

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASH. 99362

NPWEN -PP at this meeting.

30 March 1965

NOTICE OF PUBLIC HEARING ON
DEVELOPMENT AND MANAGEMENT OF THE JOHN DAY RESERVOIR

In order that all interested persons, organizations, and agencies may be informed of the plan for development and management of the John Day Lock and Dam project for public port terminal, recreational, fish and wildlife, and other public uses, public meetings are to be held at Boardman, Oregon, and Goldendale, Washington. The meeting in Boardman will be held in the Riverside High School Gymnasium, beginning at 1:30 P.M. on 29 April 1965, and will consider, mainly, developments involving Oregon shore areas. The meeting at Goldendale will be held in the Court Room of the Klickitat County Court House, beginning at 1:30 P.M. on 30 April 1965, and will consider developments involving areas on the Washington shore of the future reservoir.

At each of these meetings, the District Engineer of the Corps of Engineers, Walla Walla District, will explain the plan for coordinated development and management of the John Day reservoir and its shorelands.

A large-scale map showing the area of the pool, Lake Umatilla, to be formed behind John Day Lock and Dam early in 1968, and the relocations of highways and railroads will be displayed. The map will also show the areas of Government land adjacent to the reservoir which have been tentatively allocated for public use and access, industrial and public port terminal, and fish and wildlife conservation. Information

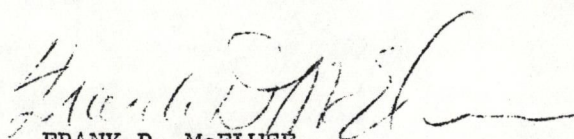
will be presented on the extent and character of pool fluctuations and how shoreline development can be affected thereby. Special problems dealing with relocation and/or protection of individual communities will not be covered at this meeting.

All interested parties are invited to be present or to be represented at the above times and places. This invitation is extended to private individuals, representatives of federal, state, county, municipal, or other governmental agencies, and those of commercial, industrial, civic, highway, railroad, and waterway transportation interests, and adjacent land owners concerned. Each will have full opportunity to express his or her views regarding planned use of project lands, character and extent of development desired, and the need and advisability of its execution.

State and local governmental agencies, civic groups, port and industrial interests, church groups, recreational organizations, and youth groups are particularly requested to express their ideas with respect to public and other uses of the reservoir area. Oral statements will be heard or written statements may be handed to the District Engineer at the hearing, or mailed to him at the address shown at the top of this announcement.

Attached is a brief description of basic characteristics of the project and plans, as so far developed, for various collateral uses of project lands. The accompanying map shows land use allocations about as they will be presented on the exhibit map to be displayed at the hearing. These allocations have been tentatively selected in an effort to achieve the highest and best use of all project lands.

Please bring the foregoing to the attention of persons known to you
to be interested in this matter.


FRANK D. McELWEE
Colonel, Corps of Engineers
District Engineer

GENERAL INFORMATION ON THE
DEVELOPMENT AND MANAGEMENT OF JOHN DAY
RESERVOIR FOR VARIOUS COLLATERAL PUBLIC USES

Construction of the John Day Lock and Dam was initiated in 1958 under authority contained in the 1950 Flood Control Act, Public Law No. 516, Eighty-First Congress, Second Session, approved 17 May 1950. Subject to the availability of funds, the final closure of the dam will be made and the reservoir will be raised to normal pool level in the spring of 1968. The John Day reservoir at normal pool elevation of 265 will extend a distance of 77 miles upstream from the dam to the tailwater area of McNary Dam. The reservoir will also extend about 11 miles up the John Day River Arm; about $1\frac{1}{2}$ miles up Rock Creek; about two miles up Willow Creek; $\frac{1}{2}$ -mile up Alder Creek; and $\frac{1}{2}$ -mile up Umatilla River. A strip of Government-owned land of varying width above the water's edge will be available for various uses related to the project. Long sections of the shoreline, particularly in the lower half of the reservoir, will be closely flanked by railroad and highway relocations, which will preclude any significant public use at or near the water's edge.

After initial filling of the reservoir, operation of the project for power production and flood control purposes will cause the pool level to fluctuate. From the normal pool level of elevation 265 at the dam, the pool can be drawn down to elevation 257 and can be filled to elevation 268 at the dam. Elevations at Arlington will be only slightly higher than at the dam, but at Umatilla, elevations will

generally range between 263 and 266 for low flows and will reach a maximum elevation approaching 278 during extreme flood flows.

A plan for orderly development and management of the John Day Lock and Dam project lands is being developed by the Corps of Engineers, in cooperation with state and local governmental agencies, interested groups and organizations, individuals, and other agencies. As one of the initial steps in the preparation of this plan, public hearings were held in March 1960, at Arlington, Oregon and Goldendale, Washington, for the purpose of determining the desires of the local people and interested agencies and organizations. Meetings and correspondence with interested agencies have furnished additional data. The overall plan has progressed to the stage where tentative conclusions have been reached. These are discussed in the following paragraphs. Neither these tentative allocations nor the final allocations to be incorporated in the master plan are intended to be fixed and unchangeable, but, rather, are subject to modification to better meet the needs and desires of the people affected and to conform to conditions that may arise in the future.

Allocation of Project Lands

The overall aim or purpose of the allocation of project lands for various uses is to assure utilization of the various resources of the project area with maximum sustained benefits to the greatest number of people. To this end, careful attention is given to the desires of other governmental agencies, local organizations, and groups functioning in the public interest. In allocating the John

Day project lands, several broad use classifications are being utilized. These classifications are described below and are shown on the attached map.

Project Operational Areas. These are lands of prime importance to the project. They are required for operation and maintenance of project structures and for care of the reservoir area. They are areas where public use may be continuously or periodically restricted or closely controlled for reasons of personal safety, project security, etc.

Public Port Terminal Areas. These are areas considered essential to utilization of the navigational resources of the project. The prime purpose is to afford shoreland space for transfer of waterborne freight. Lands are reserved for public port terminal sites at appropriate intervals along both shores of the reservoir, at points strategically located in relation to existing and potential industrial tributary production areas, and logically related to the road system serving these areas. These areas may be made available for conveyance to states, political subdivisions thereof, port districts or port authorities, under Section 108 of Public Law 86-645 (74 Stat. 486), for development of public port facilities.

Public Recreation Areas. To implement the provisions of Section 4 of the 1944 Flood Control Act, as amended by Section 207 of the Flood Control Act of 1962, and as further amended by the Land and Water Conservation Fund Act of 1965, project lands are made available for public recreational use and access. These areas are selected

on the basis of existing and potential demands for public access and recreational use facilities, their desirability for and adaptability to recreational use and development, and correlative consideration of all other use demands and potentials. Recreational lands have been subdivided into four basic priorities, as follows:

a. Priority 1, Public Recreation. This category consists of those lands which are to be open for recreational use by the general public and administered by the Corps of Engineers, or other federal, state, or local governmental agencies, or leased for public commercial concessions. Priority 1 areas have been further classified into initial development, future development, and general access categories. General access applies to those areas where recreational use of the natural shoreline may occur, but where no formal development is contemplated.

b. Priorities 2 and 3, Recreation. These are lands which may be leased for use by various quasi-public, non-profit organizations, ranging from youth groups, such as Boy Scouts and Girl Scouts, to service and fraternal organizations, such as Chambers of Commerce, Kiwanis clubs, etc., which render a public recreational-educational service on a non-exclusive basis, or provide a degree of public recreational opportunities.

c. Priority 4, Recreation. Priority 4 lands are those designated for possible private recreational use by individuals or private groups, such as boat clubs. Provision for such use will be made only after all current and foreseeable future public recreational

needs have been provided for. Consequently, it occurs only occasionally on most projects.

Fish and Wildlife Areas. Areas have been selected by the federal and state wildlife agencies in accordance with Section 3 of the Fish and Wildlife Coordination Act of 1958 (Public Law 85-624) for management of the fish and wildlife resources. These areas are selected on the basis of their general adaptiveness for wildlife management and for mitigation of loss of natural river habitat, and after correlative consideration of other use demands and potentials.

Industrial Use and Access Areas. These are areas of project lands not required for project operation, public recreational use or access, public port terminals, or fish and wildlife. With appropriate restrictions as required to satisfy project operational requirements, these areas may be made available for conveyance to states, political subdivisions thereof, port districts or port authorities under Section 108 of Public Law 86-645, for development of private industrial and terminal facilities.

