

# MEMORANDUM

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**To:** City of Olympia

**From:** Victoria England – Moffatt & Nichol Senior Environmental Scientist; Allison Kinney – Moffatt & Nichol Environmental Scientist

**Date:** 12 June 2025

**Subject:** Port of Olympia Warehouse B – Pre-Submittal Conference Application -Project Narrative

**M&N Job No.:** 220438-05

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The Port of Olympia (Port) proposes to install a prefabricated approximately 70,000 square foot (460 ft W x 150 ft L) (Sheet 2) metal framed fabric membrane warehouse on the Marine Terminal located at 915 Washington Street NE, Olympia, Thurston County, Washington. The proposed warehouse would be built on the Port of Olympia's Marine Terminal adjacent to the east of an existing 76,000 square foot warehouse known as "Warehouse A". The new warehouse ("Warehouse B") will be located between two onsite railroad spurs on an area currently surfaced with asphalt pavement.

The Port is proposing to purchase a prefabricated steel frame and fabric covered warehouse structure and that will be constructed on an engineered foundation with associated footing and stem walls. The project also includes floodproofing and utilities upgrades for fire protection and stormwater.

The project will include the following elements<sup>1</sup>: The proposed Project includes the following project elements.

- Warehouse Structure
  - The frame will consist of pre-engineered steel parts. The I-Beam frame, purlins and secondary framing constructed from grade 55 steel.
  - The warehouse cladding will consist of architectural vinyl ("Armor Shield"). Armor Shield is a 29 oz. architectural vinyl building cover that was designed to provide strength, durability, flexibility, and capable of withstanding heavy snow loads and high winds. The fabric is tensioned over the steel frame, creating a weather-tight, secure shelter.
  - The building will have a continuous footing around the perimeter of the building. The footing will be located below grade and the stem wall will sit on top. Existing pavement in the footprint of the proposed warehouse will be crushed and re-used as backfill to the extent feasible. Clean fill material will be imported to regrade the site where necessary.
  - The stem wall (a structural element that connects the foundation to the building framing to provide vertical support) will sit on top of the foundation footing and rise approximately 2.5' up to 16' elevation NAVD88 (above the required flood plain per

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<sup>1</sup> Project design is on-going. Details specific to individual project elements are preliminary and subject to change.

city of Olympia requirements). The warehouse frame will then attach to the top of the stem wall. The stem wall will include access points, the number and location of which are to be determined as the design develops.

- Stormwater: Stormwater catch basins currently located within the footprint of the new building will be abandoned. The flow from the existing stormwater catches basins currently discharge untreated water to Budd Inlet at outfall A. The proposed design would reroute the flow from these catch basins to the exiting Outfall C which routes stormwater to the marine terminal's stormwater treatment plant.
- Utilities:
  - Fire water sprinkler system.
  - Although there are no proposed sewer utilities within the Warehouse, protection of an existing sanitary sewer mainline under the foundation of the proposed Warehouse is proposed.
  - Electrical utilities for general power and lighting.
- A waterproofing membrane will be applied to the exterior of the stem wall up to the flood plain level to prevent moisture from seeping inside. The stem wall will also be tied into the interior concrete slab using a reinforced steel connection. Design also includes water stopping between where the stem wall meets the interior slab. Rapidly deployable removable flood shields will be used as an effective and flexible solution to protect opening from floodwaters. The Port will be purchasing flood shields from AquaFence.

### **Additional Pre Submission Conference Information:**

#### **Critical Areas**

The Project Site contains two designated critical areas, a geohazard zone susceptible to liquefaction and within the 100-year floodplain, which will be addressed through site-specific geotechnical and engineering recommendations.

#### **Existing and Proposed Land Use and Building Code Occupancy**

*Table 1. Existing and Proposed Land Use and Building Code Occupancy*

<b>Existing</b>	<b>Proposed</b>
<u>Land Use</u> : Industrial	<u>Land Use</u> : Industrial – No change proposed
<u>Building Code Occupancy</u> : NA	<u>Building Code Occupancy</u> : Group S-2

#### **Questions for City Staff**

- Which City reviews and permits will be required?
- Are there any floodplain specific requirements?
- We assume that a Shoreline Substantial Development Permit/SCUP/Variance will not be required, is this correct?

