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The Washington State Parks and Recreation Commission (State Parks) is requesting funding to support development of Nisqually State Park into a full-service park with a campground and additional recreational opportunities. A project-specific predesign checklist approved by the Washington State Office of Financial Management (OFM) is the principal guide for this report.

In 1987, the Washington State Legislature approved the Nisqually River Management Plan which called for a major destination park at the confluence of the Nisqually and Mashel Rivers. State Parks has been working to meet these expectations and in 2010 adopted the Nisqually-Mashel Site Master Plan and Nisqually State Park Classification and Management Plan. The scope of work in this Predesign Report is for the first three phases of development for the preferred alternative:

- Phase 1 – Design and permit of all elements, well drilling and initial trail improvements
- Phase 2 – Construction of entrance, managed access to Nisqually River, administration building and staff housing
- Phase 3 – Construction of campground, Mashel River overlook, welcome center and completion of maintenance complex

The problems foreseen if the park is left undeveloped include unfulfilled public and legislative expectations, unmet recreational demands, and ongoing maintenance and vandalism issues resulting in degradation of the site and environment over time. This project provides State Parks with the opportunity for expanded regional recreational opportunities, local economic development, wildlife and environmental stewardship, and environmental and cultural interpretation and education. Additionally, development of Nisqually State Park allows the opportunity to form a partnership with the Nisqually Tribe, the scale and extent of which would be unprecedented in State Parks' history.

Nisqually State Park is rich in history and ecological resources. It is a prime destination in the Nisqually River Watershed to convey cultural and environmental stories and experiences. Currently, the park is a day-use only destination with hiking and equestrian trails that lead through forests, riparian habitat, and wetlands. The most appealing qualities at Nisqually State Park are the views of Mount Rainier and Mashel River, and water access at the Nisqually River.

In order to ensure that this project will become a part of a unified design, the alternatives in this

Predesign Report were derived from a conceptual plan completed in summer of 2019. The conceptual plan looked at four major components of design: a new park entry, the Mashel River overlook and trail, campground loop, and managed access to the Nisqually River.

State Parks identified three alternatives from the conceptual plan which include:

- **Alternative 1 - No Action:** proposes no development.
- **Alternative 2 - Development of 58 Campsites:** proposes to develop a new park entrance at 431st CT E and State Route 7 (SR7), a campground loop with 58 campsites, Mashel River overlook with in-and-out trail, and hiker-only access to the Nisqually River.
- **Alternative 3 - Development of 52 campsites:** proposes to develop a roundabout at the current park entry on Mashel Prairie Road and SR7, campground loop with 52 campsites, Mashel River overlook with loop trail, and paved access to the Nisqually River which allows equestrian, bicycle, and vehicular access.

These alternatives were assessed using an evaluation scoring criterion that ranked each element based on level of importance, in order to determine the Preferred Alternative. Each criterion was ranked with a score of one (least meets criteria), two (moderately meets criteria), or three (best meets criteria). Alternative 3 scored the highest and is State Parks' Preferred Alternative. Following the alternative comparison, Section 4 of this Predesign Report performs a detailed analysis on the Preferred Alternative.

The total project cost estimate summary for the Preferred Alternative is \$25,164,000, which includes consultant services, construction costs escalation, and agency administration. This cost includes a 10% construction contingency.