

PLANNING THE

60's



THE 1959 ANNUAL REPORT OF THE  
PUBLIC UTILITY DISTRICT OF KLINKITAT COUNTY, WASHINGTON

# Orderly Growth: a Countywide Goal

The people of Klickitat County took new forward steps in 1959 to prepare themselves for the exciting opportunities of the era of the "Soaring Sixties". They have paid heed to the advice of experts who predict a rapid growth of industry, population and traffic in the decade ahead. Through their local civic leaders and public officials, the people have decided the county should make ready for its inevitable destiny.

What is this destiny? Industrial engineers say this country will inevitably attract new industries in the years ahead. The fact that a part of Klickitat County is within the metropolitan area of The Dalles, Oregon, is additional assurance of industrial development. This is because the largest and most attractive industrial sites in The Dalles area are in Klickitat County. Construction of The Dalles bridge overcame the last barrier to recognizing the importance of these sites.

Industries will mean more people. More people will mean traffic problems and a need for more recreational facilities.

Another new source of traffic, the new bridge between Maryhill and Biggs, should be built soon. This is the final link in Highway 97, the Caribou Trail, from California to Alaska, and will create a need for additional tourist facilities.

The completion of Highway 8 along the Columbia River will open a new avenue for east-west traffic across the state and across the nation, via Lewiston, Idaho, and Missoula, Montana, cutting many miles from the Portland area east toward Chicago.

And, finally, the building of the great John Day Dam, and the forming of the lake behind it, will create both problems and opportunities for handling traffic, entertaining tourists and affording recreational facilities.

Through the efforts of local groups and their counterparts on the Oregon side of the river, the Congress directed the Corps of Engineers to concern itself with planning of the John Day reservoir, which we recommend be named Lake Klickitat in honor of the Indian tribe that figured prominently in history. In previous power projects, Uncle Sam showed little interest in or concern for the communities bordering on his man-made lakes. This lack of concern has resulted in poor use of these lakes and improper development along their shores. The congressional directive for the John Day project was the result.

The Corps of Engineers accepted their new responsibility with enthusiasm, and have presented their preliminary plans at a public hearing in Goldendale and Arlington, Oregon. Their ideas met with wide-spread popular approval. These plans included relocation of the railroad and the highway in our county, the acquisition of recreational areas and public access to them and to the river, and the setting aside of conservation areas for wild life.

One all-important decision of the Engineers was to locate the railroads back and up from the waterfront. This will increase the possible use of many

## Industrial Growth Inevitable . . .

## County to be a Highway "Crossroad"

## U. S. Engineers Aid in Planning

# The Importance of Foresight

miles of frontage for public and private uses. In contrast, railroads were located at the water's edge behind the Bonneville and The Dalles dams, and access to these man-made lakes is seriously impeded.

While the U. S. Engineers have been developing their plans, the county, through its planning commission, has been evolving a broad and comprehensive plan for the orderly development of areas along the river and near the city of Goldendale. A zoning ordinance also has been drawn up and is being presented to groups of citizens at informal hearings. A formal public hearing will be held this summer.

The ordinance provides for all land uses—agricultural, residential, commercial, industrial, recreational, and interim and temporary uses. However, in the beginning, it will apply only to the areas mentioned above. As the need for zoning develops, additional areas will be added to the master plan and to the zoning ordinance, but only after full public discussion and hearings.

Why all this concern over planning and zoning? These help guide and direct community growth along predetermined lines, to avoid some of the mistakes that have been made in similar areas in the past. Planning and zoning mark off areas according to their best uses.

In other words, the growth of Klickitat County in the years ahead can be guided in such a way that the better things of life are preserved despite the coming of industry and more people. The beauty, freedom and charm of living in a rural county can be at least partially retained.

You often hear people say: "I'd hate to see the Pacific Northwest become another Los Angeles." Yet, population growth is inevitable. The job our people have decided to tackle is to guide our growth in such a way that the result will be a good place to live, to work and to play. Problems such as Los Angeles struggles with arose because community leaders a generation ago refused to take planning seriously.

The most obvious and glaring examples of poor planning (or absence of planning) have been in the lack of provisions for future expansion of highways, waterways, airports and the like. This is why present-day freeway construction in the cities is so expensive

and so disrupting. Highway builders today admit that the new freeways are also doomed to rapid obsolescence because highway departments and the people themselves are not willing to face up to the real needs of the future--and pay the bill in advance.

Another problem is to provide sites for future schools, public buildings, parks, playgrounds and other needs before the areas become filled with people and the land skyrockets in value.

We list below the areas along the Columbia River that are covered by the County's comprehensive plan:

**LYLE**—There is a good possibility of industrial development here, particularly in the wood products industries, because of Lyle's location near vast stands of timber in the Klickitat River watershed.

**DALLESPORT**—Planners and industrial engineers agree that this area has the greatest industrial possibilities of the entire mid-Columbia region. Zoning should be accomplished soon to set aside plant sites, home sites and land for public uses before industry arrives.

**HORSETHIEF LAKE**—Located upstream from The Dalles Dam. A start has been made here toward development of a recreation area. This can become a popular boat haven with facilities for boat launching, picnics and overnight camping. The area lends itself to swimming, water skiing and fishing.

**MARYHILL**—There are good potential industrial sites here. As the north anchor of the new Columbia River bridge to Biggs, Oregon, Maryhill will become an important highway junction and stopover point for tourists. Land has been set aside here for a county park. Motels, shops and recreational facilities will spring up, and zoning is important to provide adequate land for these purposes.

The county is negotiating for the old railway right of way to be used as an access road to John Day Dam. The completion of Highway 8 also will increase Maryhill's importance as a junction.

**JOHN DAY DAM**—This will be an important recreational and tourist attraction. Thousands will come to see the dam, locks and fish ladders. A place will be set aside for a boat launching area.

Land will be earmarked for commercial purposes. Industrial sites will be designated at Cliffs.

**ROCK CREEK**—This will remain an unspoiled recreational area with boat launching facilities, a park and a boat haven for overnight camping and protection from river storms. No commercial enterprises will be permitted here, according to present thinking.

The mouth of Rock Creek has been the site for many years of the annual root festival of the Rock Creek Indians. This would be an ideal site for building a permanent and authentic longhouse for perpetuating this colorful festival. The building could be used for general park needs, and would be a memorial to the first full-blooded Americans, the Indians.

**SUNDALE**—This will be the site of additional boating facilities and a boat refuge.

**ROOSEVELT**—This village is next in importance to Dallesport as a future industrial center. Its potential plant sites are large and flat. The settlement here will be relocated because the present townsite will be flooded by "Lake Klickitat". Provisions will be made for recreational facilities, including a site for the Bickleton Boat Club.

**PINE CREEK**—Here will be a boat refuge and public access to the river.

**ALDERDALE**—The grain elevators will be relocated here, and provisions made for recreation, a county park, public access to "Lake Klickitat" and commercial developments.

**GOLDENDALE**—Zoning will be provided in the suburbs to protect the city. Highway 97 will also be zoned. The city of Goldendale also has its own planning commission and is perfecting its own zoning ordinance to direct development inside the city.

The Public Utility District is vitally interested in the proper planning and zoning of the county. As a public agency, it has the opportunity as well as the duty to serve the public in every possible way. By being associated closely with county wide planning, the PUD can more accurately make its own plans for line extensions, system development and power supply. This is important to the county because the PUD has the responsibility of bringing an adequate supply of low cost power to new industries, homes and shops, and of having it ready and available at the precise time the power is needed.

To this end, the PUD pledges its continued support and effort.

L. E. DARLAND  
AMOS W. LARSEN  
M. A. COLLINS

—Commissioners

Location of the proposed Maryhill-Biggs bridge across the Columbia, and the connecting highway between US 830 and US 97. Dotted line shows new route of railroad.



## 1959-Another Busy Year for the PUD

1959 was another busy year for PUD crews. They built 79,880 feet of new lines, connected 81 new customers and rebuilt 122,155 feet of existing lines to improve service for 311 customers. Our men also replaced 112 small transformers with larger ones and installed 77 transformers at new locations.

Major jobs included relocating 1,380 feet of line for road widening; relocating 12,635 feet of line to clear the site for construction of the John Day Dam; converting the line from Centerville to Warwick from one phase to two phase, and adding a neutral wire from Wishram to Cliffs.

In addition to work by our own crews, contractors built 10 1/4 miles of 115,000 volt transmission line from Goldendale to the John Day Dam site. Our men installed a 5,000 KVA substation and built 6,440 feet of distribution line to serve construction loads at the dam site and to connect with a river crossing to lines in Oregon belonging to the Wasco Electric Co-operative. Another contractor built 1-3/4 miles of 69,000 volt transmission line from the Gas-Ice plant to Klickitat and installed a 1,500 KVA substation. Our crews extended one half mile of distribution from the substation to the J. Neils Lumber Co. where we serve a portion of their mill load.

Electric revenues climbed to \$893,198 in 1959, exceeded only by the \$941,928 received in 1955 during the peak of construction on The Dalles Dam. Increasing use of electricity by customers in Klickitat County accounts for much of this gain.

The total number of customers served also increased from an average of 4,886 in 1958 to 4,989 in 1959.

The net income for 1959 was \$35,197, which amount was added to depreciation and used to retire revenue bonds and make additions and improvements to the system. (See source and use of funds two pages over.)

Average KWH usage per customer reached an all-time high in 1959. Urban residential (non-farm) customers used an average of 637 KWH a month. Farm customers reached a peak of 865 KWH average usage a month—exclusive of their irrigation power. (The national average is 300 kilowatt hours a month.)

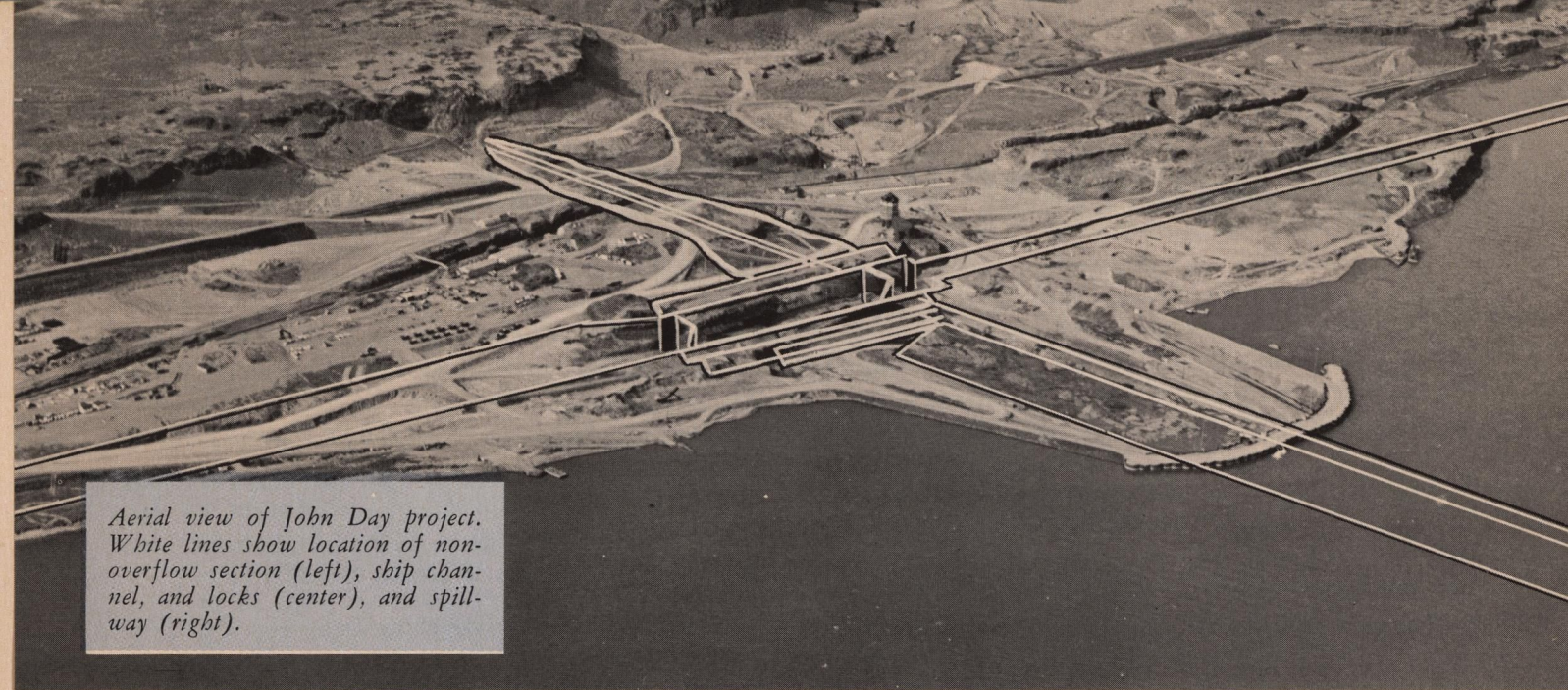
Because of this increased usage of electricity, the average unit price to the customer dropped. City residential users paid an average of 1.26 cents a kilowatt hour for their electricity; rural non-farm users, 1.48 cents, and farmers 1.36 cents. This is due to the way electric rates are set up. The more a customer uses, the cheaper the per kilowatt hour price. Some large users are paying around a cent a KWH.

The District again gave 200 ampere panels to customers to increase house-power and to encourage more use of electricity. 104 panels were issued. As a result of this offer, a total of 43 homes installed electric heat. Other equipment added to PUD lines included 63 electric water heaters, 54 electric ranges, 30 electric clothes dryers and four electric washers. The gross annual revenue from this added equipment will exceed \$20,000 a year. Since the equipment is permanent, the revenue will continue for many years to come.

System Expanded  
to Serve Loads . . .

Customers Increase;  
Income Higher . . .

Average Cost Per KWH  
Drops Further



Aerial view of John Day project. White lines show location of non-overflow section (left), ship channel, and locks (center), and spillway (right).

To encourage the installation of electric heating in new homes, the District has worked out a plan in cooperation with wiring contractors to reduce the cost of heating equipment. The result is that electric heat can now be installed at prices competitive with fuel burning systems, which factor has swung many new homes to electricity.

A new commercial rate was adopted in 1959 to encourage electric space heating, water heating and cooking in business establishments. The rate is a flat 9 mills per kilowatt hour, which is on a par with residential space heating.

The District inaugurated a flood lighting program to provide low cost outdoor illumination for farm yards and rural homes. The District furnishes, installs and owns the fixtures, which are similar to modern city street lights, and charges a flat monthly rental fee. Each lamp is equipped with a photocell which turns the electricity on and off automatically.

Preliminary plans were approved at year's end for promoting "friendship lights". These attractive lamps on ornamental metal posts will be installed in front yards of homes, and will be connected to the household circuit by underground cable. The equipment will be offered to customers on a time payment plan, which will be paid with their monthly electric bills.

The District's studies of power development on the White Salmon River were continued in 1959. This proposal would provide six dams and power houses to produce 177,000 kilowatts of energy and would cost about \$48 million. The Housing and Home Finance agency of the federal government loaned the District \$225,000 to undertake aerial mapping, core drilling and other engineering studies to determine the best sites for the power plants, canals and dams. June has been set as a target date for locating the largest of the six dams, on Trout Creek near the town of Trout Lake. This coming summer the District expects to arrive at a decision whether the power projects should be built. If the decision is affirmative, application will

be made to the Federal Power Commission for a license to construct the first stages.

John Day Work Stepped Up

During 1960, activity at John Day Dam site will be stepped up, adding to the population of the county, increasing the burden on schools, and also increasing the PUD's electrical load to serve contractors.

As this report went to press, approximately 350 men were employed on the Washington side on the preliminary work connected with the Montag-Halvorsen, McLaughlin and Associates contract. This company has a \$32,281,000 contract to build the spillway, navigation locks, fish ladder and the non-overflow dam section, to be completed in August of 1962. Two to three hundred more will be added to the payroll in midsummer. By the end of the year, the Corps of Engineers estimates a total of 1330 workers at the site.

Employment will remain at this level through 1963. In 1964, according to estimates, employment will increase to 1,900 at site workers on the Washington side. The peak will reach 2,000 in 1965, and then will begin tapering off.

John Day ultimately will become the largest power producer in the Pacific Northwest and one of the largest in the world. It will have a maximum capacity of 3,105,000 kilowatts, which is greater than Coulee, and greater than the Kuibyshev hydroelectric project on the Volga River in Russia. Its only peers will be the giant projects the Russians are reportedly building in Siberia.

When the initial power installations are completed in 1968, the project will have a capacity of 1,242,000 kilowatts. The full and ultimate development will depend to a large extent on the amount of upstream storage that can be provided in the Columbia and Snake Rivers and their tributaries. This needed storage will substantially increase the capacity of The Dalles, Bonneville and McNary dams also.

1959 FINANCIAL REPORT

Where The Money Came From:

Urban Residential Sales . . . . .	\$186,363.00
Rural Residential Sales (Non-farm) . . . . .	168,976.00
Farm Sales . . . . .	152,226.00
Irrigation Pumping Sales . . . . .	19,329.00
Small Commercial Sales . . . . .	133,633.00
Industrial Sales . . . . .	196,137.00
Street Lighting, Public Agencies and other Sales . . . . .	33,485.00
Miscellaneous Income . . . . .	9,778.00
TOTAL REVENUE . . . . .	\$899,927.00

How The Money Was Used:

Electric Power Purchased . . . . .	\$242,896.00
Purchased from Bonneville Power Administration under our long-term contract.	
Operations and Maintenance . . . . .	273,449.00
Includes wages, salaries, materials and supplies.	
State and Local Taxes . . . . .	53,309.00
This includes revenue assessments in lieu of property taxes, but does not include sales taxes charged to materials and supplies we purchased.	
Interest . . . . .	80,041.00
The average interest rate on our long term bonds is only 2.03 per cent.	
Bond Redemption . . . . .	116,868.00
Each year we have a fixed amount of bonds to retire out of income.	
Balance for Additions and Betterments . . . . .	133,364.40
These include new lines, new tools, rebuilt lines, etc., depreciation and amortization expenses.	

The BALANCE SHEET . . DEC. 31, 1959

ASSETS (What We Own):

Electric Plant in Service . . . . .	\$5,214,802
Electric Plant Acquisition Adjustment . . . . .	440,774
Construction Work in Progress . . . . .	562,778
Utility Plant Total . . . . .	6,218,354
Less Reserves for Depreciation and Amortization . . . . .	1,358,237
Depreciated Value of Utility Plant . . . . .	4,860,117
Other Physical Property—	
Less Reserves . . . . .	8,563
Investments and Special Fund . . . . .	301,269
General Funds—Cash . . . . .	97,824
Temporary Investments and Special Deposits . . . . .	344,325
Accounts Receivable—Electric (Less Reserves) . . . . .	80,154
Other Notes and Accounts Receivable . . . . .	4,025
Materials and Supplies . . . . .	113,340
Other Current and Accrued Assets . . . . .	19,135
Total Current and Accred Assets . . . . .	658,803
Unamortized Loan Expense and Other Deferred Debits . . . . .	256,659
Total Assets and Other Debits . . . . .	6,085,411

LIABILITIES (What We Owe):

REA Long-term Bonds . . . . .	\$4,263,453
Private Long-term Bonds . . . . .	637,000
Federal Housing and Home Finance Agency . . . . .	57,661
Total Long-term Debt . . . . .	4,958,114
Notes and Accounts Payable . . . . .	68,170
Consumers Deposits . . . . .	28,298
Other Current and Accrued Liabilities . . . . .	83,121
Total Current and Accrued Liabilities . . . . .	179,589
Other Deferred Credits . . . . .	18,289
Contributions in Aid of Construction . . . . .	193,392
Total Deferred Credits . . . . .	211,681
Net Operating Income (Present Year) . . . . .	35,197
Net Operating Income (Previous Years) . . . . .	700,830
Total Surplus* . . . . .	736,027
Total Liabilities and Surplus . . . . .	6,085,411

\*This is the difference between assets and liabilities—the net worth of the system. It represents the people's debt free equity.

An aerial photograph showing a wide river valley. In the center, a small village is visible. A dashed line indicates a new shoreline. To the right, a dam structure is visible. The foreground shows a highway and some industrial buildings. The background consists of rolling hills.

SPACE FOR THE  
SPACE AGE . . .

*The village of Roosevelt (center of picture) will be completely covered by Klickitat Lake behind John Day Dam. (Dotted line shows new shoreline.) Industrial sites are above Highway 830 on the east and west, mostly outside the picture.*