

Port of Olympia Olympia Regional Airport

SEPA Environmental Checklist for Airport Master Plan Update

January 31, 2025

prepared by

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ENVIRONMENTAL CHECKLIST

Olympia Regional Airport Master Plan Update

A. BACKGROUND

1. Name of proposed project, if applicable:

Olympia Regional Airport Master Plan Update

2. Name of applicant:

Port of Olympia

3. Address and phone number of applicant and contact person:

Chris Paolini
Port of Olympia
7643 Old Highway 99 SE
Olympia, WA 98501
(360) 528-8074

4. Date checklist prepared:

January 31, 2025.

5. Agency requesting checklist:

Port of Olympia

6. Proposed timing of schedule (including phasing, if applicable):

It is anticipated that the Port of Olympia will adopt an Airport Master Plan Update for the Olympia Regional Airport in March 2025.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Following the adoption of the Airport Master Plan Update, individual improvements and development projects will be considered as outlined in the Airport Master Plan Update. Individual projects will include project-level environmental review, including NEPA and SEPA review, as applicable.

In accordance with the Endangered Species Act, any project with a related federal action or any project that would result in a change to the Airport Layout Plan will require a Biological Assessment and a Section 7 consultation with the U.S. Fish & Wildlife Service (USF&WS) resulting in a Biological Opinion with stated mitigation measures.

In accordance with the Endangered Species Act, any other project not meeting the above criteria with the potential to affect listed species or designated critical habitat will require a Biological Assessment and a Section 10 consultation with the U.S. Fish & Wildlife Service (USF&WS) resulting in a Biological Opinion with stated mitigation measures.

8. List any environmental information you know about that has been prepared, or will be prepared directly related to this proposal.

Determination of Non-significance for the City of Tumwater Comprehensive Plan Amendment, September 23, 2016, affirming the Airport-Related Industrial zoning for the Airport property (available from the City of Tumwater, 555 Israel Road, Tumwater).

Bush Prairie Habitat Conservation Plan and associated Incidental Take Permit is being developed in partnership with the City of Tumwater and consultation with the US Fish and Wildlife Service.

The Port of Olympia is working in cooperation with the Washington State Department of Fish & Wildlife (WDFW) to conduct a comprehensive streaked horned lark nesting study at the airport beginning in the spring of 2025.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no applications pending for governmental approvals of other proposals directly affecting the property covered by the proposal.

10. List any government approvals or permits that will be needed for your proposal, if known.

The FAA has reviewed and approved elements of the attached Airport Master Plan Update, specifically the Aviation Forecast, Preferred Alternative, and Airport Layout Plan (chapters 2 and 5). The keystone of the Airport Master Plan Update is the Airport Layout Plan (ALP), which received FAA approval in May 2024. That document then is the foundation for future aviation-related activities undertaken by the Port of Olympia at the Airport.

This environmental review is for the non-project action of adopting an Airport Master Plan Update for the Olympia Regional Airport. All future projects and development proposals will require compliance with local, state, and federal environmental regulations. NEPA and SEPA review will also be conducted as required for future projects.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

(Lead agencies may modify this form to include additional specific information on project description.)

This environmental review is for the non-project action of adopting an Airport Master Plan Update for the Olympia Regional Airport. The Airport Master Plan Update describes the existing airport facilities and includes a list of recommended improvements for airport development. The Draft Airport Master Plan Update is attached to this checklist.

The airport master planning process is required by the Federal Aviation Administration (FAA). Changes within the aviation industry and local conditions necessitate an updated Master Plan. The plan provides aviation forecasts, considers plan alternatives, proposes an FAA-compliant airport layout plan, proposes airport improvements, and describes development restrictions and preferred development zones consistent with land use zoning and the anticipated future state of the airport.

The Airport Master Plan is a projection of the Airport's conceptual long-term facility development. The Federal Aviation Administration (FAA) requires the Airport to develop and periodically update a Master Plan to support maintenance needed for the facility, as well as potential future development and modernization of the Airport, depending on aviation demand. It is a conceptual planning tool the FAA uses in its budget planning to identify Airport projects eligible for federal funding. The Master Plan evaluates the Airport's role and focus as a means of analyzing current and forecast operation characteristics and updates the plan regarding development at the Airport. The goal of the Master Plan is to allow the Airport to develop into an aviation facility that can accommodate future demand consistent with limitations imposed by the surrounding environment. The Airport Master Plan Update analyzes airport development needs, examines viable and reasonable alternatives, recommends a realistic plan, and evaluates the plan for environmental impacts. The requirement for future facilities is evaluated, not only from an aviation standpoint but also the relationship of airport facilities to the surrounding land uses and the community as a whole. Public involvement, which occurred throughout the master planning process via numerous forums, has been an important aspect to the development of the draft Airport Master Plan Update.

Aviation forecasts

Per the Airport Master Plan Update, aircraft based at Olympia Regional Airport are expected to increase slightly, from 128 in 2025 to 139 in 2040. Aircraft operations are forecasted to increase from 73,775 in 2025 (average 202 per day) to 84,665 in 2040 (average 232 per day).

Airport Layout Plan

The alternatives, including the preferred alternative, presented in the airport master plan update reflect extensive analysis of the facility needs, fiscal abilities, environmental constraints, current use, and FAA approved activity forecast for the airport. The FAA, through Advisory Circular 150/5070-6B, establishes the framework for the Master Planning process based on the individual airport's overall complexity, size, and use.

It is critical that any planned development at OLM is in full compliance with FAA standards and in accordance with FAA grant assurances. Non-compliance with FAA grant assurances could jeopardize all future development at the Airport. Due to this requirement, two specific items were deemed as absolutely necessary for any proposed development and were included as part of every alternative.

These critical items are:

- Continued Pavement Maintenance
- Sign and Marking Upgrades

The general development items that were addressed by the alternatives were:

- Different alternatives to address taxiway design standards issues.
- Length of the crosswind runway.
- Development of revenue generating buildable areas for hangars, commercial, agricultural and aviation industrial development.

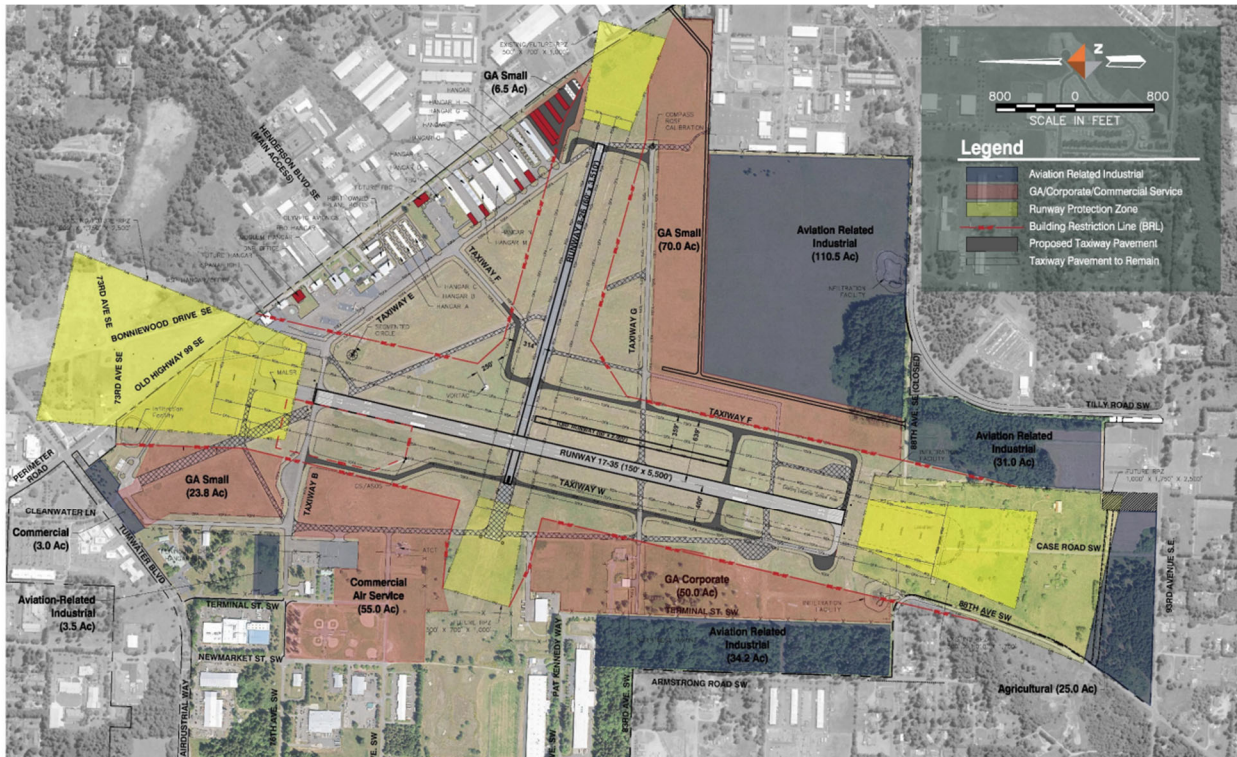
Taxiway Realignment

Taxiway realignment alternatives are presented to increase airport safety and include realigning taxiways within the existing footprint of the airport flight zone. The alternatives presented decrease the cumulative area of impervious surface at the Airport and do not encroach on any environmentally sensitive areas.

Runway Modifications

Runway length alternatives for the Airport are focused on the crosswind runway, Runway 8/26. Alternatives either maintain the current length or decrease the length of the runway. An additional landing area is proposed in the preferred alternative. This landing area will be in the grass east of Runway 17/35 and south of Runway 8/26 and remain a permeable grass surface. The dimensions of the grass landing area are proposed to be 60' wide by 2,000' long.

Overall, the Preferred Alternative has 550,000 square feet less pavement than the existing ALP with regard to taxiways and runway pavement. The preferred layout plan is depicted below and on Figure 4-9 of the plan.



Revenue Generating Development

The preferred airport layout plan identifies areas for future compatible uses that are consistent with current zoning for the area. All future development on these properties will require project-specific environmental review and mitigation measures.

Preferred Development Alternative areas by category include:

Small General Aviation Development (96.5 Acres): Development areas selected for Small GA Development continue the existing development at the airport on the northeast side of the airport toward the Runway Protection Zone (RPZ) of Runway 26 (6.5 Acres). In addition to the continued development, areas identified for development include:

- A large portion of land adjacent to Taxiway G and extending south along Taxiway F, with primary frontage to a taxiway (70 Acres).
- An area for development between the RPZ of Runway 35 and the north end of the existing Taxiway W (20 Acres).

Corporate General Aviation Development (48 Acres): The GA corporate development area is located on the southwest side of the airport adjacent to the south end of the future Taxiway W between the RPZs for Runway 8 and 17. The total area is expanded due to Taxiway W being shifted as part of this Preferred Alternative as a parallel taxiway to Runway 17/35. This provides a large area of land (48 Acres) to be utilized for larger corporate aircraft, and also provides road access and easy access to and from Runway 17/35 via Taxiway W.

Commercial Development (3 Acres): Commercial development on the airport will be shown on the northeast corner of the airport. This location was found in all alternatives to be ideal as it provides an

area (3 Acres) of developable land that would have direct access from Tumwater Blvd SW (with close proximity to Capitol Blvd SW and Interstate 5) and also allows for access to the airfield.

Aviation-related Industrial Development (200.5 Acres): Aviation-related Industrial Development allocates land to include:

- The development south of the proposed small GA development area, near Taxiway G and Taxiway F, on the southeast side of the airport. This area has two parcels identified with one (110.5 Acres) running along the east/west portion of Tilley Rd SE, east of the major turn, and the other (31 Acres) running along the north/south portion of Tilley Rd SE, after the major turn.
- An area (34.2 Acres) between Armstrong Rd SW and Terminal St and continuing south to 88th Ave SW is identified as a preferred option for Aviation-related Industrial Development. Only areas not bordered by Terminal St SW would have airside access at this time.
- Lastly, a small area of land (3.5 Acres) between the existing Taxiway W and Terminal Street SW and north of the 7600 Terminal Street hangar complex. This would provide landside and airside access options.

Commercial Air Service (scheduled passenger air service) Development (54.5 Acres): Commercial Air Service Development would be located in a similar location to the traditional terminal but would be expanded with the relocation of Taxiway W to be more in line with Runway 17/35 as a parallel taxiway. This alternative maintains this area as a proposed future development area for commercial air service and expands the overall area for a total of 54.5 Acres.

Agriculture (25 Acres): A portion of land (25 Acres) outside the RPZ for Runway 17 on the south side of the airport will be planned as agricultural land along 93rd Ave SE. This will allow for utilization of land between the RPZ and the airport property area on the south side of the airport.

Fuel Farm Expansion: The fuel farm has been identified as a candidate for expansion within all the alternatives, to include the Preferred Alternative. This expansion plans for the ability to duplicate the existing fuel facility with regard to size. This will provide the airport with the ability to double the capacity for aviation fuel storage while keeping the fuel in the same location at the airport.

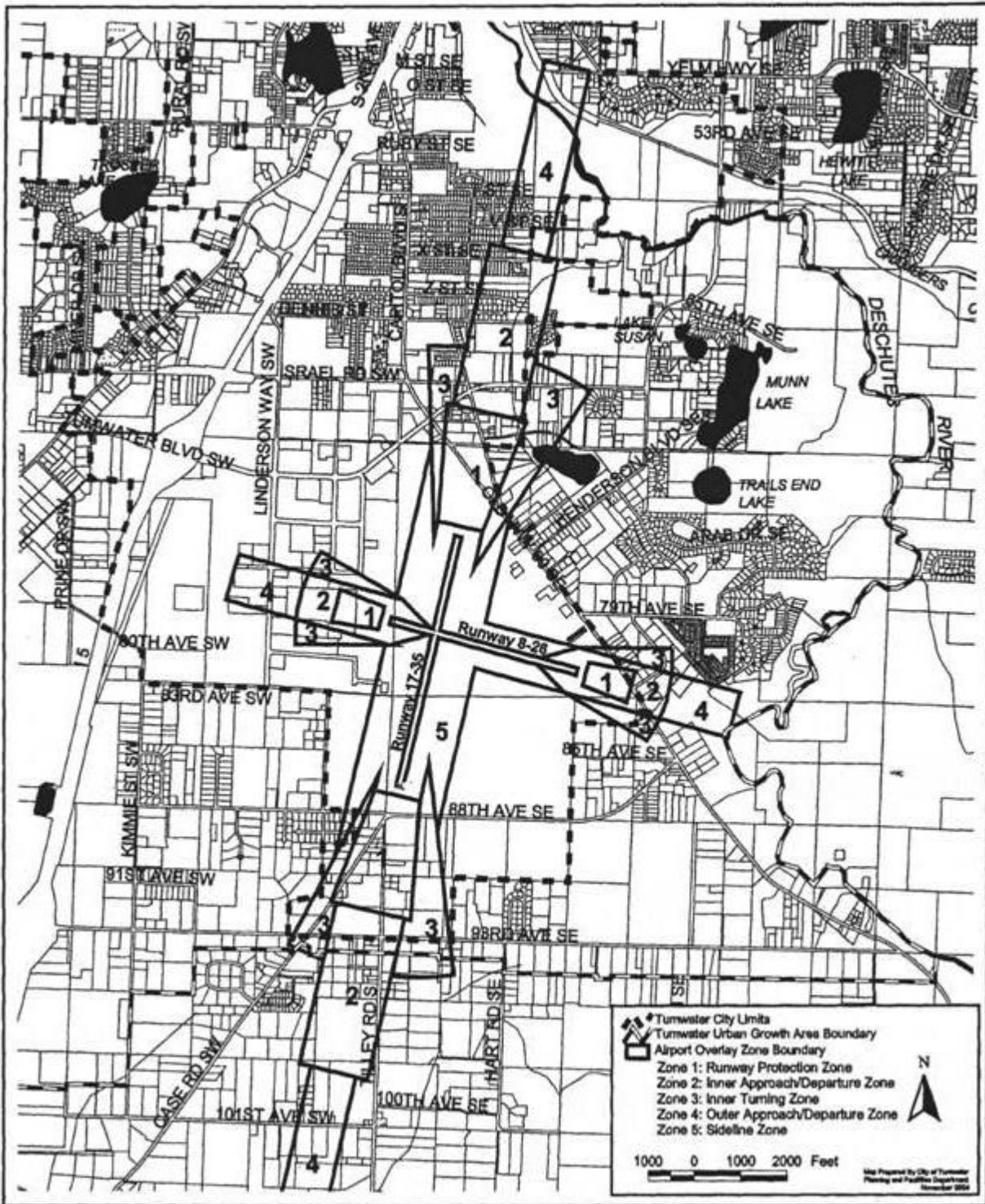
Land Use and Zoning Regulations

To protect the current and future assets of the Airport, zoning codes ensure that the land around OLM is used in a manner that will be compatible now and into the future. Compatible land use focuses on densities, height awareness, and reduction of hazards to the purposes of the Airport and the community. Zoning and land use protections for OLM were incorporated into the City of Tumwater's Municipal Code under Chapter 18.32 in 2004. The focus of the Airport Overlay Zone is on compatible land use. Each zoning district also includes height restrictions that correlate with the FAR Part 77 "Objects Affecting Navigable Airspace," which must be met for development in the City of Tumwater. The municipal zoning chapter for the Airport Overlay for the City of Tumwater was adopted pursuant to RCW 36.70.547 and 3670A.510.

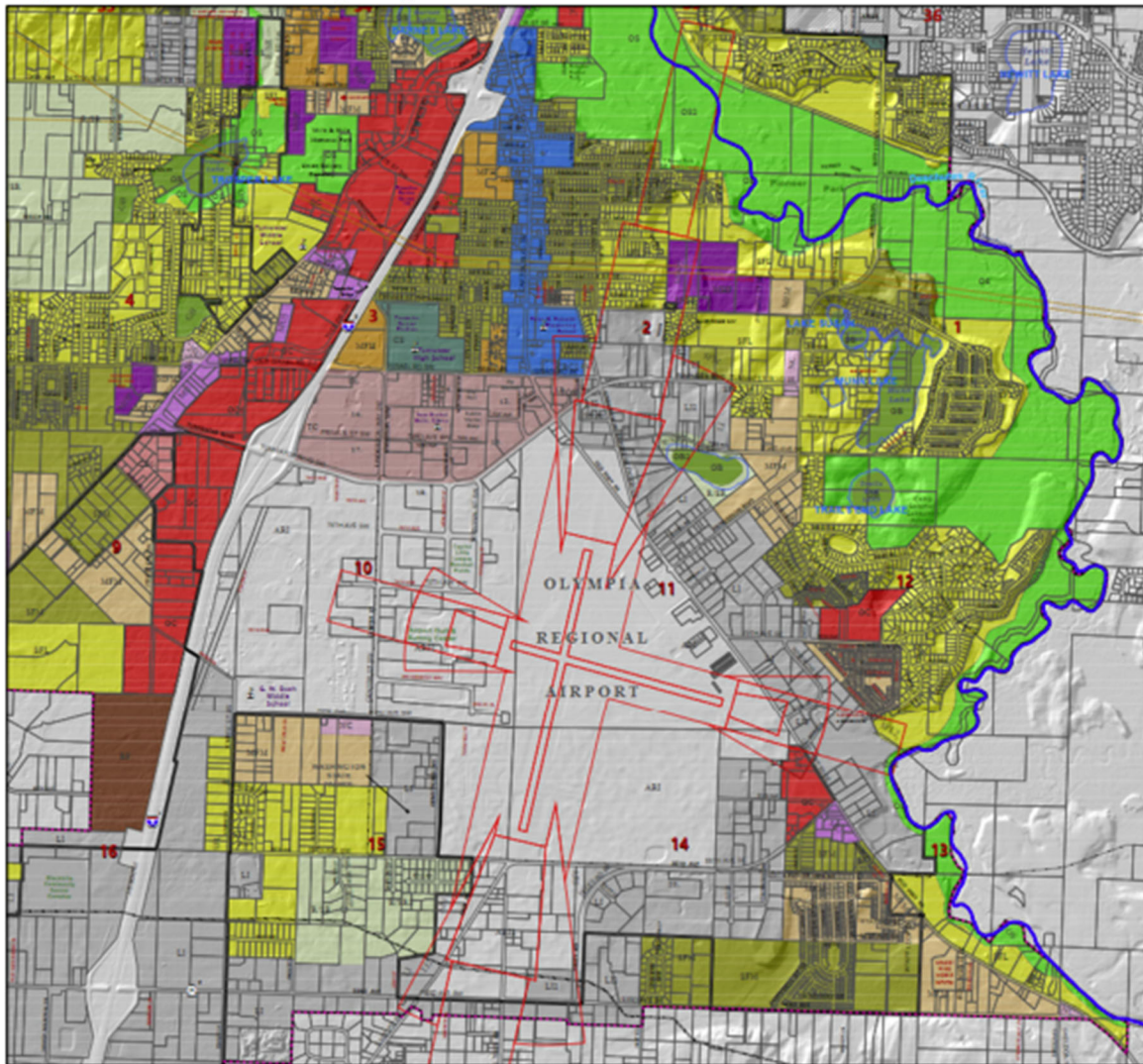
Tumwater municipal code section 18.32 states:

The intent of the airport (AP) overlay zone district is to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities, and reducing hazards that may endanger the lives and property of the public and aviation users. The airport (AP) overlay zone district identifies a series of compatible use zones designed to minimize such

hazards. Below is the Airport Overlay Zone followed by the City of Tumwater zoning map for the airport and surrounding area.



City of Tumwater Zoning Map



Legend

	ARI Airport Related Industry		GC General Commercial		TC Town Center
	BD Brewery District - Bates Interior		HC Historic Commercial		Airport Overlay Zone
	BD Brewery District - Bates Periphery		HI Heavy Industrial		City of Tumwater
	BD Brewery District - Bluff		LI Light Industrial		Urban Growth Boundary
	BD Brewery District - Deschutes		MFH Multi-Family High Density (14-29/Acre)		City of Olympia
	BD Brewery District - Knoll		MFM Multi-Family Medium Density (9-15/Acre)		Power Line
	BD Brewery District - Triangle		MHP Manufactured Home Park (6-9/Acre)		Pipelines
	BD Brewery District - Valley		MU Mixed Use	15	Section Number
	BP Business Park		NC Neighborhood Commercial	Overlay Zones	
	CBC Capitol Boulevard Community		OS Open Space	1 Planned Unit Development	
	CD Commercial Development		R/SR Residential/Sensitive Resource (2-4/Acre)	2 Airport Overlay (City-red outline) Airport Hazard Overlay (County)	
	CS Community Services		SFL Single Family Low Density (4-7/Acre)	3 Floodplain (see legend--applies only to properties within City Limits)	
	GB Greenbelt		SFM Single Family Medium Density (6-9/Acre)	4 Aquifer Protection (applied to all properties within City Limits)	
				5 Mixed Use Overlay	
				6 General Commercial Overlay	

Source: City of Tumwater Community Development Department 2020.

Environmental Considerations

The environmental process, associated with future projects included in the Airport Master Plan Update, within each development phase will need to be completed in advance of the design and construction to allow for project completion in accordance with applicable environmental regulations.

Electric Aircraft

The Olympia Regional Airport has the opportunity to begin, through this planning study, to lay the foundation for the future of electric aircraft in the state of Washington as well as for the nation. The Airport is a prime candidate for adaptation for electric aircraft needs.

Among other infrastructure needs, the adoption of electric aircraft will require end-users to be confident that the charging and maintenance needs associated with electric aircraft can be met at the airports they utilize.

In an effort to accommodate the demand for charging electric airplanes, the Airport is considering on-site generation through solar panels. A Washington State Department of Commerce grant funded solar capacity and feasibility study is currently underway and will be completed by the end of June 2025.

The Airport Master Plan Update contains information on the opportunities and challenges of the transition to supporting electric aircraft. Further detail on this subject can be found in appendix 5-1 “Emerging Technologies” of the attached master plan update.

As identified in the Airport Master Plan Update, most projects and development zones are speculative, and their completion depends on future aviation demand. Accordingly, they will be reviewed on a project or area level basis for any potential impacts to sensitive species and potential to contribute to cumulative impacts to the environment. This is consistent with how the FAA will fulfill its responsibilities under the National Environmental Policy Act (“NEPA”) for projects identified in the Airport Master Plan Update.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit application related to this checklist.

The site is located at the Olympia Regional Airport, between Tumwater Boulevard and Highway 99 and 88th Avenue and Terminal Street in Tumwater, Washington.

B. ENVIRONMENTAL ELEMENTS**1. EARTH****a. General description of the site:**

The entire airport site is generally very flat.

b. What is the steepest slope on the site (approximate percent slope)?

15 percent on stormwater pond slopes. Otherwise, flat.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The majority of airport property is composed of Nisqually loamy fine sand, 0 to 3 percent slopes. If irrigated, this soil is considered prime farmland. Within the western and southern portions of the Airport, Cagey loamy sand is found, which is considered prime farmland if irrigated. Indianola loamy sand, 0 to 3 percent slopes, is found in the southern section of the Airport, which if irrigated is prime farmland. Indianola loamy sand, 3 to 15 percent slopes, is a farmland soil of statewide importance and is found in the northern portion of airport property. Finally, small pockets of Yelm fine sandy loam, 0 to 3 percent slopes, are located in the northern and southern sections of the Airport. This soil is considered prime farmland.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe?

No.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for environmental impacts associated with filling and grading related to future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for erosion related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. In addition, projects that have the

potential for erosion will require coverage under the WA State Construction Stormwater General Permit.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Adoption of the Airport Master Plan Update will not, by itself, result in changes to the percentage of impervious surfaces. The potential for environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. The percentage of site impervious surfaces may increase, or decrease, as the Airport develops in accordance with the adopted Airport Master Plan Update.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for erosion, or other earth, related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. All future development at the Airport will be subject to local development regulations and Port requirements that include requirements for erosion and sediment control.

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for emissions related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. During any future proposed construction project, compliance with all local, state, and federal air quality regulations would be required of all contractors.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for offsite emissions or odor related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for emissions or other air related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

The Olympia Regional Airport is taking active steps to reduce overall emissions at the airport. An electric vehicle charging station is anticipated to be installed at the airport in 2025 for airport vehicles. There are currently 2 electric service vehicles arriving in 2025 and the fleet will be transitioned to electric vehicles where possible according to the latest fleet transition analysis underway as part of the Washington State Department of Commerce grant funded solar capacity and feasibility study currently underway. The airport also supports and anticipates the increased use of electric aircraft as discussed in the Airport Master Plan Update.

Additionally, the airport purchased equipment in preparation to provide lead-free aviation gasoline and will work with the FAA and aeronautical partners to transition to this fuel. The airport intends to supply lead-free aviation gasoline as soon as it is safe and feasible to do so.

3. WATER

a. Surface:

(1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The majority of Olympia Regional Airport (i.e., basically north of 88th Avenue) is contained within the Deschutes River watershed. The area to the south is within the Black River watershed. The Deschutes River empties into Capitol Lake about 2.5 miles north of the Airport, which connects to Budd Inlet of Puget Sound. The Black River is a tributary of the Chehalis River, which empties into Grays Harbor on the Pacific Ocean. No stormwater leaves the airport boundary flowing to either watershed. All airport stormwater infiltrates on site.

According to the National Wetlands Inventory, there is a freshwater forested/shrub wetland associated with an unnamed tributary of the Deschutes River located in the northern section of airport property. A sizeable freshwater pond is located northeast of the Airport, between Old Highway 99 SE, Henderson Boulevard SE, and Tumwater Boulevard. Just southeast of Henderson Boulevard and northeast of Old Highway 99 SE, there is a freshwater emergent wetland.

(2) Will the project require any work over, in, or adjacent to (within 200 feet) of the described waters? If yes, please describe and attach available plans.

Adoption of the Airport Master Plan Update will not, by itself, authorize work over, in, or adjacent to the described waters. The potential for environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

(3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands, and indicate the area of the site that would be affected. Indicate the source of fill material.

Adoption of the Airport Master Plan Update will not, by itself, authorize placement or removal of fill or dredge material from surface water or wetlands. The potential for environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

(4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Adoption of the Airport Master Plan Update will not, by itself, authorize surface water withdrawals or diversions nor are any anticipated for the proposed development projects. The potential for environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

(5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The airport is not located within the 100-year floodplain. However, areas northeast and east of the airport along the Deschutes River are located within the 100-year and 500-year floodplains.

(6) Does the proposal involve any discharges of waste materials to surface water? If so, describe the type of waste and anticipated volume of discharge.

Adoption of the Airport Master Plan Update will not, by itself, result in potential impacts to this environmental category. The potential for discharge of waste material to surface water associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. The Airport Master Plan Update does not authorize discharges of waste materials to surface water. This is strictly prohibited under WA State law.

b. Ground:

(1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Adoption of the Airport Master Plan Update will not, by itself, authorize the withdrawal of groundwater or the discharge of water to the ground water. The potential for ground water to be withdrawn or water to be discharged to ground water associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Future operations and development will meet all stormwater and groundwater protection and management regulations.

(2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage, industrial, containing the following chemicals . . .; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for discharge of waste material to the ground related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Future projects included in the Airport Master Plan Update will comply with all waste discharge regulations and permits.

c. Water Runoff (including stormwater):

(1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for runoff and collection method related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. These impacts will be assessed and mitigated, as needed, according to applicable local, state, and federal stormwater regulations and permits.

(2) Could waste materials enter ground or surface waters? If so, generally describe.

Adoption of the Airport Master Plan Update will not, by itself, result in potential impacts to this environmental category. The potential for discharge of waste material to ground or surface water associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Potential for incidental discharge of waste materials to the ground or surface water, associated with future projects included in the Airport Master Plan Update, will be mitigated by proper containment of wastes and spill prevention, control, and countermeasure plans.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. The potential impact to surface, ground, and

runoff water will be mitigated by proper containment of wastes and spill prevention, control, and countermeasure plans.

4. PLANTS

a. Check or circle types of vegetation found on the site:

deciduous tree: alder, maple

evergreen tree: fir, cedar,

shrubs: Western Service berry, Scots broom

grass

pasture

crop or grain

wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation: Ornamental landscaping and species of non-native trees

b. What kind and amount of vegetation will be removed or altered?

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for environmental impacts from vegetation removal or alteration associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. All such impacts will be subject to Tumwater Municipal Code Chapter 16.08 - Protection of trees and vegetation.

c. List threatened or endangered species known to be on or near the site.

There are no known rare plants found on or adjacent to the project area. The area is regularly mowed as a standard maintenance practice.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Adoption of the Airport Master Plan Update will not, by itself, result in changes to landscaping or the presence of native plants. The potential for environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Future development activity will be subject to Tumwater Municipal Code Chapter 16.08 - Protection of Trees and Vegetation.

5. ANIMALS

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Birds: **hawk, songbirds, killdeer, crow, streaked horned lark**

Mammals: **deer, pocket gopher, coyote**

Fish: **none**

b. List any threatened or endangered species known to be on or near the site.

The WDFW has identified three sensitive species under the City of Tumwater's Critical Area Ordinance that require special planning. These are the Streaked Horned Lark, Oregon Vesper Sparrow, and the Mazama Pocket Gopher.

c. Is the site part of a migration route? If so, explain.

According to the WDFW, migratory birds use the site off and on; however, the site is not designated a priority habitat or flyway for migratory birds by the WDFW.

d. Proposed measures to preserve or enhance wildlife, if any:

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to wildlife. The potential for wildlife related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

The Airport is in the process of developing a Habitat Conservation Plan (HCP) to minimize and mitigate any incidental take of listed species. The HCP is being developed under an interlocal agreement with the City of Tumwater and in consultation with the U.S. Fish and Wildlife Service.

All operations, maintenance, and development activities will be conducted consistent with local, state, and federal laws protecting wildlife.

Ongoing measures to protect sensitive species

Because of the sensitive species on and around the Airport, the Port has worked with the USF&WS and WDFW and other agencies on ways the Port can manage Airport lands without appreciably impacting the sensitive species. The Port's ongoing efforts include:

- Port commitment to working with federal and state agencies to develop a habitat identification and protection strategy;
- Port commitment to assist WDFW and other resource agencies in monitoring the identified sensitive species;
 - The Port is partnering with WDFW to conduct a comprehensive streaked horned lark nesting study on the airport beginning in spring 2025.
- Port commitment to providing airfield access to resource agency and conservancy personnel;
- Close coordination on SEPA and NEPA for all Port construction and development projects;

- Port will limit access to identified habitat areas;
- Port will work with the FAA to ensure compliance with FAA Order 5190.6A, Airports Compliance Handbook; and

6. ENERGY AND NATURAL RESOURCES

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Adoption of the Airport Master Plan Update will not, by itself, result in new energy needs. The potential for new energy needs associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

Future development will likely utilize electricity, propane, or natural gas for heating and electricity for lighting needs.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

All new structures associated with proposed development will comply with current Uniform Building Code and Washington State energy conservation construction requirements. Additionally, upgrades to energy efficient lighting at existing structures will make a positive contribution to energy efficiency. The Port is conducting a solar energy feasibility study currently and intends to utilize solar as practicable in the future. The FAA is currently conducting a pilot study at the Airport to assess the effectiveness of utilizing solar powered lighting systems for airport operations.

7. ENVIRONMENTAL HEALTH

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to this environmental category. The potential for environmental health hazards associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

Describe special emergency services that might be required.

Adoption of the Airport Master Plan Update will not, by itself, result in new needs for special emergency services. The potential for special emergency services associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

Proposed measures to reduce or control environmental health hazards, if any:

Adoption of the Airport Master Plan Update will not, by itself, result in potential environmental health hazards. The potential for environmental health hazard impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Environmental health hazards posed by any new development at the Airport will be evaluated at the time of individual project environmental review, with mitigating measures, if any, identified and implemented at that time.

b. Noise

What types of noise exist in the area which may affect your project for example: traffic, equipment, operation, other)?

No noise in the area is likely to affect properties within the boundary of the airport.

What types and levels of noise would be created by or associated with the project on a short-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Adoption of the Airport Master Plan Update will not, by itself, result in the creation of new noise levels. The potential for noise related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

Proposed measures to reduce or control noise impacts, if any:

Adoption of the Airport Master Plan Update will not, by itself, result in changes in noise levels. The potential for noise related environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Where applicable, future construction projects will comply with FAA advisory circular AC 150/5020-1 – Noise Control and Compatibility Planning for Airports. Additionally, the Olympia Regional Airport established, and promotes, as Best Management Practices (BMPs), voluntary noise abatement procedures for use and pilots are asked to cooperate to the maximum extent practicable. Olympia Regional Airport noise abatement procedures are published on the Port of Olympia website at <https://airport.portolympia.com/>.

8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties?Existing Land Use

Olympia Regional Airport is located in east-central Thurston County, Washington. The majority of airport property is located within the incorporated community of Tumwater, with a small portion extending over unincorporated county land. The southern corporate boundary of the City of Olympia is located approximately four miles north of the Airport. Because the operation of an airport influences surrounding land use, and surrounding land use has an influence on the operation of an airport, it is critical to document the existing and proposed land use types in the area near the Airport.

The existing land uses in the general vicinity of the Airport, which primarily follow the existing zoning patterns, are defined by the current use of the property. The existing land use for airport property is categorized as Industrial, and there is generally an even distribution of mixed-use development (i.e., Commercial, Retail, Public, and Residential development) located on the north, south, and east sides of the Airport. The area directly west of the Airport consists primarily of Industrial and Commercial uses associated with the Port's industrial park (i.e., the New Market Industrial Campus), with additional Residential land uses located west of I-5. The area directly south of the Airport is categorized as Industrial, with a large area of rural Residential extending further to the south.

Existing Zoning

Existing zoning designations in the vicinity of the Airport (within the City of Tumwater and the unincorporated areas of Thurston County) consist of a general boundary of Industrial zoning surrounding the Airport, with the exception of some Commercial zoning located along the south side of Tumwater Boulevard within the northwest quadrant of the Airport and some Residential zoning adjacent to the southwest quadrant of the Airport. Additional Residential zoning is located further east of Industrial zoning along Highway 99, south of 93rd Avenue, west of Interstate 5, and north off Tumwater Boulevard.

In addition, the City of Tumwater and Thurston County have established Airport overlay zoning regulations (i.e., an Airport Overlay Zone) "to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities and reducing hazards that may endanger the lives and property of the public and aviation users." These regulations are specified in Chapter 18.32 of Title 18 - Zoning of the Tumwater Municipal Code. There is also an aquifer protection overlay.

b. Has the site been used for agriculture? If so, describe.

Yes. The site was used by Native Americans for camas bulbs and later by Christmas tree farms.

c. Describe any structures on the site.

Structures consist of wood frame and metal frame commercial and light industrial structures typical of airport-related and general aviation use.

d. Will any structures be demolished? If so, what?

Adoption of the Airport Master Plan Update will not, by itself, result in the removal of any structures. The potential for structure removal associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

e. What is the current zoning classification of the site?

Airport-Related Industrial, with an Airport Zone and Aquifer Protection Overlay.

f. What is the current comprehensive plan designation of the site?

The current Tumwater Comprehensive Plan (December 20, 2016) lists the airport as zoned Airport-Related Industrial and the adjacent parcels are generally zoned Light Industrial.

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

According to the National Wetlands Inventory, there is a freshwater forested/shrub wetland associated with an unnamed tributary of the Deschutes River located in the northern section of airport property. A sizeable freshwater pond is located northeast of the Airport, between Old Highway 99 SE, Henderson Boulevard SE, and Tumwater Boulevard. Just southeast of Henderson Boulevard and northeast of Old Highway 99 SE, there is a freshwater emergent wetland.

If any proposed projects included in the Airport Master Plan Update impact these wetlands, the Airport will coordinate with the U.S. Army Corps of Engineers to determine the extent of the impacts and any mitigation measures, if required. Guidelines outlined in the FAA's AC 150/5370-10H will be required of contractors implementing the projects to minimize the impacts to the environment, including wetlands.

In addition, The City of Tumwater is designated with an Aquifer Protection Overlay Zone.

i. Approximately how many people would reside or work in the completed project?

Adoption of the Airport Master Plan Update will not, by itself, result in an increase in the number of people that work at the airport. The potential for changes in the number of workers located at the airport associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. There are no residences planned on the airport.

j. Approximately how many people would the completed project displace?

No residents will be displaced.

k. Proposed measures to avoid or reduce displacement impacts, if any:

No such measures are required.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Adoption of the Airport Master Plan Update will not, of itself, result in incompatibility with projected land uses and plans. All future operations and development will be evaluated for degree of compatibility with surrounding land uses. Measures to enhance compatibility will be evaluated with each capital improvement project.

The City of Tumwater has adopted airport overlay zoning to ensure airport use is compatible with surrounding land uses.

9. HOUSING**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

The Airport Master Plan Update does not propose additional housing units.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No existing housing will be eliminated.

c. Proposed measures to reduce or control housing impacts, if any:

No such measures are required.

10. AESTHETICS**a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

Adoption of the Airport Master Plan Update will not, by itself, result in the development of new structures. However, all future proposed structures will be required to meet stringent FAA guidelines for structure height in the vicinity of the Airport under Federal Aviation Regulations Part 77 as well as City of Tumwater code and zoning ordinance.

b. What views in the immediate vicinity would be altered or obstructed?

No views in the immediate vicinity would be altered or obstructed by future development at the Airport.

c. Proposed measures to reduce or control aesthetic impacts, if any:

No specific measures are proposed at this time to reduce or control aesthetic impacts.

11. LIGHT AND GLARE

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Adoption of the Airport Master Plan Update will not, by itself, result in new light or glare conditions. The potential for such impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Adoption of the Airport Master Plan Update will not, by itself, result in new light or glare conditions. The potential for such impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

Shielding of lights, associated with future projects included in the Airport Master Plan Update, may be possible if adverse conditions arise due to lighting changes.

c. What existing off-site sources of light or glare may affect your proposal?

No off-site sources of light or glare are known.

d. Proposed measures to reduce or control light and glare impacts, if any:

See discussion above regarding the possibility of shielding.

12. RECREATION

a. What designated and informal recreational opportunities are in the immediate vicinity?

The airport, and some of the businesses on the airfield, offer and provide opportunities for recreational experiences. Additionally, within a one-mile radius of the airport, using the intersection where both runways cross as the center of the radius, there are some designated and informal recreational opportunities. There is a little league ball field located on airport-owned land and a middle school is located approximately one mile west of the center of the airfield with

fields for recreational opportunities. Additionally, there are trails, sidewalks, greenbelts, and parks on, and in, some the surrounding streets and housing developments.

b. Would the proposed project displace any existing recreational uses? If so, describe.

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to recreation opportunities. The potential for recreation impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to recreation opportunities. The potential for recreation impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Continued operation of the Airport will afford a degree of air access to a number of scenic and recreational amenities in the vicinity of the Airport.

13. HISTORIC AND CULTURAL PRESERVATION

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to historic and cultural resources. The potential for such impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated via Section 106 consultation at the time such projects are proposed.

Section 106 of the National Historic Preservation Act requires federal agencies, or their designated representatives, to take into account the effects of their undertakings on historic properties, which include archaeological sites, buildings, structures, objects, or districts.

According to the National Park Service's National Register of Historic Places (NRHP), there are 60 historic properties listed in Thurston County. Of these, four are located within the Tumwater City Limits, which include the Capital Boulevard Crossing, the Tumwater Historic District, the Tumwater Methodist Church, and the Union/Pioneer Calvary Cemeteries. The Union/Pioneer Calvary Cemeteries site is located closest to the Airport, at approximately 1.2 miles to the northwest. The City of Tumwater Register of Historic Places indicates there are 16 additional sites located within the City having historical significance to either the City or the State. Two of these sites are located on or in close proximity to the Airport. The first is a historic hangar, currently occupied by the Aviation Division of the Washington State Patrol, located on the east side of the Airport. The second is an approximately 400-year-old tree, known as the Jack Davis Oak, which is located on the east side of the historic hangar.

In addition, the Native American Consultation Database (NACD), maintained by the National Park Service, indicates that the Confederated Tribes of the Chehalis River Reservation, the Cowlitz Indian Tribe, and the Nisqually Indian Tribe of the Nisqually Reservation are the Native American Tribes having historical ties and interests in Thurston County.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

See 13 (a) above.

c. Proposed measures to reduce or control impacts, if any:

None.

14. TRANSPORTATION

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Highway 99.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No. Nearest bus stop is 0.7 miles from the main entrance to the Airport on Tumwater Blvd.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Adoption of the Airport Master Plan Update will not, by itself, result in the creation of additional parking. As the Airport develops in accordance with the Airport Master Plan Update, the amount of parking created will be dependent on the types of land uses introduced or expanded at the Airport and will be in accordance with local development guidelines.

There are several vehicular parking areas associated with the Airport's landside development (i.e., the aviation businesses, maintenance facilities, and aircraft storage facilities) located on the Airport.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Adoption of the Airport Master Plan Update will not, by itself, require any new roads or streets, or improvements to existing roads or streets. The potential need for new roads or streets or improvements to existing roads or streets, associated with future construction projects included

in the Airport Master Plan Update, will be evaluated on a case-by-case basis at the time such projects are proposed.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The Airport Master Plan Update is designed to allow the Airport to accommodate future demands for air traffic and airport and non-airport dependent development as required by Federal Aviation Administration regulations.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

It is unknown how many additional vehicle trips may be generated as a result of this Airport Master Plan Update. However, the number is unlikely to significantly exceed the number currently generated from the site. Future development at the site will be subject to local development regulations and project-level SEPA review that will more completely address potential impacts from increased vehicle trips.

g. Proposed measures to reduce or control transportation impacts, if any:

No specific measures are proposed at this time.

15. PUBLIC SERVICES

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

Adoption of the Airport Master Plan Update will not, by itself, result in increased need for public services. The potential needs associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

b. Proposed measures to reduce or control direct impacts on public services, if any.

No specific measures are proposed at this time.

16. UTILITIES

a. Utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic systems.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Adoption of the Airport Master Plan Update will not, by itself, result in the need for new utilities. The potential utility demand associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed.

The west side of the airport is well served by utilities due to its proximity to the business industrial park and significant development present. Services include water, sewer, gas, electric, and telephone. Increased demand for these services with the addition of new businesses can easily be met with the existing utility capacities. Detailed information of the service capacities is not available in summary form. Conducting a detailed documentation of utility information would take a significant level of effort considering the numerous sources to be inventoried. Such effort is beyond the scope of the Airport Master Plan Update.

The west side of the airport is served by sanitary sewers that are expected to provide future sanitary needs for the west side of the airport. Sanitary sewers located along Old Highway 99 on the east side of the airport are expected to provide sanitary sewer service to that side of the airport.

A series of 12-inch water mains on the west side of the airport serves the Industrial Park and is also expected to serve the airport facilities on that side of the airport. The east side of the airport is served by a 16-inch water main that is expected to provide service to that side of the airport.

Natural gas and electrical service are available on the west side of the airport and along Old Highway 99 and are expected to provide service to the west and east sides of the airport.

Water and sewer service is provided by the City of Tumwater. Electric service is provided by Puget Power. Washington Natural Gas provides gas service.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:

Chris Paolini, Airport Senior Manager
Port of Olympia

Date: January 31, 2025

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Discharge to Water

Adoption of the Airport Master Plan Update will not, by itself, result in increased stormwater runoff. Each new development will be subject to an environmental review that will address stormwater runoff. Surface stormwater runoff is not a significant issue due to the presence of porous soils at the airport. Stormwater runoff does not leave the confines of Airport property.

Emissions to Air

Adoption of the Airport Master Plan Update will not, by itself, result in any deterioration of air quality.

The plan area is within a National Ambient Air Quality Standards (NAAQS) attainment area, meaning the EPA has not designated the area as exceeding the air quality standards for priority airborne pollutants. NAAQS pollutants include Carbon Monoxide, Lead, Nitrogen Dioxide, Ozone, Particle Pollution, and Sulfur Dioxide.

Commensurate with the expected growth of Thurston County and particularly the associated Urban Growth Areas, it is expected that development will occur on and around the airport over the plan term. As the Airport develops, minor impacts to air quality can be expected as a result of exhaust emissions from increased automotive and airplane traffic, as well short-term emissions during construction. Additionally, emissions from industrial development may be possible, depending on the nature of the industrial land use that chooses to locate at the Airport. It is unlikely that air emissions would approach levels that would result in any significant adverse impacts.

Production, Storage, or Release of Toxic or Hazardous Substances

Adoption of the Airport Master Plan Update will not, by itself, result in production, storage, or release of toxic or hazardous substances or increased exposure to environmental health hazards. New development implemented in accordance with the Airport Master Plan Update may include elements that could involve production, storage, or release of toxic or hazardous substances that pose an environmental health hazard, such as fuel spills, handling of hazardous wastes, etc. However, each new development will be subject to environmental review, at which time such risks will be evaluated.

Production of Noise

Adoption of the Airport Master Plan Update will not, by itself, result in an increase in noise levels. Short-term noise impacts from construction activities, including increased truck and automobile traffic associated with new development or construction may slightly increase noise levels on properties along area roadways and on the site.

New aviation related and industrial development may result in increased noise levels from industrial activities. All development, associated with future projects included in the Airport Master Plan Update, will be required to comply with National Ambient Air Quality standards for the approved zoning designation in which they are located.

Noise levels, associated with future projects included in the Airport Master Plan Update, relating to airplane operations can be expected to increase with commensurate projected increases in air traffic.

- **Proposed measures to avoid or reduce such increases are:**

Discharge to Water

Stormwater/drainage improvements, associated with future projects included in the Airport Master Plan Update, will comply with the current DOE manual. Runoff, erosion, and sedimentation control during construction of future projects will follow FAA AC 150/5370-10H guidelines for protection of the environment during construction.

Portions of the existing runway stormwater runoff drain to the surrounding adjacent surfaces and are treated at the source point through grass surface filter strips. Other portions of the existing runway stormwater runoff are directly collected in paved gutters, which drain to inlets and the airport stormwater conveyance system. The airport stormwater does not discharge off the airport.

All proposed development, associated with future projects included in the Airport Master Plan Update, will comply with guidelines adopted by the City of Tumwater and Thurston County to address stormwater quality and stormwater management. The Airport's Stormwater Management Plan (SWMP) will be updated in response to any changed impacts to stormwater quality resulting from the implementation of the proposed Airport development.

Water quality considerations related to airport development often include increased surface runoff, erosion, and pollution from fuel, oil, solvents, and de-icing fluids. State and federal laws and regulations have been established to safeguard these facilities. These regulations include standards for above-ground and underground storage tanks, leak detection, and overflow protection.

During operation, facilities that contain chemicals or products of a hazardous or toxic nature will post procedures to follow in case of spills and will store such materials under cover and isolated from the stormwater runoff.

Coverage under the National Pollution Discharge Elimination System (NPDES) / WA State Waste Discharge Construction Stormwater General Permit is required for all future construction projects that disturb one or more acres of land. Applicable contractors will be required to comply with the requirements and procedures of the NPDES Construction Stormwater General Permit, including the preparation of a Notice of Intent and a Stormwater Pollution Prevention Plan (SWPPP), prior to the initiation of construction activities. Contractors would also be required to follow guidelines outlined in FAA AC 150/5370-10H, Standards for Specifying Construction of Airports, which is the FAA's guidance to Airport sponsors concerning protection of the environment during construction. Final plans and specifications for any project will incorporate the provisions of AC 150/5370-10H to ensure minimal impact due to erosion, air pollution, sanitary waste, and the use of chemicals. During construction, applicable Best Management Practices (BMPs) will be employed to reduce and control water impacts.

Emissions to Air

Compliance with all local, state, and federal air quality regulations would be required of all contractors.

Prior to implementation, individual airport construction projects, associated with future projects included in the Airport Master Plan Update, will be subject to an air quality conformance analysis to determine if State of Washington conformity requirements are to be met.

It is anticipated that all vehicles visiting or operating at the Airport will be equipped with current and properly maintained exhaust emission control devices.

Noise

Temporary/short-term increases in noise due to future construction activities are not expected to be significant and will be mitigated by limiting the hours of construction in accordance with City of Tumwater Municipal Code.

The projected increase in operations at the Airport through the 20-year planning period has only a minimal effect on the noise contours and is offset by the projected retirement from the fleet of the older and noisier business jet aircraft. In addition, the future contour represents the conditions at the Airport considering no major airside facility additions or modifications, just the forecast increase in airport operations. If a major facility change were proposed, then an environmental document would have to be prepared prior to implementation of the proposed project.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Plant Life

Adoption of the Airport Master Plan Update will not, by itself, result in the removal or alteration of vegetation.

Future development will displace some vegetation as part of the grading and paving aspects of the project.

There are no known rare plants found on or adjacent to the project area. The area is regularly mowed as a standard maintenance practice.

Animals

The Washington Department of Fish and Wildlife (WDFW) has identified three sensitive species under the City of Tumwater’s Critical Area Ordinance that require special planning. These are the Streaked Horned Lark, Oregon Vesper Sparrow, and the Mazama Pocket Gopher.

In 2006, the WDFW listed the Streaked Horned Lark to “endangered” status and the Mazama Pocket Gopher to “threatened” status.

In 2013, the U. S. Fish & Wildlife Service listed the Streaked Horned Lark as Threatened under the Endangered Species Act.

In 2014, the U. S. Fish & Wildlife Service listed the Mazama Pocket Gopher as threatened under the Endangered Species Act and designated 676 acres at the Airport as Critical Habitat. Washington State Department of Fish and Wildlife also lists the Mazama Pocket Gopher as threatened.

The Oregon Vesper Sparrow is currently under species review by the WDFW to determine if it warrants listing as threatened.

All three of these species have been reported on the Olympia Regional Airport. There are two known breeding and nesting locations for the Streaked Horned Lark. There are two documented Oregon Vesper Sparrow breeding locations on the Airport property, one just southeast of the intersection of Runway 8/26 and the diagonal taxiway, and the other about 0.125 miles east of the control tower, both last sighted in 1996. The Pocket Gopher is found in many areas on the Airport.

There is no fish habitat on or near the airport. Since all stormwater will be infiltrated, there will be no impact to fish stream habitat.

- **Proposed measures to avoid or reduce such increases are:**

Plants

As a voluntary measure, the Port has developed a prairie replanting mix for disturbed areas in consultation with the WDFW, the USF&WS and the U.S. Department of Agriculture.

All disturbed areas will be reseeded, and landscaping will be provided in accordance with code requirements.

Animals

The adoption of the Airport Master Plan Update does not, by itself, provide measures to preserve or enhance wildlife. All new development will be subject to an environmental review that will address measures to preserve or enhance habitat for the listed species and other native animal species.

Any project with a related federal action or any project that would result in a change to the Airport Layout Plan will require a Biological Assessment and a Section 7 consultation with the U.S. Fish & Wildlife Service (USF&WS) resulting in a Biological Opinion with stated mitigation measures in accordance with the Endangered Species Act.

Any other project not meeting the above criteria with the potential to affect listed species or designated critical habitat will require a Biological Assessment and a Section 10 consultation with the U.S. Fish & Wildlife Service (USF&WS) resulting in a Biological Opinion with stated mitigation measures in accordance with the Endangered Species Act.

An expanded critical areas/priority habitat and species environmental inventory assessment was conducted to establish the framework for structuring agreed upon agency mitigation recommendations for the existing priority habitat and species located on Olympia Airport. This assessment included a detailed description of the regulatory guidance and mandates for airports set forth by the various state and federal agencies, as well as the existing prairie species that are found at the Airport.

3. How would the proposal be likely to deplete energy or natural resources?

Adoption of Airport Master Plan Update will not, by itself, result in the increased use of energy. Future development will most likely depend on electricity or propane for heating and on electricity for lighting needs and electric vehicle and aircraft charging.

Energy or Natural Resources

Energy requirements associated with airport improvements generally fall into two categories:

- 1) changed demand for stationary facilities (i.e., airfield lighting, hangar electrical facilities, and FBO building heating), and
- 2) those that involve the movement of air and ground vehicles (i.e., fuel consumption). The use of natural resources primarily includes construction materials and water.

Demand for aircraft fuel is expected to steadily increase through the planning period. Significant increases in ground vehicle fuel consumption are not anticipated.

Proposed measures to protect or conserve energy and natural resources are:

Energy or Natural Resources

Energy requirements are not expected to significantly increase as a result of the proposed development included in this Airport Master Plan Update. Utility infrastructure extensions to the hangar expansion areas and to other airport facilities are included in the proposed development; however, the energy and water use of these facilities is not expected to be significant.

All new structures associated with proposed development will comply with current Uniform Building Code and Washington State energy conservation construction requirements.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to these environmental categories. The potential for environmental impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Each new development will be subject to an environmental review and will follow all federal, state, and local laws and regulations as applicable.

Parks

Several parks and trails are located within the vicinity of the airport.

Historic or Cultural Sites

According to the National Park Service's National Register of Historic Places (NRHP), there are 60 historic properties listed in Thurston County. Of these, four are located within the Tumwater City Limits, which include the Capital Boulevard Crossing, the Tumwater Historic District, the Tumwater Methodist Church, and the Union/Pioneer Calvary Cemeteries. The Union/Pioneer Calvary Cemeteries site is located closest to the Airport, at approximately 1.2 miles to the northwest. The City of Tumwater Register of Historic Places indicates there are 16 additional sites located within the City having historical significance to either the City or the State. Two of these sites are located on or in close proximity to the Airport. The first is a historic hangar, currently occupied by the Aviation Division of the State Patrol, located on the east side of the Airport. The second is an approximately 400-year-old tree, known as the Davis Meeker Garry oak, which is located on the east side of the historic hangar.

In addition, the Native American Consultation Database (NACD), maintained by the National Park Service, indicates that the Confederated Tribes of the Chehalis River Reservation, the Cowlitz Indian Tribe, and the Nisqually Indian Tribe of the Nisqually Reservation are the Native American Tribes having historical ties and interests in Thurston County.

Wetlands

According to the National Wetlands Inventory, there is a freshwater forested/shrub wetland associated with an unnamed tributary of the Deschutes River located in the northern section of airport property. A sizeable freshwater pond is located northeast of the Airport, between Old Highway 99 SE, Henderson Boulevard SE, and Tumwater Boulevard. Just southeast of Henderson Boulevard and northeast of Old Highway 99 SE, there is a freshwater emergent wetland.

Flood Plains

The airport is not located within the 100-year floodplain. However, areas northeast and east of the airport along the Deschutes River are located within the 100-year and 500-year floodplains.

Farmland

There are no farmlands designated on the Airport Master Plan Update land use drawing.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Parks

Should the proposed airport development resulting from this Airport Master Plan Update involve more than a minimal physical use or a “constructive use” substantially impairing these or other recreation facilities, and no prudent and feasible alternatives exist that would avoid impacting the properties, then Section 4(f) may be applicable. If Section 4(f) is applicable, then measures needed to minimize the effects will be determined and implemented through consultation with officials having jurisdiction over the properties.

Threatened or Endangered Species Habitat

The Port and the City of Tumwater are working closely with the U.S. Fish and Wildlife Service (USF&WS) to develop the Bush Prairie Habitat Conservation Plan. The future approved habitat conservation plan will provide methods, approved by USF&WS, for mitigating impacts on identified species. The mitigation measures taken by the airport will support the USF&WS goals for species recovery. Projects associated with future construction included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Additionally, each new development project identified in the Airport Master Plan Update will be subject to an environmental review and will follow all federal, state, and local laws and regulations as applicable.

The airport has also volunteered to host, and support, the Washington State Department of Fish and Wildlife (WDFW) in their efforts to complete a Streaked Horn Lark nesting survey on the airfield during the lark’s 2025 nesting season. These surveys will provide additional data to the WDFW, and other agencies, as they strive to learn more about the species and potential recovery opportunities.

Historic or Cultural Sites

Section 106 of the National Historic Preservation Act requires federal agencies, or their designated representatives, to take into account the effects of their undertakings on historic properties, which include archaeological sites, buildings, structures, objects, or districts.

Wetlands

If any proposed projects impact these wetlands, the Airport will coordinate with the U.S. Army Corps of Engineers to determine the extent of the impacts and any mitigation measures, if required. Guidelines outlined in the FAA’s AC 150/5370-10H will be required of contractors implementing the projects to minimize the impacts to the environment, including wetlands.

In response to these Growth Management Act (GMA) requirements, the City of Tumwater has adopted a Conservation Plan, as a part of their Comprehensive Plan, which identifies, protects, and conserves critical environmental areas and valuable natural resources. The Conservation Plan specifically addresses these topics in the following categories: Natural Resource Land Conservation (consisting of agricultural lands, forest lands, and mineral resource lands), and

Critical Areas Protection (consisting of wetlands, aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat areas). Thurston County also updated their Critical Areas Regulations in July 2012.

In addition, The City of Tumwater is designated with an Aquifer Protection Overlay Zone.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Adoption of the Airport Master Plan Update will not, by itself, result in impacts to these environmental categories. The potential for land and shoreline impacts associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Each new development will be subject to an environmental review and will follow all federal, state, and local laws and regulations as applicable.

Existing Land Use

Olympia Regional Airport is located in east-central Thurston County, Washington. The majority of airport property is located within the incorporated community of Tumwater, with a small portion of the Airport extending over unincorporated county land. The southern corporate boundary of the City of Olympia is located approximately four miles north of the Airport. Because the operation of an airport influences surrounding land use, and surrounding land use has an influence on the operation of an airport, it is critical to document the existing and proposed land use types in the area near the Airport.

The existing land uses in the general vicinity of the Airport, which primarily follow the existing zoning patterns, are defined by the current use of the property. The existing land use for airport property is categorized as Industrial, and there is generally an even distribution of mixed-use development (i.e., Commercial, Retail, Public, and Residential development) located on the north, south, and east sides of the Airport. The area directly west of the Airport consists primarily of Industrial and Commercial uses associated with the Port's industrial park (i.e., the New Market Industrial Campus), with additional Residential land uses located west of I-5. The area directly south of the Airport is categorized as Industrial, with a large area of rural Residential extending further to the south.

Existing Zoning

Existing zoning designations in the vicinity of the Airport (within the City of Tumwater and the unincorporated areas of Thurston County) consist of a general boundary of Industrial zoning surrounding the Airport, with the exception of some Commercial zoning located along the south side of Tumwater Boulevard within the northwest quadrant of the Airport and some Residential zoning adjacent to the southwest quadrant of the Airport. Additional Residential zoning is located further east of Industrial zoning along Highway 99, south of 93rd Avenue, west of Interstate 5, and north off Tumwater Boulevard.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The Port of Olympia maintains a Comprehensive Scheme of Harbor Improvements that provides guidance for the ongoing redevelopment of Port infrastructure facilities and commercial properties, as well as the specification of Port services. A reassessment/evaluation of the Port's existing 1995 Comprehensive Plan (1995 Comp Plan) was completed in 2005. Note that the Port acquired the Airport and approximately 700 acres of adjacent land in 1963, which was later designated as an industrial development district known as the Thurston Airdustrial Center. This property was redesignated in the 1995 Comp Plan as the Airport and the New Market Industrial Campus, with each divided into subdistricts having corresponding land uses and development standards. The City of Tumwater has since incorporated the Port's New Market Industrial Campus subdistricts into their zoning code as the Airport-Related Industry Zone District (ARI).

The City of Tumwater and Thurston County have established Airport overlay zoning regulations (i.e., an Airport Overlay Zone) "to protect the viability of Olympia Regional Airport as a significant resource to the community by encouraging compatible land uses and densities and reducing hazards that may endanger the lives and property of the public and aviation users." These regulations are specified in Chapter 18.32 of Title 18 - Zoning of the Tumwater Municipal Code. There is also an aquifer protection overlay.

Adoption of the Airport Master Plan Update will not, of itself, result in incompatibility with projected land uses and plans. Individual elements of the capital improvement program, when implemented, will be evaluated for degree of compatibility with surrounding land uses. Measures to enhance compatibility will be evaluated with each capital improvement project.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Adoption of the Airport Master Plan Update will not, by itself, result in increased demands on transportation or public services and utilities. The potential for increased demands associated with future construction projects included in the Airport Master Plan Update will be evaluated on a case-by-case basis at the time such projects are proposed. Each new proposed development will be subject to the City of Tumwater permitting process and will follow all federal, state, and local laws, codes, and regulations as applicable.

Transportation

Adoption of the Airport Master Plan Update will not require any new road or street or improvements to existing roads or streets. However, implementation of the proposed development plans in the Airport Master Plan Update may result in road and street improvements. Road or street improvements will be subject to development regulations and project-level SEPA review that will more completely address potential impacts from road and street development.

It is unknown how many additional vehicle trips may be generated as a result of this Airport Master Plan Update. Traffic impacts will be evaluated at the time of development.

Public Services

Adoption of the Airport Master Plan Update will not, by itself, result in increased need for public services. However, as development at the Airport proceeds, it will generate the need for higher service levels of fire protection, police protection, and emergency medical care.

Utilities

The west side of the airport is well served by utilities due to its proximity to the business park and significant development present. Services include water, sewer, gas, electric, and telephone. Increased demand for these services with the addition of new businesses can easily be met with the existing utilities capacities. Detailed information of the service capacities is not available in summary form. Conducting a detailed documentation of utility information would take a significant level of effort considering the numerous sources to be inventoried. Such effort is beyond the scope of the Airport Master Plan Update.

The west side of the airport is well served by sanitary sewers that are expected to provide future sanitary needs for the west side of the airport. Sanitary sewers located along Old Highway 99 on the east side of the airport are expected to provide sanitary sewer service to that side of the airport.

A series of 12-inch water mains on the west side of the airport serves the Airdustrial Park and is also expected to serve the airport facilities on that side of the airport. The east side of the airport is served by a 16-inch water main that is expected to provide service to that side of the airport.

Gas and electrical service are available on the west side of the airport and along Old Highway 99 and are expected to provide service to the west and east sides of the airport.

Water and sewer service is provided by the City of Tumwater. Electric service is provided by Puget Power. Washington Natural gas provides gas service.

Proposed measures to reduce or respond to such demand(s) are:

Transportation

Future development at the site will be subject to development regulations and project-level SEPA review that will more completely address potential impacts from increased transportation demand.

Public Services

No specific measures are proposed to reduce the impact on public services.

Utilities

It is expected that utilities for the airport and the area surrounding the airport will be expanded and upgraded as needed to meet airport demand. No specific measures are proposed to reduce utility impacts.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Potential conflicts between critical areas/priority habitat and requirements for safe airport operations have been identified and the Port recognizes the possibility that some compromises to further airport operational safety without negatively impacting state- and federally- listed species candidates are a possibility. The adoption of a habitat conservation plan, currently in progress, will provide a path forward to meet both Federal Aviation Administration and U.S. Fish and Wildlife Service regulations.