Exhibit 7a.

Alex Baruch

From: SEPA <SEPA@orcaa.org>
Sent: Monday, August 31, 2026 8:31 AM
To: Alex Baruch
Subject: ORCAA Comments on File# TUM-26-0115 - 5th Ave Townhomes Preliminary Plat - SEPA#202603602

Good morning,

Olympic Region Clean Air Agency (ORCAA) reviewed the proposal for the 5th Avenue Townhomes Preliminary Plat at 585 5th Ave SW in Tumwater and has the following comments:

Construction

For construction projects please refer to this guide for handling fugitive dust from construction projects: https://wsdot.wa.gov/sites/default/files/2024-09/Handling-FugitiveDust-%20from-ConstructionProjects-Guide.pdf.

Thank you for the opportunity to comment.

Best Regards,

Abi Roberts, Engineer I
++++++++++++++++++++++++++++++++
Olympic Region Clean Air Agency
2940 Limited Lane NW Olympia, WA 98502 Office – (360) 539-7610
www.orcaa.org
Please take notice that any records or communications with ORCAA are subject to public disclosure under the Public Records Act (RCW 42.56) unless exempt under applicable law. *Please consider the environment before printing this email.*

Exhibit 7b.

Alex Baruch

From: Dave Nicandri <nicandri@comcast.net>
Sent: Monday, August 31, 2026 3:08 PM
To: Alex Baruch
Cc: Leatta Dahlhoff
Subject: SEPA Review 5th Avenue Townhomes TUM-26-0115

Dear Alex:

I am in receipt of the set of documents recently released relative to the above named project. I was dismayed to see, in reviewing the material, that little if anything has been done by the applicant (or the city) in consideration of the formidable negative reaction to the project by the neighborhood. In fact, tragically from my perspective, the compendium included a potential layout of lots on the subject property that must have been an earlier iteration of the project used by one of the developer's sub-consultants. This design would have been far preferable to the one we now face, even though it entailed three more lots. I will return to this matter in due course.

My focus, as it has been from the beginning, and notwithstanding other concerns that my neighbors may raise, is the short-sighted nature of traffic planning associated with this project. With your help, after viewing a host of Hearing Examiners sessions, you may recall, I inquired into what traffic analysis had been done prior to the city giving the green light to the current proposal. Through your good office I received a message from Jared Crews, Development Review Lead for the City.

In this message (dated 6/23/26), Mr. Crews stipulated that the city employs two forms of analysis for such situations. The "more in depth analysis, required when a project is predicted to generate more than 50 trips during the peak hour of traffic (typically 8 to 9 AM or 5 to 6 PM), or is predicted to increase traffic at an intersection by 25%. [emphasis added] Obviously it has been been some time since we have had a project large enough to generate 50 new trips in the vicinity your are interested in." Thereby, my concern was dismissed.

As the absence of subject relevant SEPA documentation now confirms, the city continues to demur on the merits of a level of service traffic analysis by only citing one of two metrics. Aside and apart from the matter as to whether peak hour traffic alone should trigger a thorough going traffic study, clearly the proposed project will result in far more than a 25% increase in traffic at the intersection of 5th Avenue SW and F Street. How could it not? There is not a single residence on the subject block on the west side of 5th between E and F Street. Mrs. Miller lives on E Street (extended) and there are a couple of houses accessed off of F Street (extended). Yet, we are to believe, a five-fold+ increase (11 new units to the west, compared just just two houses on the east of 5th) will not result in a 25% increase at either 5th and E or 5th and F intersection?

In the foregoing I emphasized the salience of 5th and F because the natural flow of existing neighborhood traffic is to the south, toward the Linwood east-west axis, but the argument applies equally to the intersection of 5th and E. The new set of documents seem to make no allowance for the fact that the intersection of 5th and E is a blind, negative camber turn, without sidewalks on either side. Nor will there be as a consequence of the new development. Worse, whereas the west side of 5th between E and F will be brought up to modern road standards, only the southern half of the east side will correspond to the standard of new construction across the street. That is to say, as things now stand, only the southern half 5th Avenue SW, between E and F, will be built to standard, but now

with multiples of additional traffic. Any overflow on-street parking attendant upon the residents of the 5 or 6 most northern of the new town homes will necessarily be parking on the north end of 5th Avenue that will be subject to to increased traffic on a sub-standard street width.

Nor are things much better in the opposite direction. The new roundabout sequence on Linwood, because of the way in constrains access to 3rd and 4th Avenues, drives current traffic levels, to say nothing of the new townhome traffic, toward the 5th Avenue corridor. This is a street, I assert with confidence, so steep that the city would never allow such a grade to be built anew. It has no sidewalks for blocks on a natural pathway for children walking to and from Michael T. Simmons Elementary School. Yet, we are to believe that these topographic and other idiosyncrasies are not worthy of full traffic analysis. This is a major failure of the developer's and city's SEPA review.

Two last thoughts. The developer"s first intentions were more conducive to neighborhood residential and traffic patterns. As the SEPA packet discloses, the original plan was to extend E Street westward to a point where it could intersect with new a dead-end collector/distribution street running north and south interior to the property. This would have made better use of the property by allowing the creation of view lots on the upper or west side of the property and obviated the problematic traffic congestion problems on 5th that I adumbrated above.

Lastly, I have the nagging feeling that the city's review of this project has taken the narrowest perspective possible, merely checking off standards in the city's code, without precious regard given to the actual topography in question.

Sincerely,

David L. Nicandri

Exhibit 7c.

Alex Baruch

From: Tami Merriman
Sent: Tuesday, September 1, 2026 2:48 PM
To: imri.linda@gmail.com
Cc: Alex Baruch
Subject: City of Tumwater 5th Ave Townhome Project TUM-26-0115

Linda
Thank you for chatting on the phone with me last week. As promised, I followed up with our engineering team to make sure that we were aware of the "under ground stream" that you referred to, and as I had suspected, it is considered ground water. City engineering staff is aware of the water, and it was reported by the applicant.

The soils report submitted for the project indicated groundwater was encountered in one of the soil exploration pits and all of the pits picked up fractured/weathered basalt. Not unique for this area of Tumwater Hill. The stormwater facilities are required to meet certain minimum separation to groundwater or other low permeability layers (rock, hardpan, till, etc.). That will be something we will review during site development and grading permitting. If stormwater runoff in the undeveloped condition is collecting here, then the developed condition is going to mimic that pretty closely. The proposed stormwater facility is located in roughly the same area as the low spot on the site.

Runoff that would normally sheet flow across the pasture is going to be largely collected now by roofs, routed to downspouts, and then directed to the new stormwater facility. Any runoff coming from the road similarly will pass into catch basins and make its way through the storm main system and into this new stormwater facility.

In more simple terms, water runoff from streets, parking and rooftops will be treated prior to infiltrating back into the ground. Groundwater expression during rainy months will also enter to this stormwater facility to be treated and released back into the ground.

Also, I understand that you received the SEPA Determination in the mail. This is a copy of the document that was referenced in the email that you received. I am happy to hear that both our forms of communication reached you.

I hope this answers your questions. Please feel free to reach out to us if you have any further questions. Have a wonderful evening.

Tami Merriman | Permit Manager
City of Tumwater Community Development
555 Israel Rd SW | Tumwater, WA 98501

PLEASE NOTE: New Permit Counter Hours
Walk Ins: Monday - Thursday 8 a.m. - 1 p.m. Closed Friday
Appointments: Monday -Thursday 1:30 p.m. - 4:00 p.m.
Call (360) 754-4180 to schedule or if you have questions

Exhibit 7d.

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Southwest Region Office
PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

September 11, 2026

Alex Baruch, Senior Planner
City of Tumwater
Development Services Department
555 Israel Road Southwest
Tumwater, WA 98501

Dear Alex Baruch:

Thank you for the opportunity to comment on the determination of non-significance for the 5th Ave Townhomes Preliminary Plat Project (TUM-26-0115) located at 585 5th Avenue Southwest as proposed by Erik Ainsworth. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SOLID WASTE MANAGEMENT: Derek Rockett (360) 995-3176

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department or Department of Ecology for proper management of these materials.

TOXICS CLEANUP: Thomas Middleton (360) 999-9594

If contamination is suspected, discovered, or occurs during the proposed SEPA action, testing of the potentially contaminated media must be conducted. If contamination of soil or groundwater is readily apparent, or is revealed by testing, Ecology must be notified. Contact the Environmental Report Tracking System Coordinator for the Southwest Regional Office (SWRO) at (360) 407-6300. For assistance and information about subsequent cleanup and to identify the type of testing that will be required, contact Thomas Middleton with the SWRO, Toxics Cleanup Program at the phone number provided above.

WATER QUALITY/General Permit Unit:
Jacob Neuharth (360) 742-9751

Erosion control measures must be in place prior to any clearing, grading, excavation, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or storm drains that lead to waters of the state. Discharges must not cause or contribute to a violation of surface water quality standards, groundwater quality standards, sediment management standards, and human

health-based criteria. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

If there are known contaminated soils and/or groundwater present on site, additional information will be required to be submitted. Contamination includes sites with known, remediated, or historically contaminated groundwater and/or soil. For contaminated construction sites, contact Evan Wood at evan.wood@ecy.wa.gov, or by phone at (360) 706-4599.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:
1. Clearing, grading, excavation, construction support activity, and other soil disturbing activity that results in the disturbance of one or more acres (including off-site disturbance acreage related to construction-support activity) and discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more and discharge stormwater to surface waters of the State.
a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, and discharge to surface waters of the State (that is, forest practices that prepare a site for construction activities); and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
b) Reasonably expects to cause a violation of any water quality standard.

Some projects may be eligible for coverage under an Erosivity Waiver if they result in the disturbance of under five acres, are not a portion of a common plan of development, and the entire period of construction activity occurs between June 15 – September 15. Additional requirements about the Erosivity Waiver may be found in Section S1.F of the Construction Stormwater General Permit.

Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice. Applicants may apply online or obtain an application from Ecology's website at: https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Stormwater-general-permits/Construction-stormwater-permit. v

Ecology’s comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology

Southwest Regional Office

(JKT:202603602)

cc: Derek Rockett, SWM
Thomas Middleton, TCP
Jacob Neuharth, WQ

Exhibit 7e.

Update on Tumwater Hill Townhomes

My name is Linda Miller and I live @ 514 E St SW. Tumwater

TO: Alex Baruch

We have a friendly, caring neighborhood ~ we all look out for each other. My house sit up off the road and I can see all the neighbors walking with kids and dogs. Its a happy neighborhood.

The townhouses will NOT WORK in our neighborhood !!

1. the roads are too narrow and traffic would be heavy
2. During the day many people are walking along with their dogs
3. Children playing in the street
4. Many animals ~ deer, rabbits squirrels and birds
5. This is a single family home area
6. there will be a problem with 22 extra

cars going by ~ Not to mention the extra noise

⑦ Already things have changed with the road construction going on ~ TOO much traffic ~ speeders and not paying attention to traffic There have been lots of close calls

I do not want townhouses here Also these buildings will affect our views

Also there is the issue of water! We get a lot of rain in the winter a big pond will form in the field with a stream that flows diagonally across the property to the corner @ F+4 Because of an underground stream this happens every winter

Linda Miller
514 E 54th SW
360-357-5097

Exhibit 7f.

Alex Baruch

From: Nancy Stevenson <nancycstevenson@comcast.net>
Sent: Friday, September 11, 2026 6:46 PM
To: Alex Baruch
Cc: Leatta Dahlhoff
Subject: SEPA Review 5th Avenue Townhomes. TUM-26-0115

Dear Alex:

I understand the need for infill development in existing neighborhoods to address our city's growing need for housing of all types. However, the drive to meet this need should not override the importance of preserving the livability and character as the neighborhood changes.

Old Tumwater Hill is a modest neighborhood of older single-family homes with a couple duplexes in the mix. The streets are steep and the sidewalks are unconnected. The proposed plat for 5th Avenue adds 11 townhomes all in a row along the west side of the street spanning the entire block between E and F street on 5th Avenue. On the east side of the street there are two homes…one hidden behind trees. There are no driveways no garages no cars. The 11 townhomes will be built in what used to be a horse pasture.

Impacts on Pedestrian Safety: With the addition of 22 cars that are not there now the traffic will substantially increase. I think the trip generation report in the DNS document underestimates this increase in traffic. Further, the streets most impacted by this traffic are E and F, which lead to the bus stop on 2nd Avenue and 5th which leads the way to Michael T Simmons Elementary school. The pedestrian infrastructure on these streets is random…one side or the other and not connected.

If the developer is only responsible for sidewalks on the plat property, then I recommend the city address these safety issues and improve pedestrian infrastructure by:

- Plan for and connect existing sidewalks.
- Adding traffic calming features - vegetation triangles on E, F, and 5th Ave.
- Obtain funding for safe routes to school – from 5th to Michael T Simmons
- Possibly use the current right away for F street add a pedestrian trail/ connection to 7th and Barnes.
- Providing covered bus stops on 2nd and 7th.

Maintaining the character of the neighborhood: The townhomes are a different look and feel from the current neighborhood because of the scale, type of housing, the configuration all in a row, as well as the placement on the property*. The intent being to put all the homes on the street and leaving more open space.

While I disagree with all the units being placed on the street because it becomes a visual barrier for residents to see the open space. I'm encourage to learn when we spoke recently that the city will be requiring the developer to use the city's design guidelines. Design options like the use of front porches, angles of the roof, use of siding, gables, so the units are not just a box. These features are fit better into the character of the neighborhood.

Managing the construction phase: As the city oversees the building permit process it's important to recognize our neighborhood's concern over the use of explosives. In constructing water lines, sewer lines, and foundations, blasting should not be relied upon in our neighborhood of predominately older homes. Surrounding houses are too close and there are residents close by with PTSD.

Long term management of the property: As I understand it the plat property both the townhomes and the open space will be managed by a home-owners association ensuring that there will be long- term management plans for the stormwater pond, the prevention of invasive species, and the community garden. While there will be no public access to the open space since it's private property, it's my hope that as the new neighbors get to know current residents, friendships will form and invitations to the open space property will be made.

These are my thoughts and suggestions regarding the city's DNS of the 5th Avenue Townhomes plat proposal.

With Hope and Respect,

Nancy

Nancy Stevenson
420 3rd Ave SW
Tumwater, WA 98512

*Document 8 in the DNS material shows a different configuration and placement of the housing units on the property. I prefer this option even though it has 13 housing units instead of 11. The reason being the units are clustered in two rows with a private road in between… fewer cars on the street … and the south portion of the open space could be seen by nearby residents….it has a more open look and feel.
Unfortunately, as I understand it, this option is no longer available because of a regulation change eliminating private roads in such developments.

Exhibit 7g.

Alex Baruch

From: Teri Buccarelli <teribuccarelli@gmail.com>
Sent: Friday, September 11, 2026 2:18 PM
To: Alex Baruch
Subject: 5th Ave Townhome project

You don't often get email from teribuccarelli@gmail.com. Learn why this is important

Dear Alex,

After receiving the Determination of Non-significance letter, I was disheartened to find that the Lead Agency determined that there was not enough reason to do an Environmental Impact Statement and that the SEPA, that was filled out by the applicant for this project, who benefits greatly, was all the information that the Lead Agency needed.

From researching what an Environmental Impact Statement is and how important it is to the development public trust, protects public health, prevents environmental harm and ensuring public safety for the neighborhood and other people who use this hill for walking, with or without dogs, joggers, bikers, people training for hiking and general fitness and children playing or walking to and from school.

Why wouldn't anyone not want to have an Environmental Impact Assessment done?

From the SEPA Environmental checklist provided by the applicant there were a couple of sections that, to me, should be looked at:

1. Earth, f. page 6- asked the question "Could erosion occur because of clearing, construction, or use? **The answer was** "Yes, via offsite flows". What exactly does this mean? Is this talking about rainfall from the surrounding land adjacent to this proposed site? If/when erosion occurs, would homeowners, who may have damage caused by this erosion, be compensated by the city who approved this development or the applicant?

14. Transportation, e. page 14- asked the question: How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates? **The answer was** "6 PM peak trips." The applicant neglected to provide how he came to this conclusion. I heard that a 25% increase in traffic was all that this project would generate. For 11 units, with a probability of 2+ drivers, family, friends, and deliveries, it seems that an increase of only 25% extra traffic does not seem adequate.

The streets 4th ave E st to 5th ave, connected by a corner that provides a road that is not adequate in width and does not provide safety for the public with the added vehicle traffic that each home adds to this area. Then there is the hill on 5th street with no sidewalks and narrow roads. Safety should be the #1 priority for any development!

Correct me if I am wrong, to squeeze 11 units along the road, these homes will need to be of a block box type and would not blend in with the surrounding neighborhood and diminish the surrounding area. I did hear that there was another project design that would have been more beneficial to the landscape. Unfortunately, I have not seen it.

I am asking the Lead Agency reconsider requiring an Environmental Impact Statement.

Sincerely,

Teri Buccarelli

421 4th Ave SW

Tumwater, 98512

Email: teribuccarelli@gmail.com

Exhibit 7h.

Alex Baruch

From: Karen Drimay <karen.drimay.360@gmail.com>
Sent: Thursday, September 10, 2026 9:32 AM
To: Alex Baruch
Subject: Feedback on SEPA Determination - 5th Avenue Townhomes - TUM-26-0115

To Alex Baruch,

I live in the Old Tumwater Hill neighborhood. My neighbor and I went over the updated documents linked-to in the email sent to us by Jessica Lee on August 27 (2026) – "SEPA Determination - 5th Avenue Townhomes - TUM-26-0115."

I have two qualms:

1. Density requirements
2. Trip generation (21-132 Trip-Gen ltr 04-07-2026.pdf)

Housing Demand

My question is: Do the new regulations **require?** or **allow?** the developer to build 11 units on the 5th Avenue parcel. Can the developer be allowed to build fewer units? What is causing them to build so many units?

I asked about the density requirements when we had our street meeting with Mayor Dahlhoff, but I'm not sure I got an answer. I think someone was going to check into it. Apparently the City of Tumwater has adopted some statewide guidelines for housing density. The mayor told us that the city has a target for new homes to be added.

However, a recent article in The JOLT suggested that there is an increase in available homes for sale in Thurston County now.

> **Active residential, condo listings heat up in Thurston County**
> Posted Wednesday, September 2, 2026 3:30 pm
> https://www.thejoltnews.com/stories/hold-active-listings-heat-up-in-thurston-county-housing-market,31377?

In the Old Tumwater Hill neighborhood, there are currently 5 houses for sale (with another across the street from me going on the market soon), and 3 empty lots for sale—within a few blocks of the 5th Avenue parcel under discussion.

Traffic

The Trip-Gen report says: "The development is anticipated to generate 6 new weekday PM peak-hour trips." That doesn't seem right. The development is for 11 new dwellings, allowing for 2 cars per dwelling (equaling 22 additional cars) at the top of the 5th Avenue hill). Maybe there is some engineering math that I don't understand. How can 22 additional cars add only 6 new trips (even accounting for the peak hour)?

I still have my original concern (emailed to you in May) about the destruction of the natural setting.

Sincerely,

Karen Gudmundsson
360-972-5597

Exhibit 7i.

Alex Baruch

From: Alex Baruch
Sent: Monday, September 14, 2026 3:35 PM
To: Dave Nicandri
Cc: Leatta Dahlhoff
Subject: RE: SEPA Review 5th Avenue Townhomes TUM-26-0115

Good afternoon Dave,

I hope you are doing well. Thank you for your detailed comments and for taking the time to review the recently released project documents. I understand your concerns regarding traffic, pedestrian safety, and the existing conditions along S 5th Avenue and the surrounding streets.

Regarding the 25 percent traffic threshold, the applicable standard in TMC 15.48.060 is based on whether a development generates 25 percent or more of the peak-hour traffic through a signalized intersection **or** through the critical movement at an unsignalized intersection. For an unsignalized intersection such as S 5th Avenue and F Street, the critical movement is westbound F Street to southbound S 5th Avenue, because vehicles making that movement must wait for an acceptable gap in cross traffic.

The project's trip distribution analysis indicates that the development is not expected to add any peak-hour trips to that critical movement. As a result, the project does not meet the 25 percent threshold that would require a traffic impact analysis under TMC 15.48.060.

That does not mean the City has disregarded the existing conditions in this area. The City reviewed the proposed traffic circulation, frontage improvements, and anticipated trip generation as part of the development review. The project is required to provide frontage improvements along its frontage, including pavement widening, curb and gutter, and sidewalk improvements, while maintaining two-way vehicle traffic. Based on the current plans, the narrowest portion of S 5th Avenue would provide approximately 28 feet of pavement, which is sufficient for two 11-foot travel lanes and a 6-foot parking lane.

With respect to traffic and pedestrian safety, the City also reviewed the available collision history. There have been no reported collisions where S 5th Avenue turns into E Street in the past five years. The project is anticipated to add approximately two trips through this area during the peak hour. While any increase in traffic warrants consideration, the available data does not indicate that the project would create a significant new safety concern at this location.

I also understand your broader concern regarding incomplete sidewalks and other existing deficiencies in the Tumwater Hill area. Those are legitimate long-standing infrastructure issues, but they are not conditions created by this particular development. The improvements required of a development must be proportional to its size and impacts. The City has been addressing these broader deficiencies through its capital improvement efforts and will continue to do so as funding allows.

Finally, regarding the earlier site configuration, the previous proposal contemplated 16 units, compared with 11 units in the current proposal. Although that configuration included an internal roadway and a potential connection to E Street, an internal roadway that did not connect to another City street would not have changed the basic traffic pattern when compared to the 11 unit configuration.

I appreciate your concerns and your willingness to engage with the City’s review process. The City’s review is based on the applicable development regulations, adopted traffic standards, and the project-specific information

available to us. While those standards do not allow the City to require improvements unrelated or disproportionate to the impacts of a particular development, we recognize the importance of considering how new development fits within the existing conditions of the surrounding neighborhood.

Sincerely,

Alex Baruch | **he/him**
Senior Planner, Community Development
City of Tumwater
555 Israel Rd SW | Tumwater, WA 98501
(360) 754-4180 | ABaruch@ci.tumwater.wa.us
www.ci.tumwater.wa.us

From: Dave Nicandri <nicandri@comcast.net>
Sent: Monday, August 31, 2026 3:08 PM
To: Alex Baruch <ABaruch@ci.tumwater.wa.us>
Cc: Leatta Dahlhoff <LDahlhoff@ci.tumwater.wa.us>
Subject: SEPA Review 5th Avenue Townhomes TUM-26-0115

Dear Alex:

I am in receipt of the set of documents recently released relative to the above named project. I was dismayed to see, in reviewing the material, that little if anything has been done by the applicant (or the city) in consideration of the formidable negative reaction to the project by the neighborhood. In fact, tragically from my perspective, the compendium included a potential layout of lots on the subject property that must have been an earlier iteration of the project used by one of the developer's sub-consultants. This design would have been far preferable to the one we now face, even though it entailed three more lots. I will return to this matter in due course.

My focus, as it has been from the beginning, and notwithstanding other concerns that my neighbors may raise, is the short-sighted nature of traffic planning associated with this project. With your help, after viewing a host of Hearing Examiners sessions, you may recall, I inquired into what traffic analysis had been done prior to the city giving the green light to the current proposal. Through your good office I received a message from Jared Crews, Development Review Lead for the City.

In this message (dated 6/23/26), Mr. Crews stipulated that the city employs two forms of analysis for such situations. The "more in depth analysis, required when a project is predicted to generate more than 50 trips during the peak hour of traffic (typically 8 to 9 AM or 5 to 6 PM), or is predicted to increase traffic at an intersection by 25%. [emphasis added] Obviously it has been been some time since we have had a project large enough to generate 50 new trips in the vicinity your are interested in." Thereby, my concern was dismissed.

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In the foregoing I emphasized the salience of 5th and F because the natural flow of existing neighborhood traffic is to the south, toward the Linwood east-west axis, but the argument applies equally to the intersection of 5th and E. The new set of documents seem to make no allowance for the fact that the intersection of 5th and E is a blind, negative camber turn, without sidewalks on either side. Nor will there be as a consequence of the new development. Worse, whereas the west side of 5th between E and F will be brought up to modern road standards, only the southern half of the east side will correspond to the standard of new construction across the street. That is to say, as things now stand, only the southern half 5th Avenue SW, between E and F, will be built to standard, but now with multiples of additional traffic. Any overflow on-street parking attendant upon the residents of the 5 or 6 most northern of the new town homes will necessarily be parking on the north end of 5th Avenue that will be subject to to increased traffic on a sub-standard street width.

Nor are things much better in the opposite direction. The new roundabout sequence on Linwood, because of the way in constrains access to 3rd and 4th Avenues, drives current traffic levels, to say nothing of the new townhome traffic, toward the 5th Avenue corridor. This is a street, I assert with confidence, so steep that the city would never allow such a grade to be built anew. It has no sidewalks for blocks on a natural pathway for children walking to and from Michael T. Simmons Elementary School. Yet, we are to believe that these topographic and other idiosyncrasies are not worthy of full traffic analysis. This is a major failure of the developer's and city's SEPA review.

Two last thoughts. The developer"s first intentions were more conducive to neighborhood residential and traffic patterns. As the SEPA packet discloses, the original plan was to extend E Street westward to a point where it could intersect with new a dead-end collector/distribution street running north and south interior to the property. This would have made better use of the property by allowing the creation of view lots on the upper or west side of the property and obviated the problematic traffic congestion problems on 5th that I adumbrated above.

Lastly, I have the nagging feeling that the city's review of this project has taken the narrowest perspective possible, merely checking off standards in the city's code, without precious regard given to the actual topography in question.

Sincerely,

David L. Nicandri

Exhibit 7j.

Alex Baruch

From: Alex Baruch
Sent: Monday, September 14, 2026 4:05 PM
To: 'Karen Drimay'
Subject: RE: Feedback on SEPA Determination - 5th Avenue Townhomes - TUM-26-0115

Hi Karen,

I hope you are doing well. Thank you for your detailed comments and for taking the time to review the recently released project documents.

Regarding density, the number of units permitted on the property is regulated by the Tumwater Municipal Code (TMC). Last December, the City updated the TMC to comply with statewide housing requirements and Thurston County's housing allocation projections as a part of the Comprehensive Plan update. These changes increased densities in certain residential zone districts and expanded the types of housing that may be developed in those districts, including duplexes, triplexes, quadplexes, and townhomes.

The property is currently zoned Low Density Residential, which requires a density of 6–9 dwelling units per acre under TMC 18.12.050. Density is calculated using the property's net developable acreage, which is the total acreage less applicable critical areas and right-of-way dedications.

The property is approximately 1.69 acres. There are no critical areas requiring a reduction in the developable acreage, and approximately 0.02 acres is proposed for right-of-way dedication. This results in approximately 1.67 acres of net developable acreage.
At the minimum required density:

1.67 acres × 6 dwelling units/acre = 10.02 dwelling units

The applicable density calculation requires the resulting fractional unit to be rounded up to the next whole dwelling unit. Therefore, 11 units is the minimum number of units that could be approved based on the current zoning and the project's net developable acreage. The developer could propose more than 11 units, up to the maximum density allowed by the zoning.

At the maximum density:
1.67 acres × 9 dwelling units/acre = 15.03 dwelling units

That calculation results in a maximum of 15 dwelling units.

It is also worth noting that the change in density requirements did not, by itself, result in a substantially higher number of units being required on this property. Under the previous zoning, the property was subject to a density range of 6–8 dwelling units per acre. Thus, a development of a similar number of units could have been permitted under the previous zoning as well. The recent code changes did, however, expand the types of residential housing that can be developed in this zone, including townhomes.

Regarding trip generation, the 6 PM peak-hour trips identified in the trip-generation letter are not intended to represent the total number of vehicles associated with the development. They represent the number of new vehicle trips expected to occur during the peak hour.

Trip generation for development projects is calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, which is the standard methodology used to estimate traffic generated by different land uses. For this proposed 11-unit townhome development, the ITE methodology estimates approximately 6 new trips during the weekday PM peak hour.

The distinction between vehicles and trips is important. Even if each of the 11 dwelling units had two vehicles, that would not mean that all 22 vehicles would be entering or leaving the development during the same peak hour. A "trip" represents a vehicle movement to or from the development, and those movements occur throughout the day. The ITE methodology estimates approximately 61 average daily trips for the development, compared with the 6 trips expected during the PM peak hour.

The peak-hour figure is particularly important for evaluating traffic impacts because transportation systems experience their highest levels of congestion during those periods. It is the peak-hour traffic, rather than the total number of vehicles associated with the development, that is used for the City's evaluation of whether additional traffic analysis is required under the applicable code.

I hope this helps clarify how the density and trip-generation figures in the project documents were determined. I appreciate you taking the time to review the materials and raise these questions, and I hope this information provides some additional context regarding how the City has evaluated the project.

Sincerely,

Alex Baruch | **he/him**
Senior Planner, Community Development
City of Tumwater
555 Israel Rd SW | Tumwater, WA 98501
(360) 754-4180 | ABaruch@ci.tumwater.wa.us
www.ci.tumwater.wa.us

From: Karen Drimay <karen.drimay.360@gmail.com>
Sent: Thursday, September 10, 2026 9:32 AM
To: Alex Baruch <ABaruch@ci.tumwater.wa.us>
Subject: Feedback on SEPA Determination - 5th Avenue Townhomes - TUM-26-0115

To Alex Baruch,

I live in the Old Tumwater Hill neighborhood. My neighbor and I went over the updated documents linked-to in the email sent to us by Jessica Lee on August 27 (2026) – "SEPA Determination - 5th Avenue Townhomes - TUM-26-0115."

I have two qualms:

1. Density requirements
2. Trip generation (21-132 Trip-Gen ltr 04-07-2026.pdf)

Housing Demand

My question is: Do the new regulations **require?** or **allow?** the developer to build 11 units on the 5th Avenue parcel. Can the developer be allowed to build fewer units? What is causing them to build so many units?

I asked about the density requirements when we had our street meeting with Mayor Dahlhoff, but I'm not sure I got an answer. I think someone was going to check into it. Apparently the City of Tumwater has adopted some statewide guidelines for housing density. The mayor told us that the city has a target for new homes to be added.

However, a recent article in The JOLT suggested that there is an increase in available homes for sale in Thurston County now.

> **Active residential, condo listings heat up in Thurston County**
> Posted Wednesday, September 2, 2026 3:30 pm
> https://www.thejoltnews.com/stories/hold-active-listings-heat-up-in-thurston-county-housing-market,31377?

In the Old Tumwater Hill neighborhood, there are currently 5 houses for sale (with another across the street from me going on the market soon), and 3 empty lots for sale—within a few blocks of the 5th Avenue parcel under discussion.

Traffic

The Trip-Gen report says: "The development is anticipated to generate 6 new weekday PM peak-hour trips." That doesn't seem right. The development is for 11 new dwellings, allowing for 2 cars per dwelling (equaling 22 additional cars) at the top of the 5th Avenue hill). Maybe there is some engineering math that I don't understand. How can 22 additional cars add only 6 new trips (even accounting for the peak hour)?

I still have my original concern (emailed to you in May) about the destruction of the natural setting.

Sincerely,

Karen Gudmundsson
360-972-5597

Exhibit 7k.

Alex Baruch

From: Alex Baruch
Sent: Monday, September 14, 2026 5:24 PM
To: 'Teri Buccarelli'
Subject: RE: 5th Ave Townhome project

Hi Teri,

I hope you are doing well. Thank you for taking the time to review the SEPA materials and for sharing your concerns regarding the project.
State requirements under SEPA establish specific standards for when an Environmental Impact Statement (EIS) is required. An EIS is generally required when the lead agency determines that a proposal is likely to have significant adverse environmental impacts that cannot be adequately addressed through mitigation. Following its review of the proposal and the environmental information provided, the City determined that the project would not result in significant adverse environmental impacts and issued a Determination of Non-Significance (DNS).

The DNS does not mean that the City determined there would be no environmental impacts from the project. Rather, it means the City determined that the anticipated impacts would not rise to the level of significance requiring an EIS under SEPA.

As it relates to your questions about the responses within the SEPA checklist:

1. Earth, f., page 6: The referenced “off-site flows” relate to the normal movement of stormwater during rain events. The project is required to address stormwater generated by the development and associated frontage improvements. Under the proposed design, stormwater from the street improvements and the development, including roof runoff, will be collected and conveyed through the project's stormwater system. The system will be designed to control and manage the stormwater in accordance with the City's applicable stormwater requirements and will be maintained by the homeowners association.

The purpose of these requirements is to prevent the development from creating or worsening drainage and erosion problems on adjacent properties as there is a requirement to collect and infiltrate stormwater on the project property.

14. Transportation, e., page 14: Trip generation for development projects is calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, which is the standard methodology used to estimate traffic generated by different land uses. For this proposed 11-unit townhome development, the ITE methodology estimates approximately 6 new trips during the weekday PM peak hour.

The distinction between vehicles and trips is important. Even if each of the 11 dwelling units had two vehicles, that would not mean that all 22 vehicles would be entering or leaving the development during the same peak hour. A “trip” represents a vehicle movement to or from the development, and those movements occur throughout the day. The ITE methodology estimates approximately 61 average daily trips for the development, compared with the 6 trips expected during the PM peak hour.

The peak-hour figure is particularly important for evaluating traffic impacts because transportation systems experience their highest levels of congestion during those periods. The City uses the peak-hour traffic projections, rather than the total number of vehicles associated with the development, when evaluating whether additional traffic analysis is required under the applicable code.

I also understand your concerns regarding the existing road conditions, pedestrian safety, and the character of the surrounding neighborhood. Those are important considerations in reviewing a development proposal. The City's review considers the applicable zoning, development, transportation, stormwater, and environmental requirements when determining whether a project can proceed and what conditions are necessary to address its impacts. Any improvements or mitigation required as part of the development review must also be proportional to the size and impacts of the proposed development. While the City recognizes that there are existing infrastructure and pedestrian safety deficiencies in the surrounding area, those longstanding conditions are not necessarily impacts created by this particular project and therefore would not automatically warrant requiring the applicant to address them.

I hope this provides some additional context regarding the City's SEPA determination and the information provided in the environmental checklist. I appreciate you taking the time to review the materials and raise these questions.

Sincerely,

Alex Baruch | **he/him**
Senior Planner, Community Development
City of Tumwater
555 Israel Rd SW | Tumwater, WA 98501
(360) 754-4180 | ABaruch@ci.tumwater.wa.us
www.ci.tumwater.wa.us

From: Teri Buccarelli <teribuccarelli@gmail.com>
Sent: Friday, September 11, 2026 2:18 PM
To: Alex Baruch <ABaruch@ci.tumwater.wa.us>
Subject: 5th Ave Townhome project

You don't often get email from teribuccarelli@gmail.com. Learn why this is important

Dear Alex,

After receiving the Determination of Non-significance letter, I was disheartened to find that the Lead Agency determined that there was not enough reason to do an Environmental Impact Statement and that the SEPA, that was filled out by the applicant for this project, who benefits greatly, was all the information that the Lead Agency needed.

From researching what an Environmental Impact Statement is and how important it is to the development public trust, protects public health, prevents environmental harm and ensuring public safety for the neighborhood and other people who use this hill for walking, with or without dogs, joggers, bikers, people training for hiking and general fitness and children playing or walking to and from school.

Why wouldn't anyone not want to have an Environmental Impact Assessment done?

From the SEPA Environmental checklist provided by the applicant there were a couple of sections that, to me, should be looked at:

1. Earth, f. page 6- asked the question "Could erosion occur because of clearing, construction, or use? **The answer was** "Yes, via offsite flows". What exactly does this mean? Is this talking about rainfall from the surrounding land adjacent to this proposed site? If/when erosion occurs, would homeowners, who may have damage caused by this erosion, be compensated by the city who approved this development or the applicant?

14. Transportation, e. page 14- asked the question: How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates? **The answer was** "6 PM peak trips." The applicant neglected to provide how he came to this conclusion. I heard that a 25% increase in traffic was all that this project would generate. For 11 units, with a probability of 2+ drivers, family, friends, and deliveries, it seems that an increase of only 25% extra traffic does not seem adequate.

The streets 4th ave E st to 5th ave, connected by a corner that provides a road that is not adequate in width and does not provide safety for the public with the added vehicle traffic that each home adds to this area. Then there is the hill on 5th street with no sidewalks and narrow roads. Safety should be the #1 priority for any development!

Correct me if I am wrong, to squeeze 11 units along the road, these homes will need to be of a block box type and would not blend in with the surrounding neighborhood and diminish the surrounding area. I did hear that there was another project design that would have been more beneficial to the landscape. Unfortunately, I have not seen it.

I am asking the Lead Agency reconsider requiring an Environmental Impact Statement.

Sincerely,

Teri Buccarelli

421 4th Ave SW

Tumwater, 98512

Email: teribuccarelli@gmail.com

Exhibit 7I.

Alex Baruch

From: Alex Baruch
Sent: Tuesday, September 15, 2026 5:25 PM
To: Nancy
Cc: Leatta Dahlhoff
Subject: RE: SEPA Review 5th Avenue Townhomes. TUM-26-0115

Hi Nancy,

I hope you are doing well. It was a pleasure speaking with you last week. Thank you for taking the time to review the SEPA materials and for sharing your thoughtful concerns and suggestions regarding the project.

I wanted to provide some additional information regarding the traffic anticipated to the development. Trip generation for development projects is calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, which is the standard methodology used to estimate traffic generated by different land uses. For this proposed 11-unit townhome development, the ITE methodology estimates approximately 6 new trips during the weekday PM peak hour.

The distinction between vehicles and trips is important. Even if each of the 11 dwelling units had two vehicles, that would not mean that all 22 vehicles would be entering or leaving the development during the same peak hour. A “trip” represents a vehicle movement to or from the development, and those movements occur throughout the day. The ITE methodology estimates approximately 61 average daily trips for the development, compared with the approximately 6 trips expected during the PM peak hour.

The peak-hour figure is particularly important for evaluating potential traffic impacts because transportation systems generally experience their highest levels of congestion during those periods. The City uses peak-hour traffic projections, along with other applicable transportation criteria, when evaluating whether additional traffic analysis is required under the applicable code. In this case, the project does not meet the threshold requiring additional traffic analysis under the City's code.

I also understand your concerns regarding the existing road conditions, pedestrian safety, and the character of the surrounding neighborhood. Those are important considerations when reviewing a development proposal. The City's review considers the applicable zoning, development guidelines, transportation, stormwater, and environmental requirements when determining whether a project can proceed and what conditions are necessary to address its impacts.

The City also recognizes that there are existing infrastructure and pedestrian safety deficiencies in the surrounding area. However, improvements or mitigation required as part of a particular development must be proportional to the size and impacts of that development. As a result, longstanding infrastructure deficiencies that were not created by the project would not necessarily be improvements that could appropriately be required of this applicant. The City continues to evaluate and pursue opportunities to address broader transportation and pedestrian infrastructure needs through its capital improvement and other planning processes. I have also forwarded your email to the Transportation and Engineering Department for their consideration.

I also appreciate your comments regarding the design of the townhomes and the use of the City's design guidelines. The project will be reviewed for compliance with the applicable design requirements, including provisions intended to address building form, exterior materials, porches, and other architectural features.

I hope this provides some additional context regarding the City's review of the project and the concerns raised in your email. I appreciate you taking the time to review the materials and provide thoughtful suggestions regarding both this project and the broader neighborhood.

Sincerely,

Alex Baruch | **he/him**
Senior Planner, Community Development
City of Tumwater
555 Israel Rd SW | Tumwater, WA 98501
(360) 754-4180 | ABaruch@ci.tumwater.wa.us
www.ci.tumwater.wa.us

From: Nancy Stevenson <nancycstevenson@comcast.net>
Sent: Friday, September 11, 2026 6:46 PM
To: Alex Baruch <ABaruch@ci.tumwater.wa.us>
Cc: Leatta Dahlhoff <LDahlhoff@ci.tumwater.wa.us>
Subject: SEPA Review 5th Avenue Townhomes. TUM-26-0115

Dear Alex:

I understand the need for infill development in existing neighborhoods to address our city's growing need for housing of all types. However, the drive to meet this need should not override the importance of preserving the livability and character as the neighborhood changes.

Old Tumwater Hill is a modest neighborhood of older single-family homes with a couple duplexes in the mix. The streets are steep and the sidewalks are unconnected. The proposed plat for 5th Avenue adds 11 townhomes all in a row along the west side of the street spanning the entire block between E and F street on 5th Avenue. On the east side of the street there are two homes…one hidden behind trees. There are no driveways no garages no cars. The 11 townhomes will be built in what used to be a horse pasture.

Impacts on Pedestrian Safety: With the addition of 22 cars that are not there now the traffic will substantially increase. I think the trip generation report in the DNS document underestimates this increase in traffic. Further, the streets most impacted by this traffic are E and F, which lead to the bus stop on 2nd Avenue and 5th which leads the way to Michael T Simmons Elementary school. The pedestrian infrastructure on these streets is random…one side or the other and not connected.

If the developer is only responsible for sidewalks on the plat property, then I recommend the city address these safety issues and improve pedestrian infrastructure by:

- Plan for and connect existing sidewalks.
- Adding traffic calming features - vegetation triangles on E, F, and 5th Ave.
- Obtain funding for safe routes to school – from 5th to Michael T Simmons
- Possibly use the current right away for F street add a pedestrian trail/ connection to 7th and Barnes.
- Providing covered bus stops on 2nd and 7th.

Maintaining the character of the neighborhood: The townhomes are a different look and feel from the current neighborhood because of the scale, type of housing, the configuration all in a row, as well as the placement on the property*. The intent being to put all the homes on the street and leaving more open space.

While I disagree with all the units being placed on the street because it becomes a visual barrier for residents to see the open space. I'm encourage to learn when we spoke recently that the city will be requiring the developer to use the city's design guidelines. Design options like the use of front porches, angles of the roof, use of siding, gables, so the units are not just a box. These features are fit better into the character of the neighborhood.

Managing the construction phase: As the city oversees the building permit process it's important to recognize our neighborhood's concern over the use of explosives. In constructing water lines, sewer lines, and foundations, blasting should not be relied upon in our neighborhood of predominately older homes. Surrounding houses are too close and there are residents close by with PTSD.

Long term management of the property: As I understand it the plat property both the townhomes and the open space will be managed by a home-owners association ensuring that there will be long- term management plans for the stormwater pond, the prevention of invasive species, and the community garden. While there will be no public access to the open space since it's private property, it's my hope that as the new neighbors get to know current residents, friendships will form and invitations to the open space property will be made.

These are my thoughts and suggestions regarding the city's DNS of the 5th Avenue Townhomes plat proposal.

With Hope and Respect,

Nancy

Nancy Stevenson
420 3rd Ave SW
Tumwater, WA 98512

*Document 8 in the DNS material shows a different configuration and placement of the housing units on the property. I prefer this option even though it has 13 housing units instead of 11. The reason being the units are clustered in two rows with a private road in between… fewer cars on the street … and the south portion of the open space could be seen by nearby residents….it has a more open look and feel.
Unfortunately, as I understand it, this option is no longer available because of a regulation change eliminating private roads in such developments.

Exhibit 7m.

CITY OF TUMWATER

Community Development
555 Israel Road SW
Tumwater, WA 98501-6515
Phone: 360-754-4180

September 16, 2026

Linda Miller
514 E Street SW
Tumwater, WA 98512

RE: Tumwater Hill Townhomes SEPA Determination Comments

Hi Linda,

I hope you are doing well. Thank you for taking the time to review the SEPA materials and for sharing your concerns regarding the project.

The City is required to review development proposals based on the applicable codes and development regulations in effect at the time of review. The documentation submitted for this project, including the materials supporting the SEPA determination, provided the City with sufficient information to evaluate the anticipated impacts and determine that they could be addressed through applicable conditions, including on-site and frontage improvements.

I also want to address your concerns regarding stormwater and the seasonal ponding you have observed on the property. The project is required to address stormwater generated by the development and associated frontage improvements. Under the proposed design, stormwater from the street improvements and the development, including roof runoff, will be collected and conveyed through the project's stormwater system. The system will be designed to control and manage stormwater in accordance with the City's applicable stormwater requirements, including requirements related to collection and infiltration, and will be maintained by the homeowners association.

These requirements are intended to prevent the development from creating or worsening drainage and erosion problems on adjacent properties. The City's review of the proposed stormwater system will consider how stormwater is managed on the site, including the potential effects of runoff from the development and frontage improvements.

Trip generation for development projects is calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, which is the standard methodology used to estimate traffic generated by different land uses. For this proposed 11-unit townhome development, the ITE methodology estimates approximately 6 new trips during the weekday PM peak hour.

Community Development
555 Israel Road SW
Tumwater, WA 98501-6515
Phone: 360-754-4180

The distinction between vehicles and trips is important. Even if each of the 11 dwelling units had two vehicles, that would not mean that all 22 vehicles would be entering or leaving the development during the same peak hour. A “trip” represents a vehicle movement to or from the development, and those movements occur throughout the day. The ITE methodology estimates approximately 61 average daily trips for the development, compared with approximately 6 trips expected during the PM peak hour.

The peak-hour figure is particularly important for evaluating potential traffic impacts because transportation systems generally experience their highest levels of congestion during those periods. The City uses peak-hour traffic projections, along with other applicable transportation criteria, when evaluating whether additional traffic analysis is required under the applicable code. In this case, the project does not meet the threshold requiring additional traffic analysis under the City's code.

I also understand your concerns regarding the existing road conditions and pedestrian safety of the surrounding neighborhood. Those are important considerations when reviewing a development proposal. The City's review considers the applicable zoning, development guidelines, transportation, stormwater, and environmental requirements when determining whether a project can proceed and what conditions are necessary to address its impacts.

The City recognizes that there are existing infrastructure and pedestrian safety deficiencies in the surrounding area. However, improvements or mitigation required as part of a particular development must be proportional to the size and impacts of that development. As a result, longstanding infrastructure deficiencies that were not created by the project would not necessarily be improvements that could appropriately be required of this applicant. The City continues to evaluate and pursue opportunities to address broader transportation and pedestrian infrastructure needs through its capital improvement and other planning processes.

I hope this provides some additional context regarding the City's SEPA determination and the information provided in the environmental checklist. I appreciate you taking the time to review the materials and share your concerns regarding the project and the broader neighborhood.

Sincerely,
Alex Baruch, Planner, City of Tumwater

Exhibit 7n.

Alex Baruch

From: Brinn Marri <bmarri@chehalistribe.org>
Sent: Thursday, September 17, 2026 12:42 PM
To: Alex Baruch
Subject: RE: SEPA Determination - 5th Avenue Townhomes - TUM-26-0115

Good afternoon!

Thank you for sharing this project information! For the future ground disturbance work related to this project, an Inadvertent Discovery Plan (IDP) should be implemented.

Thank you!

Brinn Marri, M.A.
Tribal Historic Preservation Officer (THPO)
Confederated Tribes of the Chehalis Reservation
Oakville, WA
Office: (360) 709-1768
bmarri@chehalistribe.org



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Records, maps, or other information identifying the location and details of archaeological sites, in order to avoid the looting or depredation of such sites, are exempt from public disclosure (RCW 42.56.300).

From: Jessica Lee <JLee@ci.tumwater.wa.us>
Sent: Thursday, August 27, 2026 8:45 AM
Subject: SEPA Determination - 5th Avenue Townhomes - TUM-26-0115

The City of Tumwater has issued the SEPA Determination for the proposed 5th Avenue Townhomes TUM-26-0115 project. Written comments may be submitted to Alex Baruch abaruch@ci.tumwater.wa.us through September 11th 2026.

The Notice of Application is available to view HERE.

If you have any questions or would like additional information, please contact Alex Baruch at 360-754-4180 or abaruch@ci.tumwater.wa.us .

Thank you for your interest in development projects within the City of Tumwater.

Jessica Lee | Administrative Assistant
City of Tumwater Community Development
555 Israel Rd SW | Tumwater, WA 98501
(360) 754-4180
jlee@ci.tumwater.wa.us | www.ci.tumwater.wa.us
Permit Counter Hours - Walk Ins: Monday - Thursday 8 a.m. - 1 p.m. Closed Friday
Appointments: Monday -Thursday 1:30 p.m. - 4:00 p.m.

Exhibit 7o.

Alex Baruch

From: Alex Baruch
Sent: Thursday, September 17, 2026 12:43 PM
To: 'Brinn Marri'
Subject: RE: SEPA Determination - 5th Avenue Townhomes - TUM-26-0115

Thank you Brinn!

We will make sure the inadvertent discovery note is required on the cover sheet of the site development grading permit and the applicant is aware of the requirements.

Sincerely,

Alex Baruch | **he/him**
Senior Planner, Community Development
City of Tumwater
555 Israel Rd SW | Tumwater, WA 98501
(360) 754-4180 | ABaruch@ci.tumwater.wa.us
www.ci.tumwater.wa.us

From: Brinn Marri <bmarri@chehalistribe.org>
Sent: Thursday, September 17, 2026 12:42 PM
To: Alex Baruch <ABaruch@ci.tumwater.wa.us>
Subject: RE: SEPA Determination - 5th Avenue Townhomes - TUM-26-0115

Good afternoon!

Thank you for sharing this project information! For the future ground disturbance work related to this project, an Inadvertent Discovery Plan (IDP) should be implemented.

Thank you!

Brinn Marri, M.A.
Tribal Historic Preservation Officer (THPO)
Confederated Tribes of the Chehalis Reservation
Oakville, WA
Office: (360) 709-1768
bmarri@chehalistribe.org



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From: Jessica Lee <JLee@ci.tumwater.wa.us>
Sent: Thursday, August 27, 2026 8:45 AM
Subject: SEPA Determination - 5th Avenue Townhomes - TUM-26-0115

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The Notice of Application is available to view HERE.

If you have any questions or would like additional information, please contact Alex Baruch at 360-754-4180 or abaruch@ci.tumwater.wa.us .

Thank you for your interest in development projects within the City of Tumwater.

Jessica Lee | Administrative Assistant
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Permit Counter Hours - Walk Ins: Monday - Thursday 8 a.m. - 1 p.m. Closed Friday
Appointments: Monday -Thursday 1:30 p.m. - 4:00 p.m.

Exhibit 7p.

Alex Baruch

From: Nancy Stevenson <nancycstevenson@comcast.net>
Sent: Sunday, September 20, 2026 1:27 PM
To: Alex Baruch
Cc: Leatta Dahlhoff
Subject: Re: SEPA Review 5th Avenue Townhomes. TUM-26-0115

Hi Alex,

My point is the 22 cars that will generate 61 average daily trips. This is a huge increase in traffic on very steep streets — this was not acknowledged in the documentation. This much traffic is a pedestrian safety issue and a parking issue, not necessarily a congestion issue.

At a minimum the city should evaluate putting in traffic calming measures as a result of this project. Currently there's hardly any traffic on E and F streets or 5th but there will be with an additional 61 average daily trips. I understand longstanding infrastructure deficiencies not created by the project - like sidewalks - can't be paid for by the applicant. Yet this isn't an issue today but will be in the future because of the project.

For me it's hard to imagine 11 townhomes fitting on this street between the telephone poles. Assume half of the garages will be filled with stuff, one car parked in the driveway and one car on the street. That would be 11 + 5 =16 cars in this picture along with the 11 townhomes. It's unfortunate in this case that the housing units couldn't be clustered with a private road as in the 2021 proposal...it would have fit into the neighborhood better and kept more cars off the street.


LAND USE ACTION
Public Notice
575

I appreciate being able to comment. Thanks for your time. Best,

Nancy

On Sep 15, 2026, at 5:25 PM, Alex Baruch <ABaruch@ci.tumwater.wa.us> wrote:

Hi Nancy,

I hope you are doing well. It was a pleasure speaking with you last week. Thank you for taking the time to review the SEPA materials and for sharing your thoughtful concerns and suggestions regarding the project.

I wanted to provide some additional information regarding the traffic anticipated to the development. Trip generation for development projects is calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, which is the standard methodology used to estimate traffic generated by different land uses. For this proposed 11-unit townhome development, the ITE methodology estimates approximately 6 new trips during the weekday PM peak hour.

The distinction between vehicles and trips is important. Even if each of the 11 dwelling units had two vehicles, that would not mean that all 22 vehicles would be entering or leaving the development during the same peak hour. A “trip” represents a vehicle movement to or from the development, and those movements occur throughout the day. The ITE methodology estimates approximately 61 average daily trips for the development, compared with the approximately 6 trips expected during the PM peak hour.

The peak-hour figure is particularly important for evaluating potential traffic impacts because transportation systems generally experience their highest levels of congestion during those periods. The City uses peak-hour traffic projections, along with other applicable transportation criteria, when evaluating whether additional traffic analysis is required under the applicable code. In this case, the project does not meet the threshold requiring additional traffic analysis under the City's code.

I also understand your concerns regarding the existing road conditions, pedestrian safety, and the character of the surrounding neighborhood. Those are important considerations when reviewing a development proposal. The City's review considers the applicable zoning, development guidelines, transportation, stormwater, and environmental requirements when determining whether a project can proceed and what conditions are necessary to address its impacts.

The City also recognizes that there are existing infrastructure and pedestrian safety deficiencies in the surrounding area. However, improvements or mitigation required as part of a particular development must be proportional to the size and impacts of that development. As a result, longstanding infrastructure deficiencies that were not created by the project would not necessarily be improvements that could appropriately be required of this applicant. The City continues to evaluate and pursue opportunities to address broader transportation and pedestrian infrastructure needs through its capital improvement and

other planning processes. I have also forwarded your email to the Transportation and Engineering Department for their consideration.

I also appreciate your comments regarding the design of the townhomes and the use of the City's design guidelines. The project will be reviewed for compliance with the applicable design requirements, including provisions intended to address building form, exterior materials, porches, and other architectural features.

I hope this provides some additional context regarding the City's review of the project and the concerns raised in your email. I appreciate you taking the time to review the materials and provide thoughtful suggestions regarding both this project and the broader neighborhood.

Sincerely,

Alex Baruch | **he/him**
Senior Planner, Community Development
City of Tumwater
555 Israel Rd SW | Tumwater, WA 98501
(360) 754-4180 | ABaruch@ci.tumwater.wa.us
www.ci.tumwater.wa.us

From: Nancy Stevenson <nancycstevenson@comcast.net>
Sent: Friday, September 11, 2026 6:46 PM
To: Alex Baruch <ABaruch@ci.tumwater.wa.us>
Cc: Leatta Dahlhoff <LDahlhoff@ci.tumwater.wa.us>
Subject: SEPA Review 5th Avenue Townhomes. TUM-26-0115

Dear Alex:

I understand the need for infill development in existing neighborhoods to address our city's growing need for housing of all types. However, the drive to meet this need should not override the importance of preserving the livability and character as the neighborhood changes.

Old Tumwater Hill is a modest neighborhood of older single-family homes with a couple duplexes in the mix. The streets are steep and the sidewalks are unconnected. The proposed plat for 5th Avenue adds 11 townhomes all in a row along the west side of the street spanning the entire block between E and F street on 5th Avenue. On the east side of the street there are two homes…one hidden behind trees. There are no driveways no garages no cars. The 11 townhomes will be built in what used to be a horse pasture.

Impacts on Pedestrian Safety: With the addition of 22 cars that are not there now the traffic will substantially increase. I think the trip generation report in the DNS document underestimates this increase in traffic. Further, the streets most impacted by this traffic are E and F, which lead to the bus stop on 2nd Avenue and

5th which leads the way to Michael T Simmons Elementary school. The pedestrian infrastructure on these streets is random…one side or the other and not connected.

If the developer is only responsible for sidewalks on the plat property, then the city needs to address these safety issues and improve pedestrian infrastructure by:

- Plan for and connect existing sidewalks.
- Adding traffic calming features - vegetation triangles on E, F, and 5th Ave.
- Obtain funding for safe routes to school – from 5th to Michael T Simmons
- Possibly use the current right away for F street add a pedestrian trail/ connection to 7th and Barnes.
- Providing covered bus stops on 2nd and 7th.

Maintaining the character of the neighborhood: The townhomes are a different look and feel from the current neighborhood because of the scale, type of housing, the configuration all in a row, as well as the placement on the property*. The intent being to put all the homes on the street and leaving more open space.

While I disagree with all the units being placed on the street because it becomes a visual barrier for residents to see the open space. I'm encourage to learn when we spoke recently that the city will be requiring the developer to use the city's design guidelines. Design options like the use of front porches, angles of the roof, use of siding, gables, so the units are not just a box. These features are fit better into the character of the neighborhood.

Managing the construction phase: As the city oversees the building permit process it's important to recognize our neighborhood's concern over the use of explosives. In constructing water lines, sewer lines, and foundations, blasting should not be relied upon in our neighborhood of predominately older homes. Surrounding houses are too close and there are residents close by with PTSD.

Long term management of the property: As I understand it the plat property both the townhomes and the open space will be managed by a home-owners association ensuring that there will be long- term management plans for the stormwater pond, the prevention of invasive species, and the community garden. While there will be no public access to the open space since it's private property, it's my hope that as the new neighbors get to know current residents, friendships will form and invitations to the open space property will be made.

These are my thoughts and suggestions regarding the city's DNS of the 5th Avenue Townhomes plat proposal.

With Hope and Respect,

Nancy

Nancy Stevenson
420 3rd Ave SW
Tumwater, WA 98512

*Document 8 in the DNS material shows a different configuration and placement of the housing units on the property. I prefer this option even though it has 13 housing units instead of 11. The reason being the units are clustered in two rows with a private road in between… fewer cars on the street … and the south portion of the open space could be seen by nearby residents….it has a more open look and feel. Unfortunately, as I understand it, this option is no longer available because of a regulation change eliminating private roads in such developments.

Exhibit 7q.

Alex Baruch

From: Alex Baruch
Sent: Monday, September 21, 2026 4:46 PM
To: 'Nancy Stevenson'
Cc: Leatta Dahlhoff
Subject: RE: SEPA Review 5th Avenue Townhomes. TUM-26-0115

Hi Nancy,

I appreciate the comment and will make sure it is included in the record and passed along to city staff and the applicant.

Sincerely,

Alex Baruch | **he/him**
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From: Nancy Stevenson <nancycstevenson@comcast.net>
Sent: Sunday, September 20, 2026 1:27 PM
To: Alex Baruch <ABaruch@ci.tumwater.wa.us>
Cc: Leatta Dahlhoff <LDahlhoff@ci.tumwater.wa.us>
Subject: Re: SEPA Review 5th Avenue Townhomes. TUM-26-0115

Hi Alex,

My point is the 22 cars that will generate 61 average daily trips. This is a huge increase in traffic on very steep streets — this was not acknowledged in the documentation. This much traffic is a pedestrian safety issue and a parking issue, not necessarily a congestion issue.

At a minimum the city should evaluate putting in traffic calming measures as a result of this project. Currently there's hardly any traffic on E and F streets or 5th but there will be with an additional 61 average daily trips. I understand longstanding infrastructure deficiencies not created by the project - like sidewalks - can't be paid for by the applicant. Yet this isn't an issue today but will be in the future because of the project.

For me it's hard to imagine 11 townhomes fitting on this street between the telephone poles. Assume half of the garages will be filled with stuff, one car parked in the driveway and one car on the street. That would be 11 + 5 =16 cars in this picture along with the 11 townhomes. It's unfortunate in this case that the housing units couldn't be clustered with a private road as in the 2021 proposal…it would have fit into the neighborhood better and kept more cars off the street.


LAND USE ACTION
Public Notice
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I appreciate being able to comment. Thanks for your time. Best,

Nancy

> On Sep 15, 2026, at 5:25 PM, Alex Baruch <ABaruch@ci.tumwater.wa.us> wrote:
>
> Hi Nancy,
>
> I hope you are doing well. It was a pleasure speaking with you last week. Thank you for taking the time to review the SEPA materials and for sharing your thoughtful concerns and suggestions regarding the project.
>
> I wanted to provide some additional information regarding the traffic anticipated to the development. Trip generation for development projects is calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, which is the standard methodology used to estimate traffic generated by different land uses. For this proposed 11-unit townhome development, the ITE methodology estimates approximately 6 new trips during the weekday PM peak hour.
>
> The distinction between vehicles and trips is important. Even if each of the 11 dwelling units had two vehicles, that would not mean that all 22 vehicles would be entering or leaving the development during the same peak hour. A “trip” represents a vehicle movement to or from the development, and those movements occur throughout the day. The ITE methodology estimates approximately 61 average daily trips for the development, compared with the approximately 6 trips expected during the PM peak hour.
>
> The peak-hour figure is particularly important for evaluating potential traffic impacts because transportation systems generally experience their highest levels of congestion during those periods. The City uses peak-hour traffic projections, along with other applicable transportation criteria, when evaluating whether additional traffic analysis is required under the applicable code. In this case, the project does not meet the threshold requiring additional traffic analysis under the City's code.
>
> I also understand your concerns regarding the existing road conditions, pedestrian safety, and the character of the surrounding neighborhood. Those are important considerations when reviewing a development proposal. The City's review considers the applicable zoning, development guidelines, transportation, stormwater, and environmental requirements when determining whether a project can proceed and what conditions are necessary to address its impacts.
>
> The City also recognizes that there are existing infrastructure and pedestrian safety deficiencies in the surrounding area. However, improvements or mitigation required as part of a particular development must be proportional to the size and impacts of that development. As a result, longstanding infrastructure deficiencies that were not created by the project would not necessarily be improvements that could appropriately be required of this applicant. The City continues to evaluate and pursue opportunities to address broader transportation and pedestrian infrastructure needs through its capital improvement and

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