legislation are the authority of cities to establish urban growth boundaries, and the assurances of citizen involvement throughout the planning program.

Partly in response to the state mandate, Detroit embarked on a planning program to draft a comprehensive plan. To assist Detroit in preparing its plan in conformance with the statewide goals and guidelines, a state grant was awarded by the LCDC after approval of a comprehensive planning work program spanning 12 months. By July 1977, the City of Detroit contracted with the Mid-Willamette Valley Council of Governments to assist the city in its planning program and to develop implementing ordinances and procedures that embody the 14 goals and guidelines established by LCDC.

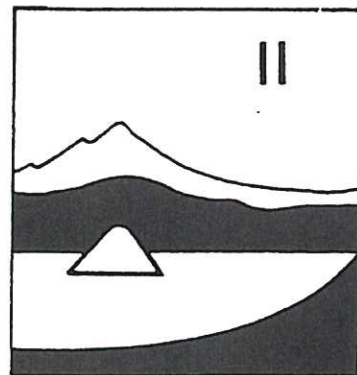
The city formed a Committee for Citizen Involvement and gave the Committee responsibility of insuring citizen participation through use of the media, community surveys, information material, and public work sessions and hearings. The city assigned a citizen's advisory committee consisting of various residents of the community the task of conveying the community's desires and needs into policy statements and a land use plan.

This document should be considered an official statement of the City of Detroit. The comprehensive plan sets forth goals and policies, and makes recommendations to guide the future physical development of the community.



PHYSICAL CHARACTERISTICS

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II: PHYSICAL CHARACTERISTICS

SETTING

The City of Detroit is a recreation-oriented community located on the western flank of the Oregon Cascades, approximately 50 miles east and slightly south of Salem. Situated on the eastern edge of Detroit Lake, the city is bordered by high, timber covered mountains, the confluence of the North Santiam and Breitenbush Rivers, and the sparkling, blue waters of the lake. The city was developed on a terrace between the two river valleys and has an average elevation of 1,586 feet above sea level. State Highway 22 passes through Detroit, connecting the city with Salem on the west and Bend on the east. The pristine setting of the Detroit area has made the city into a vacation center with year-round recreation activities.

HISTORICAL CONTEXT

Detroit became incorporated in 1952. Old Detroit was an unincorporated village situated beneath what is now the 8.5-mile long reservoir of Detroit Dam. The town had its start as a construction camp for the Oregon and Pacific Railroad in the 1880's. The railroad, seeking to form a junction over the Cascades with a transcontinental line, was constructed over much of the trail that was discovered by John Minto and others as a usable route over the Cascades into central Oregon. Originally, the town was called Coe, but the postal authorities found it confusing with Cove in eastern Oregon. Report has it that a man from Michigan names the place Detroit and the community accepted the name. When the post office was established on October 16, 1891, Detroit officially had its name.

In 1903, Detroit had a population of 100 and even then was renowned as a paradise for hunters and anglers. Detroit consisted of four sawmills and about a dozen homes. The population included a harness-maker, hotelkeeper, doctor, two engineers and some farmers and laborers. By 1912, there was a general store, a packer and a meat shop, with loggers, engineers, and laborers comprising most of the population.

Minto's trail of 1878 served as a public road at the turn of the century, principally as a pack trail. Detroit did not have another road until the 1930s when a 6-foot wide, 12.5-mile trail between Niagara and Detroit was completed. A cooperative agreement between county and federal agencies was signed in 1931 for road construction east of Detroit, creating a junction with the Linn County route.

The Willamette River Basin Project, with emphasis on flood control facilities, got its start in 1935 with the creation of a committee headed by State Senator Douglas McKay. During the spring of 1946, federal and state agencies signed a contract with Kuckenberg Construction Company for widening and realigning the North Santiam between Niagara and Detroit. Construction on Detroit Dam began on April 1, 1949, and a cease building order was in effect in Old Detroit. At the time, there were 65 buildings, including 25 businesses in the area, and the village had a population of nearly 200. The dam produced the area's biggest payroll in the post-war era, employing some 900 workers, which had a powerful impact on the North Santiam canyon area. Mill City, Gates, Mongold, Detroit and Idanha were "boom" towns. The dam was completed in just over two years and was dedicated on June 26, 1953.

Detroit located at its present site and incorporated in 1952. Since the dam's completion, the recreational possibilities for the city as well as Detroit Lake have increased tremendously. Anglers inaugurated the first trout season for the new lake on April 18, 1953, and since then the lake has become a favorite recreation spot for vacationers and residents of the area. Today, the Detroit area is still renowned as a paradise for outdoor recreation.

CLIMATE

The climate of Detroit is influenced by topography, elevation, and the Pacific orientation of the Western Cascade Range. Precipitation in Detroit averages 78.5 inches annually, most of which is rain. The wettest months are November, December and January, accounting for 47 percent of yearly precipitation. The driest month is July with 0.3 percent of total precipitation. Temperatures in Detroit tend to follow the yearly precipitation pattern, with the lowest temperatures typically recorded in January (normal mean monthly average: 33.7 degrees F) and the highest in July (normal mean monthly average: 64 degrees F), Temperatures exceeding 90 degrees F are not uncommon during the summer while winter temperatures often dip below freezing.

GEOLOGY

The City of Detroit and most of the land within a five-mile radius, is of the Sardine Formation that is composed of various kinds of andesitic and basaltic flow rock, pyroclastic tuffs and breccias, tuff breccias of mudflow origin, and volcanic sedimentary rocks. These rock materials are arranged in layers that are often quite thick. Near Detroit, the layers dip steeply to the west, the average dip angle is about 50 degrees. The dip and composition of these layers have influenced the shape of the land surface and the patterns of surface and subsurface drainage. Some of the layers are visible on the upper slopes across Breitenbush Arm from Detroit. The entire slope east of Detroit Ridge, an elevation difference of 1200 feet, is believed to be the upper exposed surface of one of these layers.

SOILS

The Natural Resources Conservation Service (NRCS), formerly called the Soil Conservation Service (SCS), of the U.S. Department of Agriculture has developed a system to place all soils in the United States into "land capability classifications". That is, all soils have certain properties, and this system classifies soils by these properties. The classes range from I-VIII, with Class I being the "best" soils with very few restrictions on any type of use, and Class VIII having severe restrictions on any use by man (e.g. agriculture, construction, forestry).

Soils are analyzed for their characteristics, such as depth to bedrock, texture (amount of silt, clay, or loam), wetness, slope, erosion hazard, overflow hazard or flooding potential, permeability (how rapidly water moves through the soil), structure (individual soil particles tend to take standard forms), water-holding capacity, inherent fertility (for various crops), and the general climatic conditions of the area where these soils are found.

Class I land has few restrictions on development of any kind, Class II, III and IV soils generally have higher landslide or erosion potential, or problems with drainage. Class V, VI and VII lands are often steeper, rockier, and will often have a high expansion and contraction rate due to water content (shrink/swell potential). These soils are generally restricted to grazing and urban development, while Class VIII land is unsuitable for most agriculture, forestry and urban uses, and is used primarily for wildlife habitat and watersheds.

As noted on the soils map, the major soil limitation to urban development is slope. The lands on the west side of Detroit that are available for development will be forced to increase the size of lots in order to allow enough area for septic drainfields. A portion of this area may be undevelopable even by increasing lot sizes. This is a result of Department of Environmental Quality (DEQ) restrictions on developing with septic systems on lands with more than 25% slope. When dealing with septic systems and whether or not they may be installed in a particular area, the county sanitarian with an on-site inspection has the final judgment.

Map 1 shows soil types in Detroit. The agricultural capability classifications range from Class VI through Class VII, and there are no Class I through IV agricultural soils in the vicinity of Detroit.

Woodland suitability units range from an II through III classification. Douglas fir growing in a Class II soil will reach heights ranging from 156 to 185 feet in a 100-year period. Douglas fir on a Class III group of soils will attain heights of 126-155 feet.

TOPOGRAPHY AND SLOPE

Elevations in Detroit range from 1509 feet on the shores of Detroit reservoir to a maximum of 2000 feet on the hillsides of the eastern city limits. Drainages generally run from a westerly to easterly direction with the exception being on the south side of the city where drainage systems run north to south. As will be discussed in later chapters, steep slopes are one of the major limiting factors in the future development of the city. In 2009, the City adopted a map to indicate the location of areas within the community having greater percentage of slopes.

OPEN SPACE AND SCENIC RESOURCES

Detroit is situated near the geographical center of the North Santiam Planning unit of the Willamette National Forest. The Forest Service prepared a *Multiple Use Land Management Plan for the Willamette National Forest*.^{*} Although the Forest Service did not extend their land use designations into private properties, some of their land use management objectives should be applied to the development and use of private properties in the city. The land management plan of the Detroit area is described as follows:

^{*} 2002: In 1990, the USFS published the *Willamette National Forest Land and Resource Management Plan*. The 1990 plan authorized a 1992 project, *Detroit Lake Composite Area Management Guide*. The city will amend this section of the Comprehensive Plan in the future.

Scenic Influence I: This influence area emphasizes the aesthetic values, scenic character and visual experience along travel corridors and scenic locations. The Highway 22 corridor and the area around Detroit Lake are both designated to primarily maintain the visual primary route to the many experiences of the highway traveler as a primary route to the many recreation facilities. Timber management of these corridors will emphasize thinning.

Scenic Influence II: These areas generally are in steep topography. The scenic area north of Detroit includes background and middle ground scenic vistas from Highway 22 and the upper end of Detroit Lake, This land use designation is intended to maintain the characteristic landscape as seen from Detroit Lake, the State Park and other viewing areas.

Another objective of each scenic influence area along the North Santiam and Breitenbush Rivers is to retain their visual quality, stream stability, water quality and aquatic habitats.

WATER QUALITY

The water of the Santiam River and its tributaries is used for domestic purposes in Salem. As a result, there are special regulations governing the water quality above Stayton. These restrictions are in the form of State Water Quality Standards. Volume I of the water quality management plan states that, "in order to preserve the existing high quality water for municipal water supplies and recreation, it is the policy of the Environmental Quality Commission to prohibit any further waste discharge to the waters of the North Santiam River Subbasin."

Water quality testing has shown the Santiam River to be of almost pristine quality. To maintain the present water quality will undoubtedly affect the design of any sewage treatment system, as well as the type of development.

Detroit Lake is the principal hydrological feature in the area. The inflow of water from the North Santiam and Breitenbush Rivers near the city provides good flushing action. The lake level varies considerably due to climatic conditions and the release schedule of the dam with differences between maximum and minimum lake levels of up to 149 feet. The level of the lake is believed to influence groundwater conditions in Detroit - the level of groundwater probably changes with fluctuations of the lake level.

FOREST LANDS

The North Santiam Planning Unit contains 183,306 acres of commercial forest lands. Of this, the General Forest allocation contains 72 percent of the commercial forest lands. The Forest Service's proposal allocates available commercial forest lands where timber harvests will contribute to maintaining the total forest timber harvest at near current levels.

In preparation of the Forest Service allocation plan, land type studies were conducted to allow mapping of the area's suitability for timber production. Generally, the more suitable areas for timber production and management are located on the less steep terrains. Although some areas are less suitable, the preservation or management of these forested lands are important for watershed protection, wildlife and fisheries habitats, and recreation.

Both public and private forest lands exist within the Detroit planning area. The continuing use of these lands as forest lands may not be the best use of the resource now, or in the future, especially should development pressures necessitate their acquisition. Until existing use of private land for forest practices conflicts with future resource needs, the city has adopted the following policy to preserve forest resources:

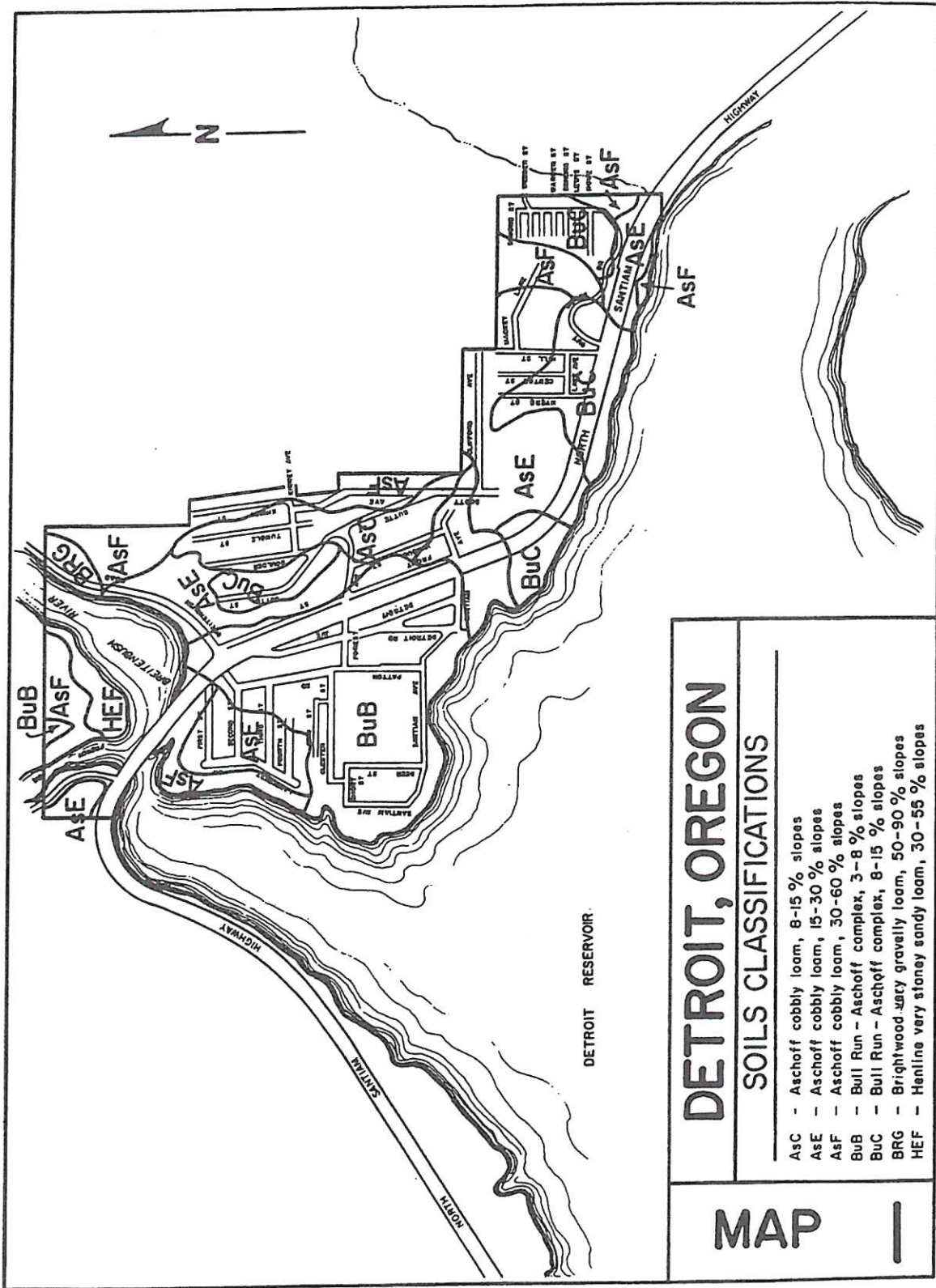
Land owners should retain the right to grow and harvest forest products following the guidelines of the Oregon Forest Practices Act

HISTORIC AND CULTURAL RESOURCES

There are no historic or cultural resources in Detroit currently classified in the Statewide Inventory of Historic Sites and Buildings. Presently, the State's historical survey is only about 75 percent complete and the archeological survey about three (3) percent complete.

There are a number of federal laws such as the National Historic Preservation Act, and the National Environmental Policy Act which seek to protect historic and archeological sites. State laws, specifically Oregon Revised Statutes 390.235, 390.237, and 273.231 require the protection of Indian burials on all lands (which has some merit in the Detroit area since Indians were the earliest inhabitants of the area), and historic sites and objects on all state-owned lands. The city adopted the following policy to deal with the preservation of historical resources:

The city shall cooperate with state agencies and other historical organizations providing funding to catalog and preserve historic buildings, artifacts and archeological sites.



DETROIT, OREGON

SOILS CLASSIFICATIONS

- AsC - Aschoff cobbly loam, 8-15 % slopes
- A5E - Aschoff cobbly loam, 15-30 % slopes
- A5F - Aschoff cobbly loam, 30-60 % slopes
- BuB - Bull Run - Aschoff complex, 3-8 % slopes
- BuC - Bull Run - Aschoff complex, 8-15 % slopes
- BRG - Brightwood very gravelly loam, 50-90 % slopes
- HEF - Hanline very stoney sandy loam, 30-55 % slopes

MAP 1