

Notice of State Environmental Policy Act (SEPA)

Mitigated Determination of Nonsignificance (MDNS)

Lead Agency: Port of Olympia

Port of Olympia: SEPA 25-01

Project Name: Olympia Regional Airport Master Plan Update

Thank you all for taking the time to submit SEPA 25-01 comments. All comments have been reviewed and posted to the Port's Airport Master Plan Update ("AMPU") [website](#) along with this response to comments.

The AMPU is a conceptual plan developed to show how the airport complies with Federal Aviation Administration regulations and how the airport may accommodate forecasted aviation demand, if that demand is realized. The AMPU does not authorize any project specific actions, including expansion, commercial service, development, or other construction activities. Further, it does not change allowable uses or zoning designations.

If the Port undertakes future project actions related to the AMPU, including any proposals to allow and accommodate commercial service, it will conduct environmental analysis of the following elements as applicable and required by law (listed in alphabetical order):

- Air Quality, including Greenhouse Gases (GHGs)
- Archaeological and Cultural Resources
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Department of Transportation (DOT) Act: Section 4(f)
- Farmland
- Fish, Wildlife, and Plants
- Floodplains
- Groundwater
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Light Emissions and Visual Effect
- Natural Resources and Energy
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Water Quality
- Wetlands, jurisdictional or non-jurisdictional
- Wild and Scenic Rivers

Future projects and operational improvements will comply with environmental review requirements, including cumulative impacts analysis, as required by the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) as applicable.

The planning and permitting process for development projects and potential commercial service will include a thorough public involvement process as required by SEPA/NEPA as well as a thorough Port Commission review before any approval or authorization.

The Port is currently working with the United States Fish and Wildlife Service (USFWS) to develop the Bush Prairie Habitat Conservation Plan which will ensure that impacts to threatened or endangered species at the airport are avoided, minimized, or mitigated. No project actions will be conducted without compliance with the relevant Endangered Species Act requirements including, as appropriate, an adopted habitat conservation plan or other consultation with USFWS.

In making this SEPA threshold determination, the Port reviewed and considered the *King County v. Friends of Sammamish* court decision from the Washington Supreme Court. That case states that when approving a planning document, jurisdictions need only conduct a more detailed analysis of future actions when there is a “change in allowable uses,” which could occur for instance with a change in zoning designations, which was at issue in the King County case.

The Airport Master Plan Update doesn’t authorize any future action or change allowable uses – it only outlines appropriate areas for future activities and projects within the Airport property. Further, the Port does not have authority to change zoning or permit building construction. Because Commission approval of the AMPU does not change any uses at the Airport or authorize any specific project or activity, under existing SEPA authority a Mitigated Determination of Nonsignificance is appropriate.