



CROW BUTTE PARK MASTER PLAN

2026 Update



Crow Butte
Park

Adopted by the Port of Benton
Commission
August 12, 2026
Resolution 26-53

Prepared for

PORT OF  BENTON

Prepared by

AHBL



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INTRODUCTION

ABOUT THIS PLAN

This is an updated Master Plan for Crow Butte Park, which is operated by the Port of Benton. The Port manages the park as a service to residents in the Port's district, as a tourist destination, and in support of the Port's Economic Development mission. **This Plan provides guidance to the Port, for the operation of Crow Butte Park, for the next six years and beyond.**

This updated Plan includes a summary of completed improvements and other accomplishments that occurred since the Port of Benton adopted the last Park Master Plan in 2020. A refined inventory of existing facilities and an assessment of the current and future needs and demands of park users is presented. Goals and policies addressing park operations, funding, and environmental stewardship approaches are set out, together with a phased implementation strategy. This compilation of information is a useful tool for the management of park resources.

The first Master Plan for Crow Butte Park was completed in 2008 after the Port finalized a long-term lease agreement with the Army Corps of Engineers in the previous year. The Plan described the Park's existing conditions, the Park's future facility needs, and concepts for numerous options for facility improvements and upgrades. The Master Plan, representing a twenty five-year planning period, provided guidance to the Port concerning the Park's future projects and services. The plan was subsequently updated in 2014 and 2020.

The Port relies on grant funding to help fund many of the capital improvements to the Park. Most funding sources require periodic updates to parks and recreation plans in order to remain eligible for their funding programs. For example, the state's Recreation and Conservation Office (RCO) requires that



funded projects be identified within a park plan, and that the goals and objectives contained within support the proposed project. This Plan fulfills the agencies requirements. It is critical that the Port continue to successfully compete for outside funding to ensure the development and maintenance of a high-quality park now and into the future.

The Master Planning process is on-going effort with continual updates on a periodic basis to reflect the current status of proposed projects and alignment with related efforts. This 2026 Master Plan updates the 2020 plan's analysis of existing conditions and revisits the demand and projected future needs to ensure the Plan remains aligned with the community's vision for the Park. This Plan aligns with the Port's 2025 Comprehensive Plan, and the Heritage Management Plan (December 2013). The next Plan update is expected in 2032.

PLAN OBJECTIVES



To provide community-defined direction for the future of the park



To maintain funding eligibility



To ensure consistency with state and local requirements an



To help the Port respond to opportunities as they arise



To provide guidance for effective management of the park

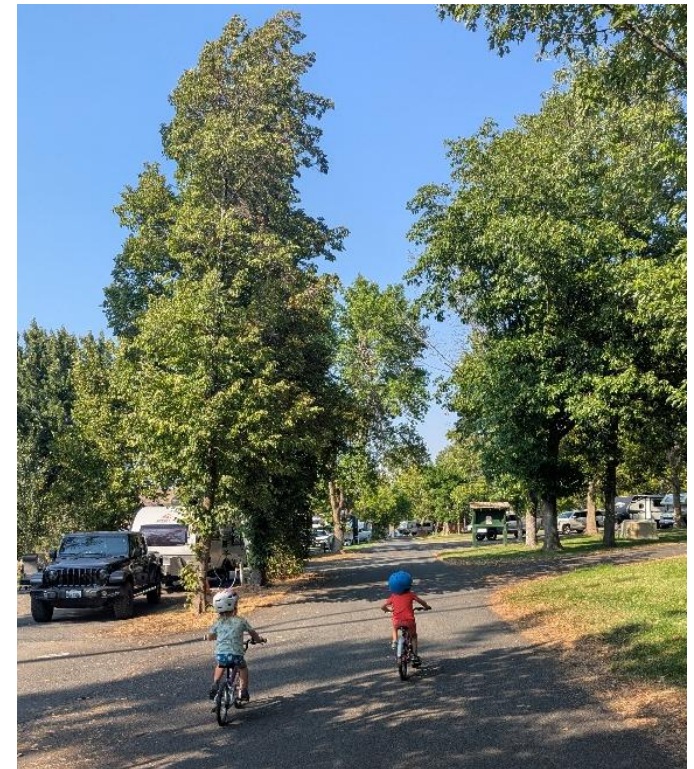


Figure 1 displays Crow Butte Park's location relative to surrounding Washington Counties, and also depicts its position within the district of the Port of Benton. Crow Butte is located on the Columbia River, near Oregon.

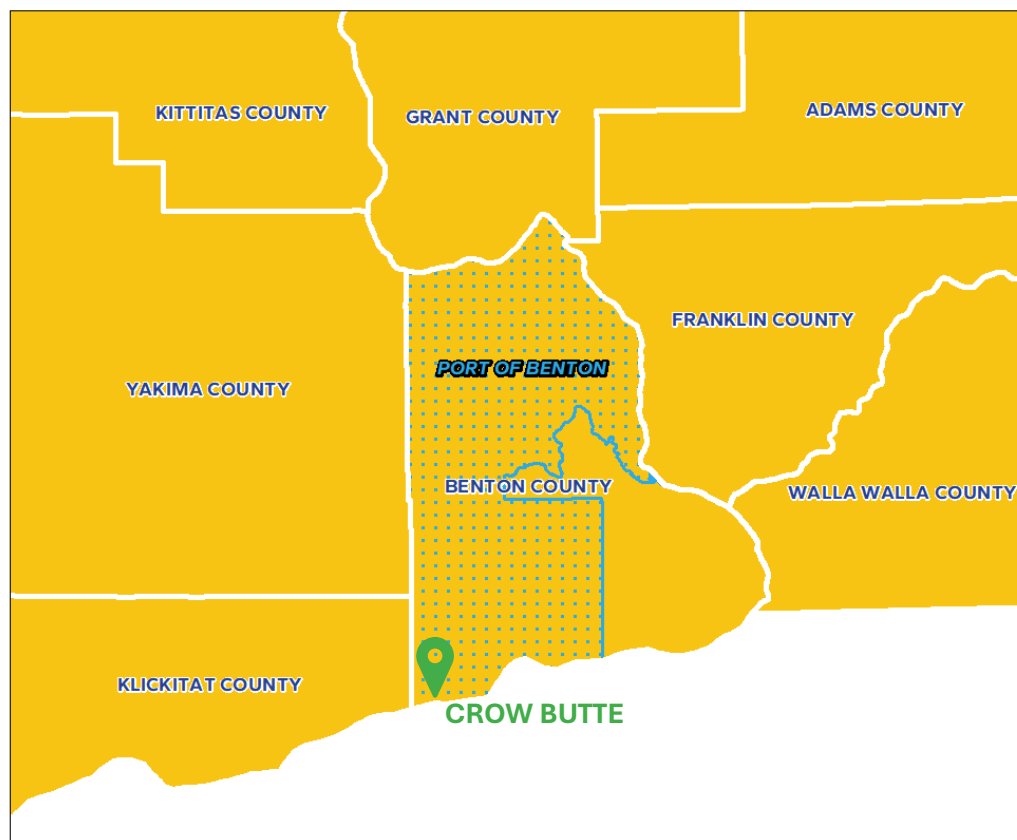


Figure 1: The Port of Benton District

Figure 2 shows the general shape and layout of the island, with the Crow Butte Park boundary identified. The eastern portion of the island comprises a portion of the Umatilla National Wildlife Refuge.



The Port of Benton was established in 1958 as a special purpose district under RCW Title 53. Title 53 was adopted in 1911, allowing for the formation of Port Districts statewide, operating as municipal corporations. There are currently 75 port districts in the state of Washington. The districts' roles within vary regionally, but generally they are meant to engage in economic development on behalf of their constituents.

The Port's boundaries lie within a portion of Benton County, as shown in Figure I. The Port's area is divided into three districts, each of which is represented by an elected non-partisan Board of Commissioners. The Port District, as a special purpose district, has taxing authority, can issue some types of bonds, and is eligible for grant funding. Primarily though, the budget for Port districts is derived from their property and economic development activities.

The Port of Benton was created following the transfer of ownership of the city of Richland from the U.S. Army Corps of Engineers to the citizens. The Port's first designated property was the 290 acres known as *Camp Hanford*, once a part of the Manhattan Project. Today the Port District spans 2,756 acres throughout Benton County.

Since then, the Port has expanded their footprint and operations throughout their district. This includes transportation assets, industrial properties, research facilities, agribusiness and tourism sites.

As of 2026, the Port of Benton boasts 3,200 jobs among Port tenants, \$90 million in assets, two airports, 50 buildings, and 250 acres of waterfront property.



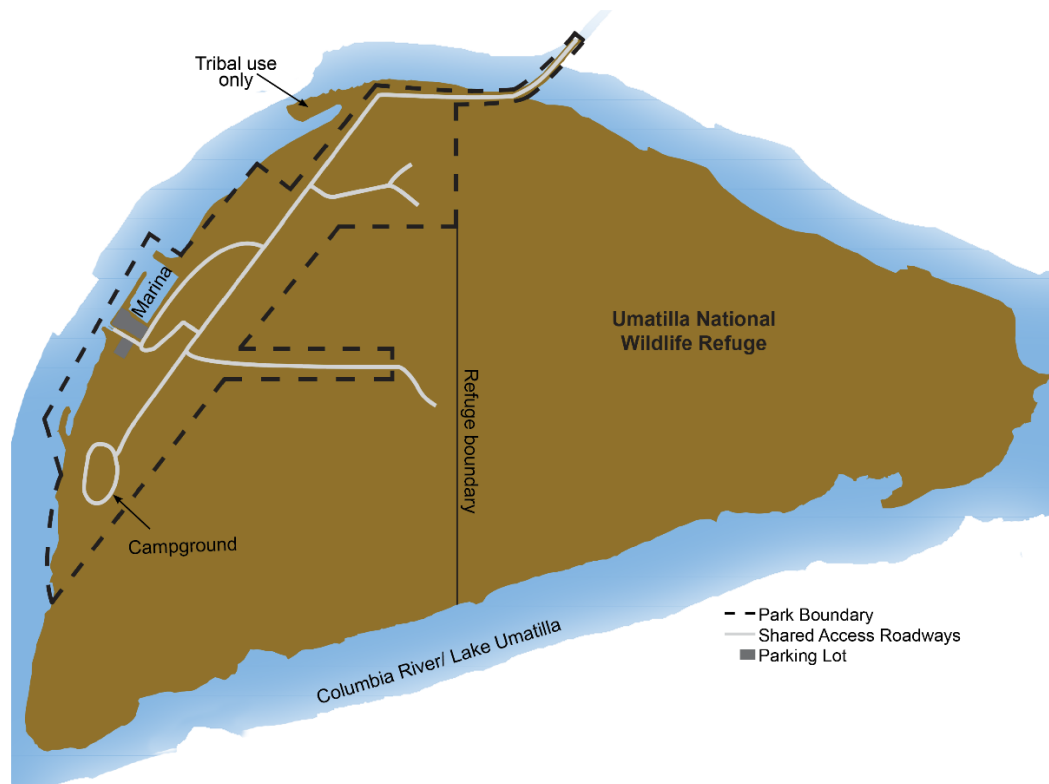


Figure 2: Crow Butte Island

These Places Have Been Named
 The Cayuse, Umatilla, and Walla Walla Tribes' traditional area spans the drainages and ranges of the Blue and Wallowa Mountains of eastern Oregon and Washington. This montane region includes waterways that flow in all directions, uniting first with the Snake River and ultimately with the Columbia River. The region is known as the **Columbia River Plateau**. Nēi Wána, the native name for the Columbia, meaning 'Big River', is at the heart of the tribal homeland. Mid-Columbia River peoples made this area around and including Crow Butte one of their permanent winter villages. From here, the people traveled annually to the mountains on their seasonal round migration routes to gather traditional subsistence of First Floods that sustained them throughout the year. They returned in the late fall to winter in these lower river valley homes. These places had names in the native Sahaptian languages. These names describe the natural and cultural resources of the place including stories of the myth time.
 (Source: Interpretive signage at Crow Butte)



COMMUNITY DEMOGRAPHICS

The Port of Benton district covers approximately two-thirds of Benton County by land, including North Richland, Benton City and Prosser. The remainder of the County is represented by the Port of Kennewick. In this section, demographic data for Benton County and Census Tract 116 (in which Crow Butte is located) is presented to provide a community profile.

Benton County, the 10th most populated county in the state, and located in the south central portion of Washington state. The county is situated east of the Cascade Mountains, with the Columbia River forming its boundaries to the north, south and east. Benton County and its neighboring county to the east, Franklin County, have grown by a combined 132,776 people between 2000 and 2025, a 70% increase (average annual growth of 2.14%). The overall increase is nearly double Washington state's growth rate of 38% in the same time period.¹ Benton County is 1,760 square miles and boasts 219,625 inhabitants². Key demographic data points are in **Table 1**.

The Port's area includes a large section of Benton County, as pictured in **Figure 1**. The area where Crow Butte is located is within the county's census tract 116³ as pictured in **Figure 3**. Because of low population density, this tract covers a large area, part of which is included in the Port of Kennewick's district area. Notably, census tract 116, in which Crow Butte Park and Paterson are located, diverge from county demographics on a number of important metrics.

There are a little over 1,000 residents in census tract 116, and they are more likely to be Hispanic, foreign-born and speak a language other than English than the County overall. Generally, they have lower levels of educational attainment, and lower incomes. Moreover, the residents are much more likely to work in the agricultural sector. **Table 1** shows key

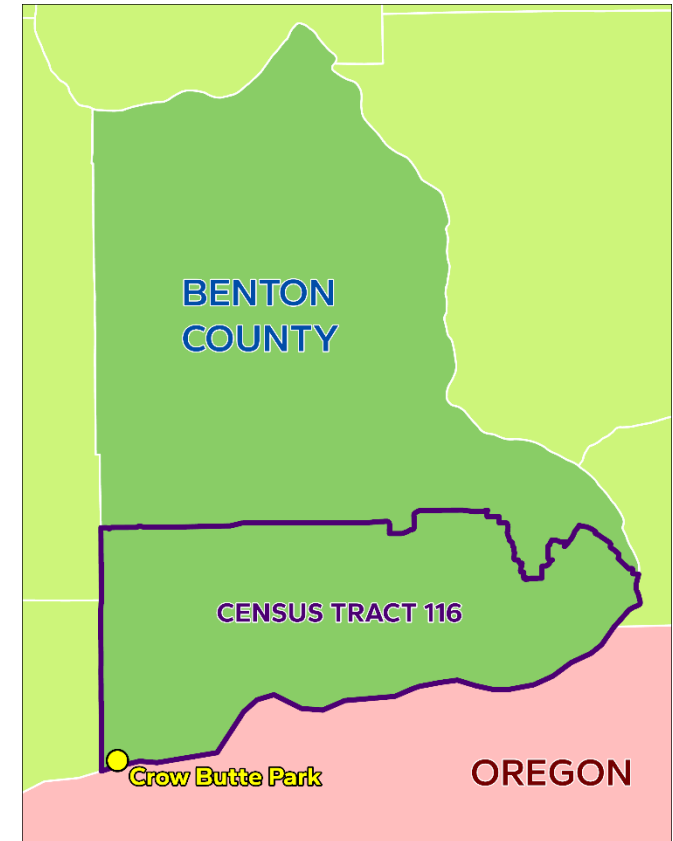


Figure 3: Census Tract 116 Location

¹ Information found on [Benton-Franklin Trends](#), a joint project of several Tri-Cities regional organization and educational institutions including Columbia Basin College, Eastern Washington University and Washington State University, Tri-Cities.

² Washington State Office of Financial Management (OFM), 2025 estimate.

³ FIPS code 53005011600



demographic indicators for Census Tract 116 compared to Benton County and Washington State, and **Figure 4** shows the race and ethnicity breakdown for Census Tract 116 and Benton County.

Table 1: Demographic Indicators

Indicator	Washington State	Benton County	Census Tract 116
Median Age (Years)	38.3	36.3	36.6
Under age 20	24%	29%	28%
Over age 65	17%	16%	12%
Disabled	14%	15%	12%
Median Income	\$98,141	\$89,874	\$73,864
Poverty Rate (all people)	10%	11%	18%
Work in agriculture (of the overall workforce)	2.4%	46%	60%
Bachelor’s degree of higher (persons aged 25 and above)	40%	33%	17%
Speak a language other than English at home	21%	22%	54%
Foreign born	15%	11%	34%

Source: US Census American Community Survey (ACS) 5-Year Estimates, 2024

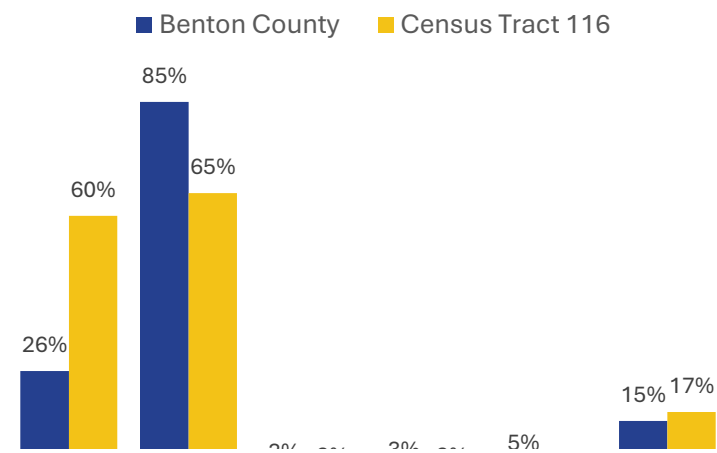


Figure 4: Race and Ethnicity of Census Tract 116 and Benton County, 2024

Source: ACS 5-Year Estimates, 2024

Health Disparities & Environmental Justice

In 2021 the State passed the Healthy Environment for All Act (HEAL Act) which requires state agencies to integrate environmental justice into their planning efforts (E2SSB 5141). The HEAL Act was built upon several studies about health equity and their related racial and socioeconomic disparities, both in Washington state and elsewhere in the United States. Communities that are poorer or have a higher percentage of black, indigenous or people of color (BIPOC) residents are more likely to experience disinvestment or reside in locations where environmentally damaging industries or infrastructure are sited often due to a lack of political capital. The outcomes of these actions can perpetuate the wealth



gap and lead to worse health outcomes for those communities. Like all social issues, environmental justice and health disparities are a complicated web of past policies and decisions, discrimination, economic circumstances and geographic conditions.

State agencies now must use this new framework for applying policy and continue to disentangle health disparities from racial, ethnic, linguistic, and socio-economic determinations. As shown in the demographic data in the previous section, there are several metrics in Census Tract 116 that are likely to correlate to poorer health outcomes in the area around Crow Butte Park.

Washington state Department of Health (DOH) maps health disparities documenting several data points and correlating them with possible health outcomes. The DOH map is pictured in **Figure 4**. Census tract 116 ranks as a nine out of 10, where 10 stands for “most impacted.” Maintaining Crow Butte Park as a recreational asset, while preserving key parts of the Columbia River shoreline provides the public with access to fresh air and promotes physical activity.

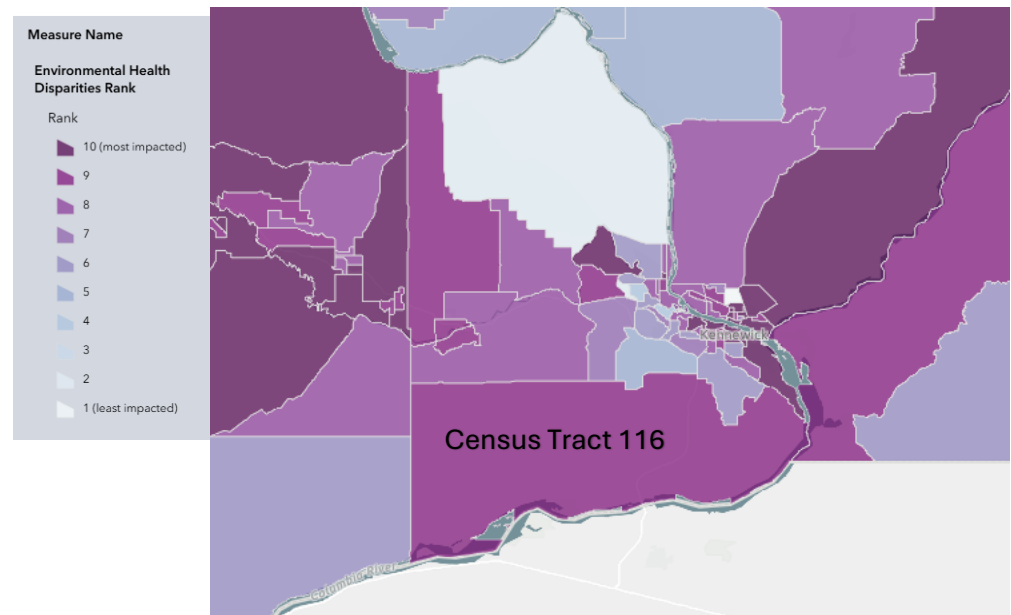


Figure 5: Environmental Health Disparities Map

Source: Washington State Department of Health

PUBLIC ENGAGEMENT

Talking with and engaging the public is key part of updating any park plan. Plans should be responsive to community needs and desires and the process of creating a plan should provide ample opportunity for the public to offer comments and feedback about the park facilities. The Port has an excellent track record for public outreach in this regard.

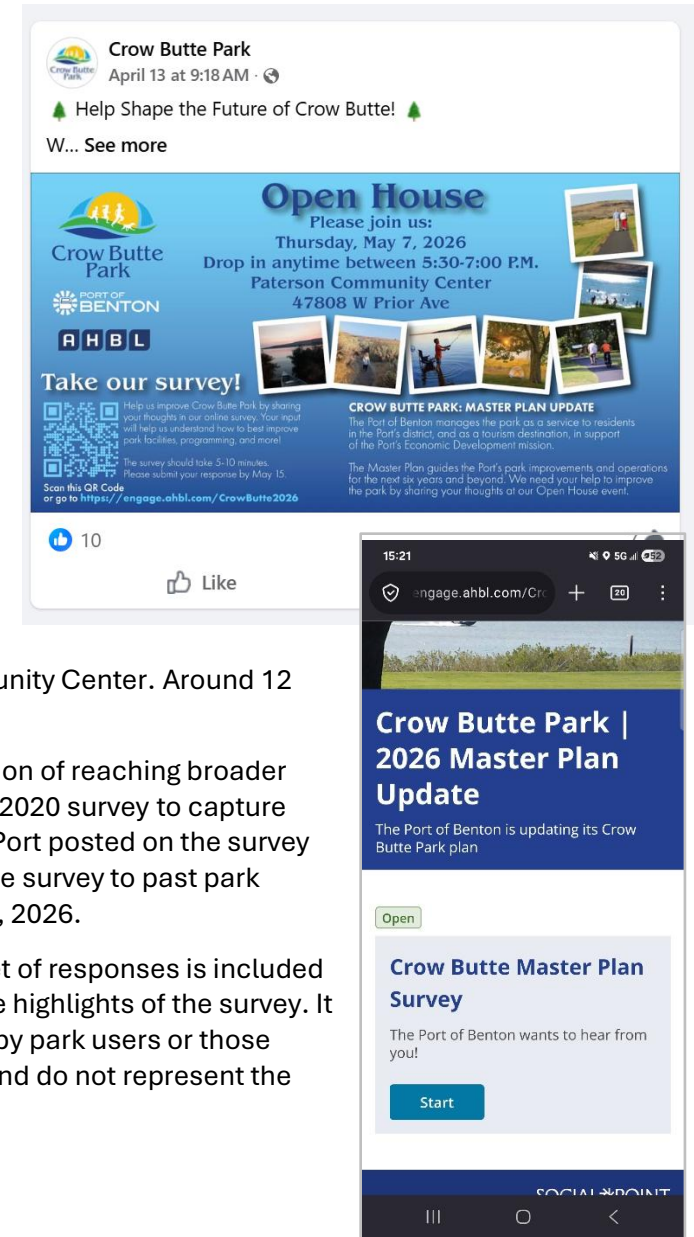
For the original Port of Benton Crow Butte Park Master Plan (2008), the Port hosted a public meeting at the Paterson Elementary School Library in 2007. For the Master Plan Update in 2014, the Port hosted a public meeting at the Paterson Elementary School. The 2014 update incorporated and recorded the suggestions and issues voiced by those in attendance at the meeting.

For the 2020 update, the Port hosted an online survey to gather input from the public which received 110 responses. Comments about the Park were also posted on the Park's Facebook page. Online outreach proved to be an effective way to reach out to a wider geographic range of park users, rather than only park users in or near Paterson.

For the 2026 update the Port hosted a public meeting in May of 2026 at the Paterson Community Center. Around 12 people attended in addition to Port staff and consultants.

In support of and in addition to the meeting, an online survey was conducted with the intention of reaching broader regional users. The 2026 survey questions built on and refined the set of questions from the 2020 survey to capture changing sentiments, as well as gaining new insights about future park improvements. The Port posted on the survey link of their Facebook page, their website, and the Crow Butte Park website. The port sent the survey to past park users who had provided their email addresses. The survey was open from April 13 to May 15, 2026.

The Port received 493 responses to the online survey and one response via email. The full set of responses is included in **Appendix B** and some input has been cited throughout the plan. Presented here are some highlights of the survey. It should be noted that the survey did not use sampling, meaning that it was voluntarily taken by park users or those interested in the Crow Butte Park. The respondents were very widely distributed regionally and do not represent the community that is local to the area, or to Paterson, the nearest town.





Key Survey Findings

96%

use the camping facilities



and

84%

of the campers own an RV



45%

participated in water sports



49%

used the boat launch



62%

are retired

top 3 visit influencers

river access



cleanliness



reasonable rates



ABOUT THE PARK

Crow Butte Park (**Figure 6**) is a 275-acre park situated on an island of 1,500 acres on the Columbia River. The Park is in southwestern Benton County, south of SR-14, and bordering southeast Klickitat County in an area known as the Horse Heaven Hills, near Paterson, Washington. The U.S. Army Corp of Engineers created the island in the late 1970s, as a part of the McNary Dam project. The address is 165215 W. Crow Butte Rd., Paterson.

The Park has served as a destination site for camping, boating, fishing, wildlife watching, and hiking since construction was completed in the

1970s. Today, the park has 50 full-service campsites, a playground, three boat launches and a boat basin accessible via motor or river traffic. The Park is primarily a watersports park with boat launches and a sheltered bay for temporary moorage, and is very popular with RV users.

The Park is open for camping each year from April 1 to October 15, and the boat ramp remains open year-round.

The Park is adjacent to a portion of the Umatilla National Wildlife Refuge, which is operated by the US Fish and Wildlife Service. The refuge is over 23,000 acres in total, and borders the Oregon and Washington shores of the Columbia River, for a 20-mile stretch. The Park is also situated on the Northwest Discovery Water Trail and a Recreational Bike Trail waypoint on the National Park Service's Lewis and Clark National Historic Trail Map.



Figure 6: Crow Butte Park Schematic



Recreational activities at the Park include:

WILDLIFE VIEWING



FISHING



SWIMMING



BOATING



HIKING & WALKING



PLAYGROUND USE



RV & TENT CAMPING



HISTORY

Crow Butte is found within the Columbia River Plateau. Nēi Wána, the native name for the Columbia, meaning ‘Big River,’ is at the heart of the tribal homeland. Mid-Columbia River peoples made this area around and including Crow Butte one of their permanent winter villages. From pre-contact times until present, the area was used as a winter village, fishing area, and place of other traditional practices by local Tribes, including the ancestors of the Confederated Tribes of the Umatilla Indian Reservation (CTUIR).

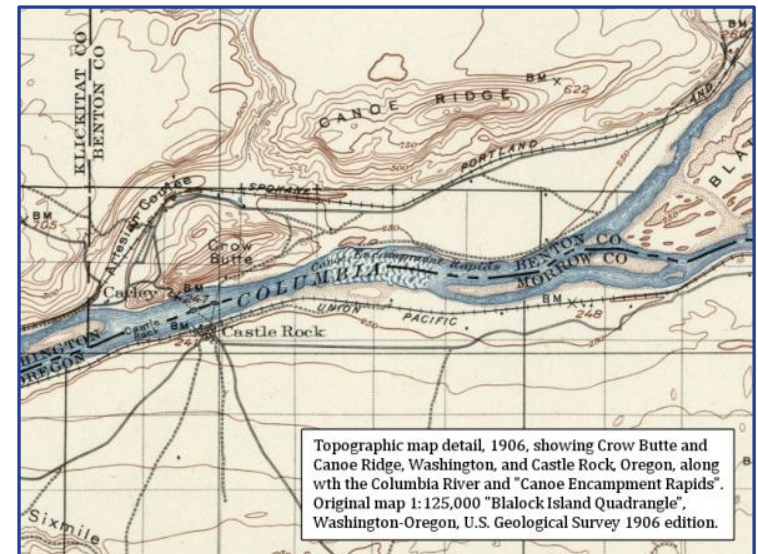
The site of Crow Butte Park is Crow Butte Island – yet the island formation is anthropogenic. Prior to being an island, the site was a hill that connected to land, but when the John Day Dam was built, the Columbia River waters wrapped around the hill and the island formed.

Crow Butte Park was originally opened in the 1970s and was established as a recreational amenity to mitigate the impacts of constructing McNary Dam (which is located several miles upstream). The Park is owned by the Army Corps of Engineers. From April 1977 through October 2002, the facility was operated as a Washington State Park. The State Park was closed due to budget constraints to the great disappointment of the surrounding community.

The significance of the Park’s importance to the local community was validated in 2003 when a group of local farmers and residents formed a non-profit organization, identified as the Crow Butte Park Association to keep the Park open. The group reached a lease agreement with the Corps of Engineers to operate and maintain the Park. Due to the financial difficulties of operating and maintaining a thirty-year-old park facility that had not had ongoing system upgrades, the Crow Butte Park Association contacted the Port of Benton to assume park operations and maintenance responsibilities.

The Port of Benton recognized the value of the Park for recreation and tourism, and also recognized the support of local residents for the Port from the surrounding area in the form of taxes. The Port of Benton reached a twenty-five year lease agreement with the Corps of Engineers in 2007 to operate and maintain this “centerpiece” of the local community.

The Port’s decision to invest in the Park followed meetings with the Confederated Tribes of the Umatilla Indian Reservation.



When homesteading began in the area in 1850, the Crow family was one of the first to come west. The site of their homestead is now under the waters of the nearby John Day Reservoir. During a 1941 U.S. Army Corps of Engineers survey, the name "Crow Butte" was assigned to the area.

- Washington State Parks and Recreation Website



On August 28, 2007, CTUIR conducted a ceremony to formally bless the park.

Since 2008, when the Port took over operation of Crow Butte, nearly five million dollars in capital investments have been made in the Park. This included several large projects in order to establish Crow Butte Park as an exceptional regional park.

WORKING RELATIONSHIPS

Confederated Tribes of the Umatilla

The Port maintains an excellent working relationship with the Confederated Tribes of the Umatilla. For any and all ground disturbing activities, the Port consults with the Tribe and the Army Corps of Engineers and the Tribes perform all ground monitoring activity. An Interlocal Agreement exists between the Port and the Tribe describing this arrangement.

State Recreation and Conservation Office

The Port works closely with the State Recreation and Conservation (RCO) office and staff, as RCO provides generous and needed funding to support the Port's capital improvement projects.

Army Corps of Engineers

As a part of the lease agreement, the Port provides annual management plan reports to the Corps. The reports summarize the operations and maintenance activities performed, discuss improvements made to the site, document costs and income, and provide detailed information on electrical system inspections and application of pesticides. The Corps also performs an annual in-person inspection.

Neighboring Owners and Land Managers

The Port maintains positive relationships with the neighboring landowners and land managers, which includes the Umatilla National Wildlife Refuge, the U.S. Department of the Interior, and Fish and Wildlife.

Fishing Treaty Site

The Crow Butte Treaty Fishing Access Site is located on the island; the Port has the responsibility to permit unrestricted, uncompensated ingress and egress on the designated routes to members, employees, agents and authorized users of the site.

Counties

Benton and Klickitat Counties have provided financial support in the past to support the Port's efforts to restore, upgrade, and generally improve the Park's facilities. Additional support in the future, if provided, could be immensely helpful in sustaining and expanding the Park's role in providing recreational opportunities to area residents and in leveraging grant funding.



NATURAL ENVIRONMENT

Natural Setting

Crow Butte features a dry and arid climate with aquatic resources along the Columbia River. The Columbia River is the defining feature of Crow Butte Park. The river is regulated by a series of dams with the highest flows occurring between April and June. The area receives an average of fewer than 7 inches of annual precipitation, with the majority occurring between November and April.

The eastern half of Crow Butte is home to a portion of the Umatilla National Wildlife Refuge. It was established in 1969 as mitigation for habitat loss stemming from the construction of the John Day Dam. The Refuge provides wintering grounds for hundreds of thousands of migratory waterfowl each year. While a major focus is to provide waterfowl habitat, the Refuge is also popular spot for songbirds and shorebirds and provides habitat for populations of raptors, mammal species and reptiles.



Crow Butte’s natural environment is shrub-steppe. Shrub-steppe is identified as a state priority habitat. The Washington State Department of Fish and Wildlife (WDFW) maintains a map called Priority Habitat and Species (PHS); WDFW has mapped several habitats and species at Crow Butte, including several salmon species, and the Western small-footed myotis. A terrestrial habitat called Inland Sand Dunes is mapped on the southern portion of Crow Butte. These types of dunes were formed during the Missoula floods. The entirety of Crow Butte is identified as biodiversity area and corridor as a terrestrial habitat named the Columbia Plateau Regional Biodiversity Corridor. Benton County has also designated the lands surrounding the island as wetlands, a critical area.

Shrub-steppe landscape is a rolling, grassy plain, known as “steppe” that features woody shrubs such as sagebrush. Per WDFW, up to 80% of Washington’s Shrub-steppe has been lost or degraded. Species such as mule deer, western fence lizards, burrowing owls, and northern pacific rattlesnakes call the shrub-steppe across the region home.

Invasive Species

An invasive species is a plant, animal, or other organism introduced to an area outside of its native range, usually by humans, which negatively impacts the economy, environment, and/or health. Invasive species can out-compete native species due to a lack of natural predators. They can also disrupt ecosystems that other species rely on. For example, invasive aquatic species could damage habitat that salmonoid species use for breeding areas. Changing environmental or climatic conditions can also aggravate the balance of species in an ecosystem, which can result in certain species to become more prolific- such as warmer temperatures leading to an increase in ticks in the state. Multiple different state agencies track invasive species, including RCO, the Department of Ecology (Ecology), WDFW, Department of Natural Resources (DNR), and the Noxious Weed Control Board. There are multiple ways to combat invasive species, including the use of herbicides or pesticides.



Both aquatic and land based noxious weeds and species affect Crow Butte, including Russian Knapweed, Curlyleaf Pond Weed, and the most notorious, milfoil.

Eurasian Watermilfoil

Growth of the Eurasian Watermilfoil (*Myriophyllum spicatum*) is a problem at Crow Butte. It is thought to have been introduced to the Columbia River by escaping cultivation and is currently on the state quarantine list. Watermilfoil can be transported by boats and spreads easily due to the way it reproduces. Watermilfoil's negative impacts include degrading water quality, inhibiting water flow, disrupting native ecosystems, limiting recreational activities like swimming, and providing mosquito habitat. Currently, Crow Butte maintenance staff treats the swimming area every two years to control the infestation.



Nuisance Beavers

Beavers are the largest living rodents in North America with adults averaging 40 pounds. Beavers eat the leaves, inner bark, and twigs of aspen (a favorite food), alder, birch, cottonwood, willow, and other deciduous trees. Beavers also eat shrubs, ferns, aquatic plants, grasses, and crops, including corn and beans. Beavers that live on water bodies that maintain a constant level, such as the Columbia, do not build dams.



Beavers have historically played a significant role in maintaining the health of watersheds in the Pacific Northwest and act as key agents in riparian ecology. The benefits of active beaver populations include reduced stream sedimentation, stream temperature moderation, higher dissolved oxygen levels, overall improved water quality, increased natural water storage capabilities within watersheds, and reduced stream velocities (RCW 77.32.585). Despite these beneficial effects, beavers can come into conflict with humans. In some cases, the damage they cause can be combatted with barriers around the trunks of their favorite foods, or by planting specific plants that are not preferred by beavers. This includes Sitka spruce, elderberry, cascara, osoberry, ninebark, and twinberry.

Crow Butte has seen beavers cause substantial and costly damage at the Park.

In some cases, the best solution is to relocate the beaver. WDFW created a program to relocate beavers to more suitable locations per WAC 220.450.230, which became permanent in December 2024 after a pilot was deemed successful.



Climate Hazards

Globally, there has been an understanding that the climate is changing and disrupting long-standing climatic conditions for decades. Policy makers and researchers have



continued to address and study climate-related hazards in the past several decades. Increasingly, climate hazards are wreaking havoc not only on environmental systems but have resulted in higher levels of disaster recovery spending.

A recently completed climate analysis of the Benton-Franklin region offers a look at the existing conditions and possible future threats of Crow Butte. The Benton-Franklin Council of Governments (BFCOG) completed the Tri-Cities Regional Climate Element in 2025 as a collaborative effort with various jurisdictions to fulfill state requirements for comprehensive planning. Amongst the key findings in the document, the Climate Vulnerability Assessment found that extreme heat, wildfires and smoke, extreme precipitation, and drought pose growing risks not only to residents, but to infrastructure and natural systems as well. These climate hazards threaten public health, agriculture, and water resources, and those at lower-income, and/ or working outdoors face particularly harmful effects. A summary of those findings is presented in the following subsections, with a description of how they may relate to Crow Butte.

Extreme Heat

An increase in the average annual temperature in the Pacific Northwest of approximately 2°F has been documented since the early 20th century. Of particular concern is the number of high heat days, when temperatures rise above 100°F, according to the Tri-Cities Regional Climate Element, this could be as many as 16 additional 100°+ days in Benton County by 2040. There are several expected effects due to an increase in extreme heat including increasing water temperatures, reduced snowpack (which could affect the water levels in the Columbia River), an increase in the occurrence of harmful pests, and disruptions in the agricultural cycles.

Wildfires and Smoke

The Tri-Cities region and Eastern Washington have a long history of wildfires. Climate impacts such as warmer temperatures and earlier snowmelt contribute to increased risk of wildfire and smoke events. Benton County is expected to see an increase of between 12 and 16 “High Fire Danger” days by 2070. Wildfire and smoke can cause significant damage including to agricultural crops, and increased health risks due to smoke inhalation.

Extreme Precipitation and Flooding

Annual precipitation could increase by 1.09 inches in Benton County by the year 2100. The County is in an arid ecosystem, in which an increase in precipitation may seem to be a positive change to some. However, climate modeling predicts an increase in winter precipitation, and a corresponding decrease in summer. Additionally, an increase in *extreme* precipitation is predicted, which can cause flooding, or coupled with an increase in temperatures, can affect snowpack levels, as snow becomes rain. Possible impacts include disruption in salmon ecosystems and delays or damage to agricultural activities.

At the Open House, many attendees remarked that higher summer temperatures and the increasing number of days with extreme heat impacts how and when they visit Crow Butte. Wildfire smoke was also mentioned as a concern, but it was noted that the location along the Columbia River was helpful because breezes and winds keep the air moving. Similar sentiment was shared in the survey.



Drought

In the past two decades, the Tri-Cities region has experienced extreme and exceptional drought conditions (meaning 75 percent or below of normal levels based on historical averages) during late summer and fall, with both the severity and frequency of drought increasing. Drought conditions can result in a reduction in surface water levels caused by reduced snowpack levels. Climate modeling predicts up to 50 fewer days of snowpack than the historical norm by the year 2100. Possible impacts due to drought include reduced groundwater for irrigation, lower summer streamflows, a reduction in amount and quality of habitat for salmonids and other aquatic species, as well stress to terrestrial ecosystems.

In summary, the Climate Assessment work completed by the BFCOG provides useful data on both the existing and projected future conditions of the Park. These conditions all interact with and affect each other, but developing resiliency to protect the Park's functions and purpose may affect its potential future viability. For example, an increase in the planting of shade trees could aid in heat exposure and maintain a comfortable temperature for Park visitors. Another potential effect is that park patrons may need to avoid outdoor activities due to poor air quality, which should be considered in future revenue and visitation forecasts. Next, water levels in the Columbia are largely controlled by the system of locks and dams, but already lower water levels are having an effect. Should water levels dip too low, or the temperature increase by too much, that could reduce the quality of habitat for fish and other aquatic species and thus reduce the popularity of the fishing area. The Port should focus future attention on protecting and enhancing its shoreline in order to maintain the existing natural ecosystems.



GOALS AND OBJECTIVES

Goals and objectives guide the future of Crow Butte Park. Port leadership should reference the goals and objectives stated within this plan before making decisions related to the Park. The goals are developed through ongoing interactions with park users, camp hosts, and the Port's administrative and maintenance staff, as well as feedback from the Park's online user survey (see Appendix B). Goals describe desired outcomes, while objectives define the measurable, specific steps needed to achieve them. Objectives are then refined, prioritized, and aligned by Port administrative and maintenance staff and approved annually by the Port Commissioners.

GOAL 1: MAINTAIN AND IMPROVE PARK FACILITIES.

- Objective 1.1:** Maintain all facilities in a manner that keeps them in safe and attractive conditions, supports a diverse ecosystem, and minimizes ongoing maintenance costs.
- Objective 1.2:** Continue to update facilities for improved ADA access.
- Objective 1.3:** Install a new payment kiosk and automated gate system at the park entrance to support collection and enforcement of park fees.
- Objective 1.4:** Develop a maintenance scheduling plan to address ongoing maintenance tasks and help to prioritize staffing.
- Objective 1.5:** Integrate maintenance considerations during planning and design of facilities.
- Objective 1.6:** Expand the number of campsites where possible to increase park capacity.
- Objective 1.7:** Minimize impervious surfaces and integrate natural drainage systems.



- Objective 1.8:** Obtain the services of qualified professionals in the disciplines of natural resource management (e.g. habitat and wildlife biologist, arborist, horticulturist, etc.) where knowledge gaps exist among the Port staff.
- Objective 1.9:** Prioritize the protection of native species and the removal of invasive weeds when conducting maintenance.
- Objective 1.10:** Consider establishing a range of camping site types that correspond to different campsite rates in order to capture a broad constituency of campsite users. This could include RV hook-up sites and non-hook-up sites.
- Objective 1.11:** Reestablish the swimming area with roping and signage, and rehabilitate the beach area including fixing the retaining wall and other trip hazards and consider adding more amenities.



GOAL 2: PROVIDE A HIGH QUALITY OF SERVICE TO PARK PARTNERS AND USERS.

- Objective 2.1:** Continue to provide current and easily accessible information about the Park on websites for the Port and for the Park.
- Objective 2.2:** Continue interacting with Park users to learn about their experiences at the Park and thoughts about the Park services and facilities.
- Objective 2.3:** Provide annual management plans to the Army Corps of Engineers.



- Objective 2.4:** Maintain relationships with Klickitat County, Benton County, and the Confederated Tribes of the Umatilla for future partnership opportunities.
- Objective 2.5:** Provide funding and staff time for routine park maintenance.
- Objective 2.6:** Improve the communication system at the Park, providing Wi-Fi service and landline telephones for safety and convenience purposes.
- Objective 2.7:** Continue to update and improve the reservation system by adding additional site details or photos, and reviewing existing policies related to refunds, cancellations, and other established reservation rules.



GOAL 3: SEEK GRANT OPPORTUNITIES FOR FUTURE IMPROVEMENTS AND AMENITIES.

- Objective 3.1:** Regularly update the Crow Butte Master Plan to stay in compliance with RCO guidelines and maintain eligibility for RCO funding.
- Objective 3.2:** Apply for RCO funding for upgrades to the day use restrooms to meet current use and ADA standards.
- Objective 3.3:** Apply for RCO funding to fund upgrades and maintenance to the sewer system (including its lagoon system) at the park, replacing the liner, which is at the end of its life, and removing sludge.



- Objective 3.4:** Re-engage former financial partners to participate in future capital projects.
- Objective 3.5:** Seek RCO funding to widen the park entrance and interior roads to facilitate better access to the boat launch and other day use facilities.
- Objective 3.6:** Seek RCO funding to improve the day use area by adding additional lighting, a non-motorized boat launch area, updated swimming area, and improved signage, including the life preserver kiosk.



GOAL 4: MAINTAIN A UNIQUE, WELCOMING, AND SAFE ATMOSPHERE.

- Objective 4.1:** Maintain safety and security while also fostering privacy at individual camping sites.
- Objective 4.2:** Consider adding additional cameras within the marina areas to enhance the perception of safety and minimize crime, thus improving usability of boating facilities.
- Objective 4.3:** Consider hosting community events or activities, or scheduled activities for park users, such as movie nights, a scavenger hunt, or cornhole tournaments.



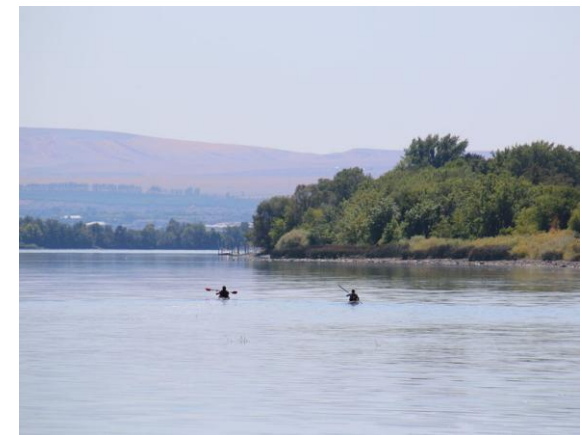
GOAL 5: OPERATE THE PARK IN A FISCALLY RESPONSIBLE MANNER.

- Objective 5.1:** Budget adequate funding for maintenance and operation based on public use of facilities, and at a level necessary to avoid future need for costly complete renovations or replacement of the Park and facilities.
- Objective 5.2:** Periodically review, and update, if necessary, park user fees.



GOAL 6: MAINTAIN PUBLIC AWARENESS OF THE PARK.

- Objective 6.1:** Ensure that consistent and effective outreach is conducted, to inform Port District residents and other potential users of the Park, its amenities and facilities. Focus outreach efforts on communication with special user groups, i.e. disabled persons and youth.
- Objective 6.2:** Continue public relations and publicity efforts to inform park users of the wide range of available recreational opportunities.
- Objective 6.3:** Maintain and add additional interpretive signage and historical / cultural information available at the Park.
- Objective 6.4:** Encourage local cultural and special events to take place in the park. Pursue opportunities with the Mid-Columbia Library system and the school district to offer incentives to students (such as free day passes for meeting reading goals) and encourage park visits.



Objective 6.5: Engage with the local community and prioritize relationships with local visitors.

GOAL 7: MAINTAIN EXCELLENT ENVIRONMENTAL STEWARDSHIP.

Objective 7.1: Begin the processes to obtain permits as early as possible, especially along shoreline and ecologically sensitive areas, and where multiple agencies are involved.

Objective 7.2: Support habitat improvements and site restoration efforts that will provide benefits to watersheds, wetlands, and salmon habitat.

Objective 7.3: Preserve, protect and enhance areas found in the Park that have significant historic or cultural value to the community and to Tribes.

Objective 7.4: Maintain public access (physical and visual) to the shoreline.

Objective 7.5: Control invasive species and use native species, where possible, when replacing or enhancing vegetation.

Objective 7.6: Avoid or minimize the application of fertilizers and pesticides through the use of Integrated Pest Management practices, especially near water bodies.

Objective 7.7: Where it is safe and practicable, retain dead standing trees, fallen trees, logs, and vegetative litter, such as fallen branches, twigs, and leaves to preserve water and habitat in the shoreline areas.

Objective 7.8: Maximize the use of native and naturalized plants that are biologically appropriate for the region to avoid or minimize use of irrigation, fertilizers, and pesticides.

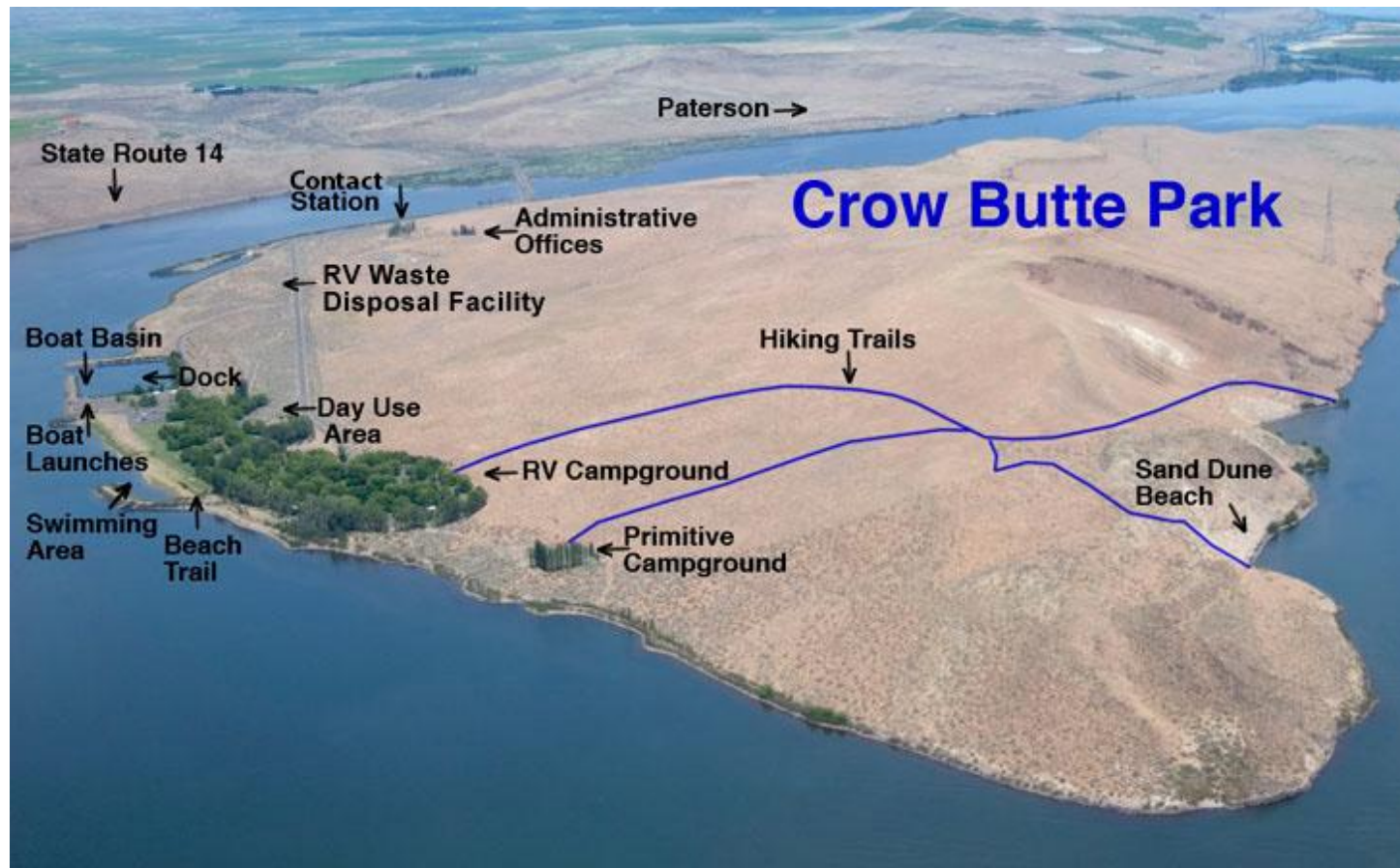
Objective 7.9: When planning capital improvements and maintenance, consider climate resiliency and regional climate goals.



FACILITY INVENTORY

The Port of Benton has been diligent in maintaining, improving and upgrading Park facilities since finalizing the Park's long-term lease with the Corps of Engineers.

This facility inventory identifies the park and recreational assets within the Crow Butte Park. It is broken into four main categories: camping, day use area, marina and boat basin, and general facilities. The following aerial map illustrates the major facilities and sites at Crow Butte Park.



General Facilities

The Park includes many other facilities not directly associated with camping, day use, or boating. These include:

- Dump station
- Paved (asphalt) roads
- 20 acres of grass (irrigated with sprinklers)
- Hiking trails (graveled and paved)
- Contact station/ kiosk
- Caretaker's residence
- Shop building / office
- Electrical infrastructure



With the exception of the paved roads, the general facilities in the park are in good condition. The irrigation system and the caretaker's residence have recently been updated, repaired or remodeled. Improvements at Crow Butte in the past several years have focused on remedying deferred maintenance concerns. To this end the maintenance equipment has been either replaced or repaired in recent years in order to uphold the increased level of maintenance activities.

Equipment includes:

- An ATV
- Washer/ dryer
- Riding lawnmowers
- Backpack blowers for leaf collection
- Sweep star machine
- Raco Vac, purchased January 2026
- John Deere Gator UTV, purchased February 2026



Water System

The Port maintains a “Group A” water system, classified as a “transient non-community” type by the Washington State Department of Health, Office of Drinking Water. There are 65 total connections, including one residential connection, with a distribution capacity of 50,000 gallons. The



system is subject to annual monitoring. Several pumps (located in pump houses) and an elevated cistern comprise the system's components. The water system is in good condition.

Sewer System

The Port's sewer system treats materials from the dump station, sewage from the caretaker's residence, and sewage from the RV sites and bathrooms. The system includes a lift station, a mini grinder in the RV restroom, and two lagoons which are used to treat the effluent. The lagoon liners need to be replaced, as they were installed when the park was first opened, and they are not sufficiently sized to accommodate for future planned expansion of RV sites at the marina. Other segments of the system including the plumbing and piping are in good condition and function well.



Irrigation System

Irrigation water is used to water the landscaped areas of the Park. The irrigation system has been repaired, and segments have been replaced where necessary, including new remote electric signals. There are no known near-term needs to the irrigation system.

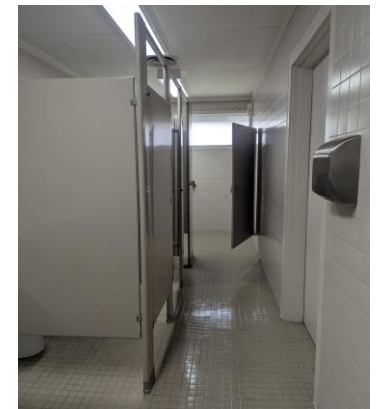
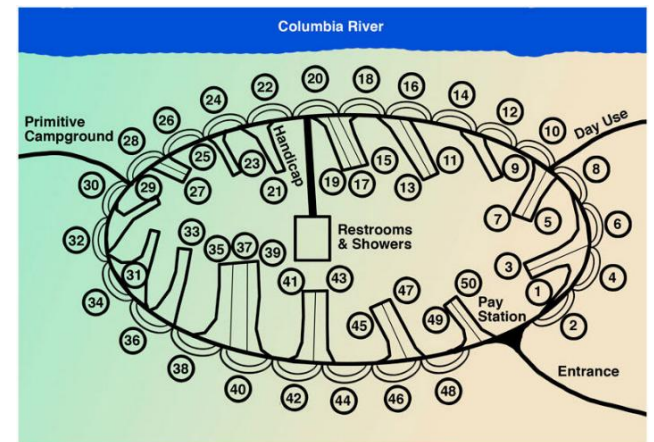
Bathroom Facilities

There are several bathroom facilities throughout the Park. In most cases, the fixtures including toilets are not of an "industrial" nature and should be replaced with steel/heavy-duty fixtures.

Camping

Camping is offered at the Park for both RV and tent campers. Amenities associated with the campsites include:

- 50 tent/ RV sites including 24 pull-through sites. Sizes vary from 65' to 90' each.
- 20, 30 and 50 amp electrical outlets
- Primitive campground (used for group camping in tents) with vault toilet
- Water and sewer hook-ups
- Mature shade trees
- Grill and fire pit at each site
- Restrooms and showers (men's / women's)



- Privacy fencing at certain locations
- Trash collection with dumpsters

Day Use Area

The day use area is open from dawn to dusk and is available without reservations for \$9.26 per car for up to five people. The day use amenities include:

- Picnic shelters
 - East, west, and central gazebo
 - Group gazebo
- Running water
- Grass and mature shade trees
- Restrooms and showers
- Swimming area
- Concession stand
- Playground
- Parking
- Interpretive signage relating to cultural and tribal features

Generally, the day use facilities are in good condition. Some updates and continual maintenance are planned in the near term.

Marina and Boat Basin

The marina is open year-round for users and has annual or per-day boat launch passes. The boat basin is a sheltered bay that allows for temporary moorage and includes:

- 17 – 10' x 30' boat slips
- 4 – 20' x 40' boat slips
- 2-lane boat launch with gangway (access to Columba River)
- Single lane concrete boat launch (access to the boat basin)



- Floating dock (60 percent open grate, with ADA-accessible gangway)
- Fish cleaning station
- Restroom
- ADA access
- Paved parking area
- Life-preserver kiosk station

Much of the marina infrastructure was updated in 2012 to 2015 and is in excellent condition. Additional improvements are planned for the boat launch area.

Maintenance

A preliminary management plan for Crow Butte Park is provided as Appendix C. The maintenance schedule is organized by frequency, as well as by facility. The Port also conducts routine inspections and compliance reporting of critical infrastructure and systems. This includes:

- Water testing
- Fire extinguisher inspections
- Nitrate testing
- Corp of Engineers annual inspection
- Milfoil treatment

Staffing Levels

The park currently has one manager, two camp hosts, and one volunteer. The Port is intended to hire a full time, live-in park ranger in 2027. Maintenance is performed by Port of Benton and Crow Butte Park staff.



A Changing River

Crow Butte is considered by tribal people to be a traditional cultural property due to its use as a winter village, fishing area, and a place of other traditional practices from pre-contact to contemporary times. Mostly Umatilla people populated the area although other nearby tribes also lived here. At the time of the signing of the Treaty of 1855, the Umatilla, along with the Walla Walla and the Cayuse, became known as The Confederated Tribes of the Umatilla Indian Reservation.

When the Treaty reservation was established in the 1860s, tribal populations were ushered off the Columbia River and the many tributaries that had sustained them for millennia. However, the Tribes retained inherent rights to hunt, fish, graze, and gather within their original lands. Their Treaty rights continue to be exercised today.

When the dams were built, traditional use areas were flooded. In a settlement with the Tribes, the U.S. government promised to create access to fishing locations through the use of “in-lieu” sites. Today, Crow Butte hosts one of the 32 “in-lieu” Treaty Fishing Access Sites managed by the United States Army Corps of Engineers along the mid-Columbia River. This helps continue the right to tribal subsistence fishing.

The Confederated Tribes hope to protect this area for the future and minimize further impacts to the water and the land. Ancient lessons teach responsibility for people, the land, and everything that lives here. Despite changing policies on a changed river, Tribal people persist in applying cultural knowledge and practices. The Tribes’ government works with individual citizens as well as local, state, and federal agencies to protect natural and cultural resources here and elsewhere throughout the vast Tribal homeland.

Source: Interpretive signage at Crow Butte)



NEEDS ANALYSIS

PARK USE

It is important to assess the needs of the community with respect to the Park. One way to accomplish this is to monitor park use over time.

Table 2 shows the number of Crow Butte Park patrons from 2019 to 2025. These numbers are estimates based on the revenue collection for each category of campers, day use visitors, and boat launch users. The counts reflect the number of reservations or parking passes purchased, not the *actual* number of visitors. Crow Butte offers an annual pass for unlimited use of the day use areas and marina. While the boat launches are used year-round, use of the camping and day use facilities are limited to March 15th to October 15th for the years 2021 to 2023, which is 214 days. For the 2024 season, opening day of the park was changed to April 1st. The Crow Butte campground was closed during the 2020 season due to the COVID-19 pandemic, while the day use and boat launch areas were open for part of the year.

Table 2: Crow Butte Park Reservations/ Passes (Estimate) 2019 - 2025

Year	RV and Tent Camping	Day Use	Boat Launch/ Moorage	Annual Pass
2019	17,069	3,422	2,558	-
2020	0	1,960	2,503	27
2021	3,054	3,123	*combined with day use	91
2022	8,246	427	551	86
2023	6,495	1,100	271	-
2024	5,802	3,417	*combined with day use	170
2025	5,891	3,718	*combined with day use	140

From 2019 to 2025, the number of passes and reservations varied considerably. In 2019 the estimated number of park visitors peaked at 23,049, including campers, day use visitors and those using the boat launch. Following the closure of the 2020 camping season, park use has recovered somewhat but has not reached the pre-COVID levels. From 2021 to 2025, the number of campers (both RVs and tent campers) varied from a low of 3,054 to an estimated high of 8,246. Estimated campers from 2024 and 2025 remained fairly consistent at around 5,800. These numbers are



based on the number of reservations and passes sold, and may not accurately reflect the actual number of visitors. Variation is likely due to carpooling and non-payment of fees, as well as weather conditions, reservation policies, wildfires, and how holidays fall on the calendar. Camp sites commonly reach maximum capacity on summer weekends.

Beginning in 2022, a day use pass or the camping fee automatically includes the use of the boat launch and boat moorage access. The boat launch remains popular year-round, although it appears that the use has diminished since 2020, although in some years there is a corresponding increase in estimated day use visitors. At the end of 2022 the park installed a Parking Box Kiosk collection system that allows visitors to purchase a combined boat launch/ day use pass. The current pay station system may not accurately count and reflect usage as there has not been enforcement of day use areas.

In 2020 the park introduced an annual pass that covers unlimited parking for day use visits and marina use, beginning to diligently track that pass in 2023. This type of pass appears to be gaining in popularity, which could be masking additional visits by park users.

Although the Columbia River offers a plethora of recreational amenities, boat launches and camping facilities are fairly limited within 30 miles of Crow Butte, and nearby options are actually found on the Oregon side, such as within Boardman. Therefore, these are important recreational amenities to maintain in order to provide regional recreational uses and access to the Columbia River.

The 2022 Resident Survey Report from RCO indicates that participation in both tent and RV camping has increased between 2017 and 2022 for developed and undeveloped sites. Participation in tent camping at developed sites increased from 22% to 41%, while RV camping at developed sites increased from 18% to 29% of respondents indicating they participate in the same time period. Increases were also seen in undeveloped area camping.

A 2026 Consumer Affairs report indicate that Washington State residents' spending on Recreational Vehicles and RV-related expenses ranked 10th in the nation overall, while Oregon ranked 9th and second on per capita spending.

The RV Association Reporting indicates that after surging in 2020 and 2021, new RV sales have leveled off to a fairly steady number- approximately 325,000 total RVs per year.



FEES

Table 3: Crow Butte Fee Structure

Year	RV Camping	Tent Camping	Day Use/ Parking	Boat Launch	Annual Pass
2021	\$40.00	\$20.00	\$5.00	\$10.00	
2022	\$40.00	\$20.00	\$10.00*	---	\$60.00
2023	\$40.00	\$20.00	\$10.00	---	\$60.00
2024	\$40.00	\$20.00	\$10.00	---	\$60.00
2025	\$40.00	\$20.00	\$10.00	---	\$60.00
2026**	\$45.00	---	\$10.00	---	\$60.00

* Rate began including boat launch

**Rate changes went into effect August 1, 2025

Note: Not a full list of fees. Other fees include reservation, change, cancellation, extra vehicle, and discount for veterans.

REVENUES

The Park generates revenue from fees collected for the various uses of the Park. Some revenue numbers are included in **Table 4**, but does not include fees received for showers or donations. In addition, each year the Park receives a \$500.00 donation from the Horse Heaven Hills Association. There have been some increases in the fees since 2019, as well as some changes in how activities are charged. In 2022 the Port began combining boat launch fees and parking or camping fees. In August of 2025, the Port eliminated a two-tiered camping fee system, eliminating the tent camping fee and increasing the RV camping fee. The data is not available yet on how that may affect park visitor levels or revenue. However, in 2026 several survey respondents indicated they preferred the tiered pricing system; some survey respondents also indicated they would be willing to pay more for improved amenities or larger sites.

Table 4 Crow Butte Park Revenue by Use, 2019 -2025

Year	RV and Tent	Day Use	Boat Launch	Total
------	-------------	---------	-------------	-------



Camping				
2019	\$218,489	\$6,844	\$8,528	\$233,861
2020	0	\$9,800	\$25,030	\$34,830
2021	\$243,461	\$6,844	\$16,201	\$263,100
2022	\$233,019	\$6,896	*	\$275,917
2023	\$233,297	\$8,254	*	\$272,662
2024	\$210,700	\$8,850	*	\$294,675
2025	\$220,115	\$10,656	*	\$338,871

**Use of the boat launch began to be included in either camping or day use rates for the 2022 season.*

Although revenues have increased in the years since the highest visitation numbers in 2019, costs have increased substantially as well. In the summer of 2020, the campground was closed due to COVID 19. The day use areas and boat launch were open for part of the season. Since 2020 the Port has invested time, attention and resources at Crow Butte, addressing deferred maintenance and some capital projects. In part because of this, for the past several years the park has been operating at a loss.



IMPROVEMENT PROJECTS

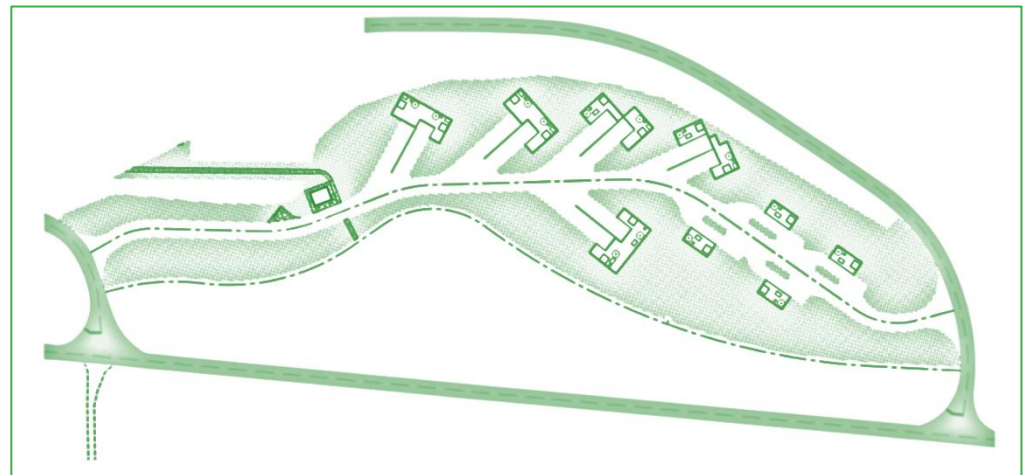
This section identifies past and future park improvement projects. First, recent and ongoing work to upgrade and plan for upgrades to the park is discussed. Next, project permitting and environmental considerations are identified. Finally, a capital facilities plan details the work program and planned improvements to the park with a list of project priorities.

ACCOMPLISHMENTS

Investments at Crow Butte have prioritized completing deferred maintenance projects and continuous operational improvements. Responding to a loss of revenue and national inflationary pressures since the COVID-19 pandemic has required some adjustments in management of Port tourism assets. The following projects have been completed since adoption of the 2020 Master Plan Update:

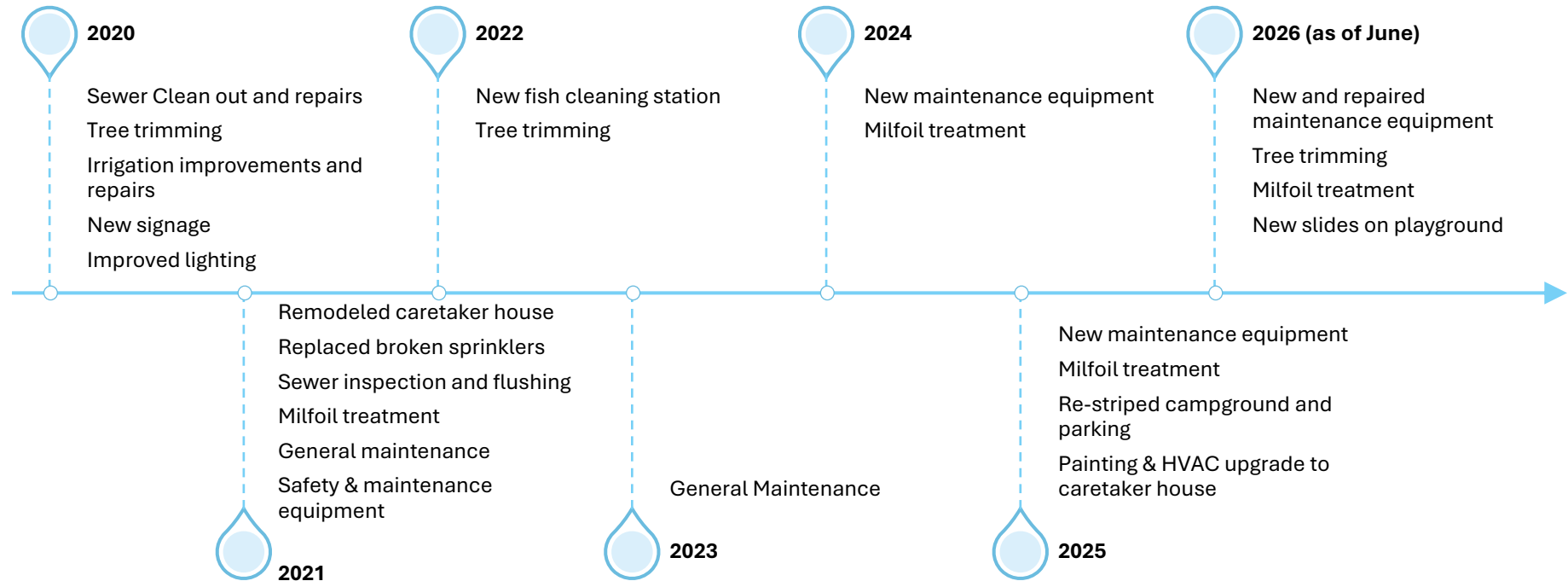
Crow Butte Boater's Campground Planning

The Crow Butte Boater's Campground is planned to be a 20-space campground adjacent to the Crow Butte Marina. The Port completed environmental review, cultural resources, engineering, and design. Each slip will contain full frost-free hookups and parking for boat trailers and other water toys. Other site amenities will include a restroom with shower, gazebo, picnic areas, connecting pathways, and interpretative signage. The feasibility of adding yurts and a group camping area near the marina were included as part of the project planning. This project for review and design began in March 2018 and concluded in June 2020. The total initial project funding was set at \$285,000 with an RCO Grant comprising 74 percent of that amount. The final project costs were \$303,078.



SUMMARY OF SMALL PROJECTS COMPLETED

In addition to the larger-scale capital improvement projects listed in the previous sections, the Port has also accomplished many small-scale projects, as shown on the following timeline:



PROJECT PERMITTING

Land use activities and development of Crow Butte Park involves numerous regulatory agencies and permits due to its location. Benton County is the local regulating jurisdiction. The County's Comprehensive Plan designates the Park as "public" and the zoning as "park district. Development on the site must adhere to Benton County Code's park district regulations. Typically, an environmental review is also required, depending on the size of the project. Any environmental review will be done through the use of a State Environmental Policy Act (SEPA) checklist, unless an EIS is required.

The Columbia River is considered a Shoreline of Statewide Significance. The shoreline jurisdiction encompasses the river, land within 200 feet of the ordinary high water mark of the waterway, their floodways, contiguous 100-year floodplain extending up to 200 feet inland of the floodway, and associated wetlands. All proposed uses and development occurring within the shoreline jurisdiction are regulated by the Benton County Shoreline Master Program (SMP), most recently updated in 2022. Through the SMP, it is recognized that the shoreline is a major resource that should be protected and preserved. Consistent with RCW 90.58.020, Crow Butte park fulfills the following goals:

- Increased public access, and
- Increased recreational opportunities for the public

A Shoreline Substantial Development Permit is issued by Benton County to ensure these goals, and the regulations of the SMP are being met. The Joint Aquatic Resources Permit Application (JARPA), described below, can be used as the application form for a Shoreline Substantial Development Permit, Shoreline Conditional Use Permit, Shoreline Variance, and/or Shoreline Exemption with the local government.

To streamline the environmental permitting process associated with shoreline jurisdiction development, multiple regulatory agencies joined forces to create one application. The JARPA can be used to apply for more than one permit at a time from various agencies including the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and Washington State Department of Natural Resources, U.S. Army Corps of Engineers, and local government.

The Department of Ecology uses the JARPA for 401 water quality certification to ensure a project complies with state or federally approved water quality standards and other aquatic resource protection requirements.

It is necessary to obtain a Hydraulic Project Approval (HPA) from the Department of Fish and Wildlife if the project involves work that will use, divert, obstruct, or change the natural flow or bed of any waters of the state, which includes the Columbia River. The JARPA is used as the application form for an HPA.

The JARPA is used for two permits from the Army Corps, Section 10 and Section 404. The Section 10 permit is for activities that could obstruct or alter navigable waters – which include the Columbia River. A Section 404 permit regulates the discharge of dredged or fill materials to help protect the nation's waters. As the Park is owned by the Corps, Corps approval is necessary for any development in addition to Section 10 and Section 404 permitting.



Capital Improvement Plan (CIP) Table 5 provides an estimated schedule of costs and items for capital improvements at the Park. The figures listed are estimates. Given the Park's rather remote and rural location, costs are typically higher as compared to projects which would be done in the Tri-Cities.

PROJECT FUNDING

The Port does not have the ability to obtain some of the funding sources which cities and counties can typically use to fund capital improvements for parks, such as impact fees, sales tax revenues, etc.

One of the primary sources of State grant funding is through the Recreation and Conservation Office (RCO). RCO administers several grant programs for recreation and habitat conservation purposes including:

- Aquatic Lands Enhancement Account (ALEA)
- Boating Facilities Program (BFP)
- Boating Infrastructure Grant Program (BIG)
- Estuary and Salmon Restoration Program (ESRP)
- Firearms and Archery Range Recreation Program (FARR)
- Land and Water Conservation Fund (LWCF)
- Recreational Trails Program (RTP)
- Salmon Recovery (PSAR)
- Washington Wildlife and Recreation Program (WWRP)
- Youth Athletic Facilities (YAF)



PRIORITY PROJECTS

Sewer System Upgrades

Effective and environmentally appropriate management of waste is a basic requirement of any developed recreational site. The sewer system at Crow Butte treats materials from the dump station, the caretaker's residence, the RV sites, and the park's two bathroom facilities. In order to accomplish this, the park has two lagoons to treat and store the waste. Wastewater lagoons are an alternative to mechanical sewage treatment plants, instead breaking down sewage using natural biological processes. In order to avoid contamination of groundwater resources, these ponds must be lined and regularly maintained. Liners breakdown over time due to sun exposure and consistent use. The liners for both ponds are urgently due for replacement, along with removal of the remaining sludge.

Day Use Restroom & Concession Stand Remodel for ADA Compliance

The Port and Park staff have overseen park facility updates that increase accessibility. The park now has an ADA compliant camping site and increased parking options for day use facilities. In order for the Park to be enjoyed fully, the day use restrooms should be updated for ADA compliance, in addition to adding "industrial" or heavy duty fixtures. The concession stand should be remodeled to ADA compliance to serve customers.

Pavement Restoration- Park-wide

The pavement conditions at the park are poor and rehabilitation is necessary. This includes the causeway and access roads to the park. Additionally, interior access to boat ramp, day use parking areas, and swimming areas need to be replaced. In some places, repairs such as crack sealing might be sufficient, but other areas need major repairs of the pavement, or widening to allow for turn arounds or better access, especially around the boat launch area. Some tree roots may need to be removed to ensure long-lasting pavement quality.

New Gate and Payment Station

Access to the park is from a roadway off SR-14 over the Columbia onto the northeast portion of the island via a causeway. There is a kiosk station there, that was formerly staffed to accept payment. Additionally, there is one electronic payment station close to the contact station. Visitors can also pay online. There is no enforcement of payments. In order to maintain the ability to collect levels of revenue that align with visitor numbers, the Port should install a gate at the entrance with a payment station that will require users to either present proof of payment (via reservations or annual passes) or provide payment in order to enter.



Boating Improvements- Non-Motorized Water Access Area

Marina upgrades were completed in 2015 and 2019, but consistently heavy use of the boat launch necessitates reconstruction in the near future. Additionally, staging docks and the loaned life preserver kiosk need to be updated. Improved signage, lighting and space for kayak storage and an area for a non-motorized boat launch could be implemented in the scope of that project, to ensure safety and extend usability of the facilities.

Irrigation System Improvements

The irrigation and drinking water system to ensure park usability in the day use and campground areas needs to be upgraded. This includes a domestic water and irrigation pump and filter system, and a soft start irrigation pressure switch.



Table 5 Capital Improvement Plan (CIP) 2026-2032

	2026	2027	2028	2029	2030	2031	2032
Annual Activities (Typically Port funding)							
Pavement repairs, including shoulder work	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Crack sealing & seal coating of park access road & parking lots, pavement markings		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Tree trimming	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Irrigation Replacement / repair	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
Work Program (contingent on grant funding, with Port matching contributions)							
Golf Cart	\$10,000						
Ranger UTV	\$60,000						
Ice and water vending machines			\$15,000				
Install a new payment kiosk and automated gate system			\$50,000				
Rac-o-vac	\$35,000						
Sewer line cleanout and repair		\$20,000					
Prepare O&M manuals for sewer, water systems		\$10,000					
Upgrade communication systems			\$80,000				
Replace the sewer lagoons		\$750,000					
Construct boater's RV Campground			\$4,663,000				
Install second sewer lift station					\$1,200,000		
Pavement expansion and restoration, park wide			\$750,000				



	2026	2027	2028	2029	2030	2031	2032
Remodel concession building to expand service area, add first aid room, and create ADA compliant restrooms			\$3,000,000				
Stabilize Park Ranger Residence/shop Access Rd		\$30,000					
Upgrade and expand group campground (potable water, additional turf, irrigation)			\$300,000				
Rehab potable water system - cistern, pumps, valves, fittings				\$1,000,000			
Park Plan update							\$40,000
Replace fire pits at each RV camp site		\$3,000					
Construct tour boat dock						\$3,000,000	
Construct Non-motorized watercraft launch			\$1,200,000				
Totals	\$168,000	\$926,000	\$10,171,000	\$1,113,000	\$1,313,000	\$3,113,000	\$153,000

