



CITY OF  
**TUMWATER**

**CITY COUNCIL WORK SESSION  
MEETING AGENDA**

**Online via Zoom and In Person at  
Tumwater City Hall, Council Chambers,  
555 Israel Rd. SW, Tumwater, WA 98501**

**Tuesday, July 22, 2025  
6:00 PM**

1. Call to Order
2. Roll Call
3. 2025 Comprehensive Plan Periodic Update – Climate Element (Water Resources & Sustainability Department)
4. Mayor/Council Working Dynamics Report (Executive Department)
5. Mayor/City Administrator's Report
6. Adjourn

**Meeting Information**

The public are welcome to attend in person, by telephone or online via Zoom.

**Watch Online**

<https://us02web.zoom.us/j/86277665961?pwd=fJg89xmi6PSfryALmYzaeR24bRagCD.1>

**Listen by Telephone**

Call (253) 215-8782, listen for the prompts and enter the Webinar ID 862 7766 5961 and Passcode 148125.

**Public Comment**

The public may submit comments by sending an email to [council@ci.tumwater.wa.us](mailto:council@ci.tumwater.wa.us), no later than 4:00 p.m. the day of the meeting. Comments are submitted directly to the Councilmembers and will not be read individually into the record of the meeting.

**Post Meeting**

Video of this meeting will be recorded and posted on our City Meeting page: <https://tumwater-wa.municodemeetings.com>.

**Accommodations**

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TO: City Council  
FROM: Alyssa Jones Wood, Sustainability Manager  
DATE: July 22, 2025  
SUBJECT: 2025 Comprehensive Plan Periodic Update – Climate Element

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1) Recommended Action:

This is a discussion item about the new Climate Element for the 2025 Comprehensive Plan periodic update.

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2) Background:

On a ten-year cycle, the City is required to conduct a Growth Management Act periodic update of its Comprehensive Plan and related development regulations.

The updated Comprehensive Plan will address diversity, equity, and inclusion throughout the Plan. [2025 Comprehensive Plan Update | City of Tumwater, WA](#) contains links to guidance materials and information about the update.

The intent of this work session item is to gather feedback from the City Council on meeting state requirements, public feedback received and incorporated into the draft Climate Element, and draft implementation action prioritization.

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3) Policy Support:

City Council Strategic Priorities and Council Goals 2025 - 2026

- Be a leader in Environmental Health and Sustainability
    - Outreach the community on the benefits of environmentally sustainable practices, community involvement, and highlight local career pathways.
    - Assess climate change vulnerabilities of City infrastructure and resources.
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4) Alternatives:

None.

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5) Fiscal Notes:

The City was awarded grant funding from the Washington Department of Commerce in the amount of \$420,000 towards the development of the Climate Element. \$320,000 was allocated for the development of the Climate Element and an additional \$100,000 of the grant award was allocated towards creating a bicycle and pedestrian plan in the Transportation Plan which meets state requirements related to climate.

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6) Attachments:

- A. Staff Report
- B. Presentation
- A. Climate Element, Part 1 – Goals, Policies, and Implementation Actions
- C. Register of Comments
- D. Open House Notes

# STAFF REPORT



Date: July 22, 2025  
To: City Council  
From: Alyssa Jones Wood, Sustainability Manager

## 2025 Comprehensive Plan Update – Climate Element

On a ten-year cycle, the City is required to conduct a Growth Management Act periodic update of its Comprehensive Plan and related development regulations. By December 31, 2025, the City is required to develop a new Climate Element as part of the periodic update.

The intent of this agenda item before the City Council is to recap state requirements, discuss how staff received and incorporated public feedback, and discuss action prioritization as suggested by the Climate Advisory Policy Team (CPAT).

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### 1. State Requirements

On May 3, 2023, Governor Inslee signed into law HB 1181, which added a new climate change and resiliency goal to the Growth Management Act. The City will need to adopt a new Climate

Element as part of 2025 Comprehensive Plan periodic update by December 31, 2025, to meet the state deadline.

The legislation includes the following key changes:

- Adds as climate mitigation sub-element to address greenhouse gas emissions reduction as part of a Climate Element that is mandatory for the City and would require actions to reduce overall greenhouse gas emissions and vehicle miles traveled.
- Requires that the City use 2022 as their emissions baseline year and set incremental targets that lead to achieving net zero emissions in 2050, consistent with Washington's statewide target.
- Adds a climate resilience sub-element as part of a Climate Element that is mandatory for the City.
- Requires consideration of environmental justice as part of the development of a Climate Element to avoid worsening environmental health disparities.

The new state legislation also requires that the Climate Element must:

- Prioritize greenhouse gas reductions in overburdened communities.
- Prioritize climate resilience in communities that will disproportionately suffer from compounding environmental impacts.

In addition, HB 1181 requires that as part of the required Comprehensive Plan periodic update process that:

- The Land Use Element avoids worsening environmental health disparities.
- The Transportation Plan ensures multimodal levels achieve environmental justice goals.

### A. Growth Management Act – Climate Change and Resiliency Goal

The state Growth Management Act (Chapter 36.70A RCW) requires that the City demonstrate that each Element in its Comprehensive Plan meets the relevant fifteen planning goals contained within the Act. The fifteen goals guide the development and adoption of the City's Comprehensive Plan and development regulations.

The following is a summary of how the new Climate Element will need to meet the goal related to climate change and resiliency. The state legislature added this goal in 2023.

14. ***Climate change and resiliency.*** *Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.*

The Conservation, Land Use, and Transportation Elements of the Comprehensive Plan will need to address this as a new goal in coordination with the new Climate Element. A new overarching Comprehensive Plan goal will address increasing climate resiliency by promoting sustainability, reducing pollution, promoting health habitats, and supporting clean air and water.

## B. Sub-Elements

The Climate Element will need to incorporate two sub-elements: climate mitigation, which addresses greenhouse gas reduction, and climate resilience.

### 1) Greenhouse Gas Reduction Sub-Element

Climate mitigation addresses greenhouse gas emission reductions that involve actions taken to reduce or eliminate the emissions of greenhouse gases to reduce the rate and extent of climate change damage.

Greenhouse gases (GHG) include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and any other gas or gases designated by the State Department of Ecology.

Increasing emissions of carbon dioxide and other greenhouse gases are changing the City's climate in ways that will impact both human and natural systems. In general, we can expect to experience hotter, drier summers and warmer, wetter winters. These changes are anticipated to worsen existing hazards—like floods, landslides, and wildfires—and introduce new threats—like invasive plants, insects, and infectious diseases.

To ensure that the City significantly reduces local contributions to climate change, the Thurston Regional Planning Council, Thurston County, and the cities of Lacey, Olympia, and Tumwater adopted the following greenhouse gas emissions reduction targets in 2021 as part of the Thurston Climate Mitigation Plan (TCMP):

- Forty-five percent reduction below 2015 levels by 2030; and
- Eighty-five percent below 2015 levels by 2050.

The City adopted the Thurston Climate Mitigation Plan in 2021, the actions of which will be updated and incorporated into the climate mitigation sub-element of the City's new Climate Element. Note that the Plan's goals and baseline are not consistent with the new statewide requirements for a 2022 baseline year and net-zero by 2050 goal.

The figure below is from the Thurston County 2022 GHG Emissions Inventory by the Department of Commerce and shows current GHG emissions and the breakdown of GHG emissions by sector.

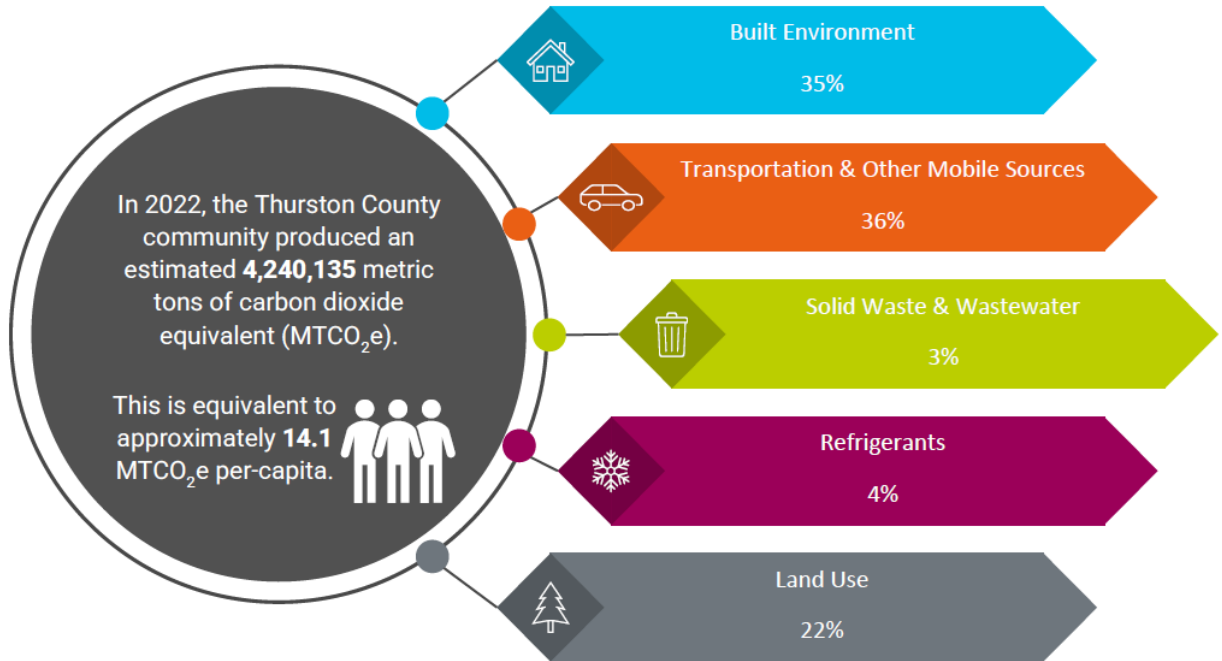


Figure 1. 2022 Emissions by Sector

This inventory is consistent with the inventories completed by the Thurston Climate Mitigation Collaborative in that the two largest emitting sectors are the built environment and transportation. As such, the bulk of our focus in the GHG Reduction Sub-Element is made up of goals and policies that address these emission sources.

The Department of Commerce has identified the following three pathways to meet the new state requirement for a climate mitigation sub-element.

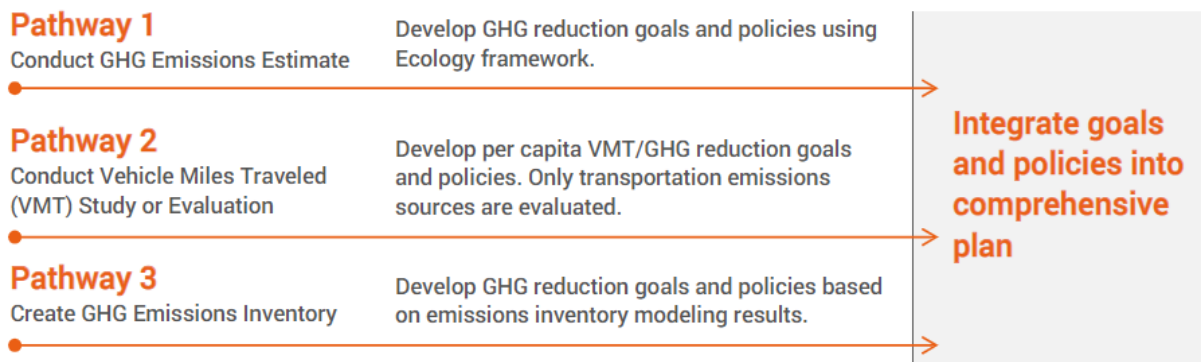


Figure 2. Pathway summary for GHG sub-element.

Staff pursued pathway one and supplement the Tumwater GHG estimate with the 2022 Thurston County GHG Emissions Inventory provided by the Department of Commerce. Department of Commerce staff have confirmed that this method is acceptable for meeting requirements.

## 2) Climate Resilience Sub-Element

RCW 70A.65.010 defines climate resilience as:

*“...the ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities. For natural systems, increasing climate resilience involves restoring and increasing the health, function, and integrity of our ecosystems and improving their ability to absorb and recover from climate-affected disturbances. For communities, increasing climate resilience means enhancing their ability to understand, prevent, adapt, and recover from climate impacts to people and infrastructure.”*

The Department of Commerce has identified the following five step process to meet the new state requirement for a climate resilience sub-element.



Figure 3. Steps and pathways to integrate resilience into Comprehensive Plan.

The Department of Commerce developed and recommended a workbook to follow the steps shown above. When completing Step 2, our consultants audited 107 plans and policies and conducted a gap analysis. Our consultant then utilized the Climate Impacts Workgroup’s Climate Mapping for a Resilient Washington tool to conduct a basic vulnerability assessment (Step 3). The results from those steps were then utilized to develop new goals and policies that complement the work already done in existing City plans and policies, such as the Thurston Hazards Mitigation Plan City of Tumwater annex (Step 4).

The Department of Commerce also encouraged jurisdictions to include at least one goal and policy for each of the eleven sectors in its resilience sub-element including:

- Agriculture & Food Systems
- Buildings & Energy
- Cultural Resource & Practices
- Economic Development
- Emergency Management
- Health & Well-being
- Ecosystems
- Transportation



- Waste Management
- Water resources
- Zoning & Development.

## 2. Community Outreach Results

### A. Climate Policy Advisory Team (CPAT)

Guidance issued by the Washington State Department of Commerce suggests that jurisdictions assemble a Climate Policy Advisory Team, which is an interdisciplinary group of planners, public works professionals, and community members with a focus on helping to prepare the Climate Element. More specifically, the CPAT is intended to do the following:

- Support the analysis of climate information and provide recommendations on short- and long-term goals;
- Center equity in the creation of policy and the implementation of the Climate Element; and
- Represent stakeholders across the community, particularly communities that are or will be overburdened by the impacts of climate change.

Since established staff review was already established into the project scope and schedule, staff decided to focus on community members in the development of the CPAT. The City issued invitations to interested parties within and outside of the City, aiming to capture a mix of representation from the following groups:

- Government: Local, regional, and Tribal;
- Community groups and organizations (e.g., local businesses, non-profit and community-based organizations, charities, etc.);
- Subject matter experts from colleges, universities, research organizations, and consultants; and
- Affected populations (e.g., Black and Indigenous communities of color, youth and elderly populations, low-income communities, workers and labor unions, disabled and/or immunocompromised individuals, monolingual non-native speakers, etc.).



CPAT members Morris McKellery (top) and Janine Linsey (bottom) at the Climate Element Open House.

The CPAT was assembled in May 2024 with 13 members representing the above groups.

Table 1. CPAT Members and Affiliation

Name	Category	Affiliate Organization, if any
<b>Rachel Childs</b>	Affected populations	Homes First
<b>Anna Stusser</b>	Affected populations	Service Employees International Union*
<b>Taylor Werner</b>	Affected populations	IBEW 46 Rank and File member
<b>Morris McKellery</b>	Affected populations	Tumwater resident, visually impaired
<b>Jessie Simmons</b>	Community groups/organizations	Olympia Master Builders
<b>Lynn Fitz-Hugh</b>	Community groups/organizations	Restoring Earth Connections, Friends of Trees
<b>Graham Clumpner</b>	Affected populations	Tumwater resident, combat veteran
<b>Anthony Levenda</b>	Subject matter expert	Director of the Center for Climate Action and Sustainability at the Evergreen State College
<b>Gordon Wheat</b>	Subject matter expert	Physician, Physicians for Social Responsibility
<b>Bernie Gertje</b>	Subject matter expert	Transportation engineer
<b>Kerri Wilson</b>	Community groups/organizations	Tumwater resident, Intercity Transit Walk N Roll program supervisor
<b>Janine Linsey</b>	Community groups/organizations	Tumwater landlord, Thurston Climate Action Team
<b>Clint Bryson</b>	Affected populations	IBEW 76 Assistant Business Manager

Notes: \*- Had to step down due to capacity issues during the Climate Element process but was involved in the beginning.

The CPAT members provided feedback on each draft of the Climate Element and worked with City staff in small working groups to develop specific policy and implementation action language, as well as review language recommended by the City.

The CPAT directly wrote or requested language for seven of the Climate Element's 69 policies and 30 of the Element's implementation actions. They reviewed, revised, and approved of all other policies and actions.

Members of the CPAT have requested to continue to provide advisory on an as-needed basis to the City of Tumwater as it moves forward with implementing the measures in this Climate Element.

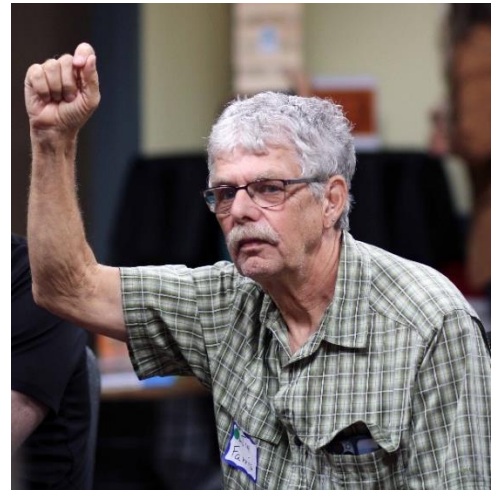
## B. In-Person Open House

On August 14, 2024, a public workshop and open house was held in-person at the ASHHO Cultural Community Center in Tumwater with over 60 community members attending. The open house was advertised extensively by City staff and designed to promote inclusiveness and encourage participation from community members who might not always feel welcome or choose to participate in City-led engagement efforts.

The workshop featured a program with welcome remarks, three rotating table stations for smaller focus groups, group report-outs debriefing learnings and ideas, opportunities to ask questions and provide feedback, and closing remarks for event takeaways and next steps.

### 1) Key Themes

Across all focus groups, participants called for greater collaboration and engagement citywide, as well as a need to identify funding sources and provide financial incentives, safeguards, and subsidies to ensure equitable climate adaptation and mitigation. In addition, the three rotating table stations focused on three primary topic areas where participants could learn about and share their lived experiences and perspectives: (1) GHG emissions reduction strategies, (2) climate hazards and resilience, and (3) local governance and implementation.



Lin Crowley and Jim Farris at the Climate Element Open House

### GHG Emissions Reduction Strategies

- Multimodal Transportation System Improvements: Requested actions ranged from expanding public transit access, enhancing bike accessibility and walkability, reducing car dependence, and increasing electric vehicle (EV) charging capabilities.
- Sustainable Land Use: Participants urged for preservation of green spaces and urban canopies, denser urban development, and elimination of minimum parking requirements.
- Energy: Participants suggested measures that would improve energy efficiency in buildings and encourage renewable energy generation. One participant expressed concern acute over the energy consumption of artificial intelligence (AI) data centers if they were to develop in Tumwater and how that would undermine all efforts.

## Climate Hazards and Resilience

- Equity & Environmental Justice: Building resilience in low-income, historically disadvantaged areas that are disproportionately impacted by climate change.
- Climate Hazards: Actions that will address issues like wildfire smoke, power grid interruptions, and drought.
- Sustainable Practices: Managing water resources for Tumwater's future communities through water conservation methods and integrating and expanding the use of renewable energy sources.
- Urban and Land Use Planning: Improving connectivity, walkability, and bike infrastructure, implementing strategies to increase shade and mitigate urban heat islands, and managing Tumwater's projected population growth and housing needs sustainably and equitably.
- Wise Resource Management: Reducing reliance on resource-intensive industries and promoting and supporting sustainable businesses.

## Local Governance and Implementation

- Building Public Trust: Participants noted some erosion of trust due to previous perceived failures to address community needs by the City in past efforts, particularly highlighting skepticism of long-term residents.
- Improving Communication: Finding ways to continuously and effectively communicate with diverse age groups and demographics, including targeted outreach to youth and underrepresented groups.
- Clarity and Transparency: Present community members with clear cost-benefit analyses of proposed actions and ensure Climate Element development is transparent and accessible.

## C. Online Open House

The City developed a virtual open house featuring an online StoryMap requesting community member comments and questions on various key topics highlighted in the Climate Element. The online open house included the same information and asked the same questions that were presented at the in-person open house.

### 1) Summary of Responses

The City received over 70 responses through its Virtual Open House and StoryMap. Across topic areas, many comments focused on the importance of creating effective regulations to achieve the City's climate goals. Specific comments related to key topics are summarized below.

## Equity

- **Question:**
  - What would you like Tumwater to do to address environmental justice issues and ensure that all residents have equal quality of life both before and after climate disasters?
- **Response Summary:** Respondents shared the importance of programs and incentives that support low-income, young, and elderly populations specifically, ranging from safe active transportation, cooling/heating centers, shade, tree canopy, housing affordability protections, and proactive planning for climate hazards like wildfires.

## Greenhouse Gases

- **Questions:**
  - What is your lived experience with climate change? Does it change seasonally?
  - Have you made any changes to your home or routine due to climate change or its effects?
  - What greenhouse gas mitigation would you like to see improved, enhanced, or created if it does not exist now?
  - Take a look at the committed goals and actions identified in the Thurston Climate Mitigation Plan. Do you feel there are goals and actions missing? Are the goals and actions identified in the TCMP still what the community wants to commit to?
- **Response Summary:** Some respondents shared they have experienced more extreme heat events, experiences with wildfires/smoke, and periods of increased drought. Some respondents added they have added changes to their homes or routines like installing heat pumps, using more air conditioning, transitioning to carbon-free transportation, recycling more, eating plant-based diets, and traveling less to reduce carbon emissions. Respondents shared a variety of ideas for further reducing greenhouse gas emissions, ranging from building electrification, education and outreach, improved EV charging, increased housing density, and active transportation infrastructure.

## Resilience Mapping (Flooding, Heat)

- **Questions:**
  - What has been your experience with extreme heat in Tumwater?
  - Have you had access to all of the resources you needed during an extreme heat event? Is there anything you would like to have available to you in the future?
- **Response Summary:** Respondents shared they have experienced impacts from extreme heat events, with particular emphasis on disproportionate impacts for vulnerable

populations, as well as the need for resources to better withstand future events such as air conditioning units, heat pumps, and cooling shelters.

### **Governance**

- **Questions:**
  - What does a resilient Tumwater look like to you?
  - What do you hope will be true about Tumwater in the future?
  - Are there areas within the city you are most concerned about regarding climate change impacts? If so, what are those areas?
  - How would you like the city to engage with you around climate change?
  - What could the City do to improve your trust in it/them?
  - How would you like to see equity addressed in the Climate Element?
  - What could the City do to improve your trust in it/them?
  - Have you felt distrust or a lack of transparency in any of your interactions with the City?
  - Are there current community equity efforts you know about that can be built upon for climate action?
  - Are there communities in the city you are particularly concerned about regarding climate change impacts? If so, who are those communities?
- **Response Summary:** Respondents shared a variety of perspectives related improved governance efforts in the future, including the importance of safe active and public transportation, protections against flooding, increased density and mixed-use zoning to reduce sprawl, protections for natural resources, clean water, housing affordability, tree canopy, solar panel installations, building electrification, transitioning to electric vehicles, increased City staff engagement with community members on these issues, and an emphasis on supporting vulnerable populations.

### **D. Public Comment**

The City posted a draft of the Climate Element on its website for 30 days between January 2 and January 31, 2025, for public comment. This draft reflected public feedback and ideas submitted to date from a range of stakeholders and community members including city staff, external experts, the South Sound Asian Pacific Islander Coalition, the Thurston Climate Action Team, the Thurston Climate Mitigation Collaborative's Community Advisory Workgroup, and the CPAT made up of community members.

The City's online posting provided the opportunity for all community members and those who spend time in Tumwater to review the draft and share formal feedback for the City to further

improve the document. Community members shared feedback by completing an online feedback form or emailing the Comprehensive Plan team.

## 1) Summary of Responses

The City received 44 responses during the public comment period. These comments focused on a range of topics, summarized below. The City maintained a detailed log of comments, noting its response and the extent to which the comment was appropriate for integration into the final draft.

### Effective Regulation

- Effective Regulation: Respondents shared the importance of streamlined municipal regulation that encourages and incentivizes behavior change.
- Effective Assessment and Monitoring: Respondents noted the value of assessing and comparing the effectiveness of municipal climate investments over time to encourage ongoing iteration and refinement of climate actions.

### GHG Emissions Reduction

- Minimum Levels of Efficiency in Buildings: Respondents underscored the importance of building energy efficiency strategies, including baseline levels of efficiency in rental units, climate-resilient building standards and/or elements (e.g., south-facing roof orientation, cool roofs, living walls), and guidelines for sustainable deconstruction and materials salvage.
- Education and Outreach: Respondents highlighted how effective outreach and education with community members play a key role in emissions reduction.

### Transportation and Mobility

- Improved Cycling Infrastructure: Respondents emphasized how improved cycling paths and trails not only makes traveling without a car easier but provides environmental and health benefits to community members.
- Vehicle Electrification: Respondents shared ideas for encouraging vehicle electrification community-wide, including incentivizing multifamily housing EV charging, EV car-sharing, and EV industry improvements and consumer protections.

### Climate Adaptation and Resilience

- Tree Canopy: Respondents noted the benefits of sustained and increased tree canopy, particularly in canopy-poor areas like parking lots.

- **Conservation:** Respondents underscored the value of accessible natural spaces and wildlife corridors for both community member enjoyment and the health of local ecosystems.
- **Emergency Preparedness:** Respondents shared the importance of emergency preparedness in the face of future climate hazards and the important role of effective fire, water, medical, and land management practices in climate emergencies.

### Land Use

- **15-Minute Neighborhoods:** Respondents shared support for more compact housing and strategic reductions in the need to drive to access amenities, while cautioning against investments that negatively impact the ability for children, elderly people, and people with disabilities to access critical services.

## E. Other Outreach

### 1) Thurston Climate Mitigation Collaborative Community Advisory Workgroup

Early on in the process of developing the Climate Element, city staff engaged the Thurston Climate Mitigation Collaborative's Community Advisory Workgroup for some visioning to guide the Climate Element. The Community Advisory Workgroup was consistently updated about the status of the Climate Element at each of their meetings and was invited to continue participating in the public process.



Figure 4. Thurston Climate Mitigation Collaborative Community Advisory Workgroup values board



### 2) Community Organizations

City staff also reached out to more than sixty local agencies, non-profits, and community-based organizations inviting participation in the development and refinement of the Climate Element. Some responded to this request and either requested meetings or presentations to their organizations. Staff followed through to provide the engagement in the method requested. Comments from those organizations are included in the comment register included in this meeting packet.

City staff also participated in Community Assemblies organized by Thurston Climate Action Team (TCAT), including presenting at one. The notes from these Community Assemblies are still in process with TCAT staff.

### 3) Food Bank and Library Tabling

City staff also tabled multiple times at the Tumwater Mountainview Church satellite location of the Thurston County Food Bank and at the Tumwater Timberland Library. This varies in format from asking questions about what is important to people to asking people to pull actions from a hat and share their reactions or how the action might impact their lives.



City staff tabling efforts

This outreach was especially useful to ensure the goals and policies in the draft Climate Element were interpreted as intended and that the Climate Element would benefit all members of our community. For instance, a number of food bank clients live in campers, vans, or recreational vehicles and pointed out that they were left out of the buildings and energy actions. This was unintentional and because we received this feedback, staff added an action specifically to benefit residents of Tumwater who live in recreational vehicles or at campgrounds. Staff continued to ensure that any feedback requests were posted at local campground bulletin boards.

## F. Incorporating Feedback

Most feedback that was within the City's jurisdiction to carry out and remained aligned with the state requirements of the Climate Element was incorporated. Many comments made about the Climate Element were most appropriate to be incorporated into other Elements, such as Land Use and Transportation, and were done so accordingly. Additionally, some comments made were related to other City planning work, such as the upcoming revision to the Tree and Vegetation Protection Ordinance (TMC 16.08), which will be incorporated into that project.

The comment register shows each comment made, city staff's response, and whether the feedback was incorporated or not.

## 3. Prioritization

Between February and July 2025, the CPAT was asked to define a framework to prioritize the many implementation actions in the draft Climate Element. They created the following categories, into which the draft implementation actions are categorized:

- **High Impact Climate Actions.** CPAT prioritized actions because they will drive the greatest amount of emissions reductions and/or reduce casualties due to climate hazards immediately or in the near term.
- **Easy Wins.** CPAT prioritized actions because they will be easier to accomplish, allowing the Tumwater community to feel motivated by real and visible progress.
- **Futureproofing for Everyone.** CPAT prioritized actions because they will help to untangle potential future conflicts and allow the City to create policies and legislate on the side of climate action.
- **Everyday concerns (equity).** CPAT prioritized action because they create a more equitable and just community immediately or in the near-term, addressing issues of economic injustice and making it possible for Tumwater's community members to access basic needs.
- **Building longevity.** CPAT prioritized action because they create a more equitable, just, and resilient community in the long term but require action now to build that future.

Staff will utilize the draft implementation action list (Appendix A), prioritizing those items prioritized in the list to develop annual work plans that will be approved by the City Council.

## **Appendix A – Guidance**

The State Department of Commerce has provided guidance specific to the periodic update on their Periodic Update webpage.

<https://www.commerce.wa.gov/serving-communities/growth-management/periodic-update/>

[www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics](http://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics)

The State Department of Commerce has a webpage for Climate Element guidance.

<https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/climate-change-2/>

In addition, the Puget Sound Regional Council is conducting a series of workshops on a variety of topics related to the periodic update.

[www.psrc.org/our-work/passport-2044-comprehensive-plan-workshop-series](http://www.psrc.org/our-work/passport-2044-comprehensive-plan-workshop-series)

The Municipal Research Services Center has a Comprehensive Planning webpage as well as webpage addressing the new legislative requirements.

<https://mrsc.org/getdoc/d7964de5-4821-4c4d-8284-488ec30f8605/Comprehensive-Planning.aspx>

[MRSC - New Legislation Related to Climate and the Natural Environment](#)

# 2025 Comprehensive Plan Update Climate Element

*Balancing Nature and Community:  
Tumwater's Path to Sustainable Growth*



**Alyssa Jones-Wood, Sustainability Manager**  
**City Council June 22, 2025**

# Overview

- Recap on State Requirements
- What we heard
- How we incorporated feedback
- Prioritization



# State Requirements – GHG Emission Reduction - 1

- Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing emissions elsewhere in Washington
- Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in Washington



# State Requirements – GHG Emission Reduction - 2

- Prioritize reductions that benefit overburdened communities to maximize the co-benefits of reduced air pollution and environmental justice
- Use 2022 as a baseline year and set incremental targets that lead to achieving net zero emissions in 2050, consistent with Washington’s statewide target



# State Requirements – Resilience Sub-Element - 1

- Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns
- Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration
- Identify, protect, and enhance community resilience to climate impacts, including social, economic, and built-environment factors, which support adaptation to climate impacts consistent with environmental justice





## State Requirements – Resilience Sub-Element - 2

- Equitably enhance the resilience of communities and ecological systems to climate change
- Be consistent with best available science and scientifically credible climate projections and impact scenarios
- Prioritize and benefit overburdened communities that will suffer disproportionately from environmental impacts and climate-exacerbated natural hazards



# What We Heard

- We received more than 240 comments



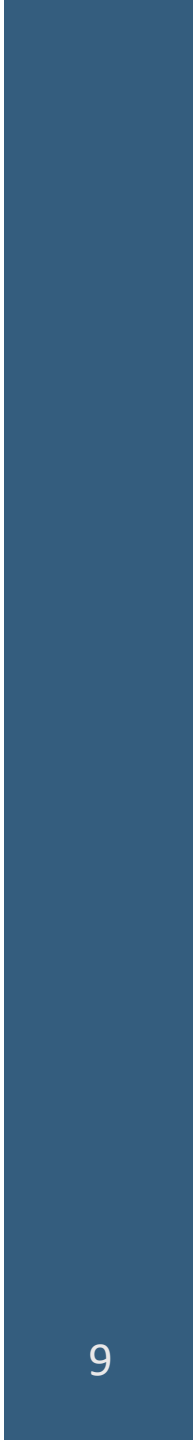
# What We Heard - Themes

- Support for climate action
- Support for active transportation
- Fear that active transportation may be a zero-sum game for cars
- Disagreement on the direction of Tumwater's growth (good vs bad)
  - *We are mandated by the state to accommodate growth.*
- Polarized views on equity
  - *We're required by the state, and Council direction, to incorporate equity*
- Differing opinions on incentives vs mandates
- Emphasis on the need for the City to adapt and build resilience



# Comment Register

Method of receiving feedback	Comment	Author	Staff Response	Feedback incorporated?
Email	<p><b>Buildings &amp; Energy</b>                      Phase out natural gas use in existing publicly owned facilities by [insert target date] and retrofit with electric heat pumps.                      Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience.                      Maximize renewable energy sources for the supply of electricity and heat to new and existing buildings.</p> <p>Install distributed renewable energy generation and battery infrastructure at public facilities to store renewable electricity generated on site and provide emergency power that ensures continuity of operations.</p> <p>Provide overburdened communities subsidies to offset potential cost increases associated with conversion to non-fossil-fuel energy sources.</p> <p><b>Zoning</b>                      Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in floodplain management planning.                      Identify and protect agricultural and forested lands that provide climate resilience benefits from conversion to more developed land use types.                      Consider future climate conditions during siting and design of capital facilities, including changes to temperature, rainfall, and sea level, to help ensure they function as intended over their planned life cycle.</p> <p><b>Ecosystems</b>                      Adopt a forest master plan and implementing ordinances to maintain and expand tree canopy cover, improve tree and watershed health, prioritize carbon sequestration, and build climate resilience.</p> <p><b>Econ</b>                      Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associated with climate mitigation and adaptation.</p>	Mason Rolph Executive Director, Olympia Community Solar	Because of Initiative 2066, we cannot prohibit, penalize, or discourage the use of gas for any form of heating or for any uses related to any appliances or equipment in any building. Policy CL-9.4 intends to expand weatherization. CL-9 and CL-5 seeks to expand renewable energy generation. CL9.2 addresses renewable and battery storage for existing city facilities. Goal CL-10 and CL-13 seek to address considering climate change's impacts in zoning and planning. The City of Tumwater already has an Urban Forestry Management Plan and is in the process of implementing it, including canopy measures. Goal CL-13 addresses the local economy and climate resilience.	✓
Email	<p>I think the "Summer Maximum Temperature" row in Table 2 on p. 22 is supposed to include "increase" after the numbers.</p> <p>Page 22 says, "Although Tumwater is not projected to experience drastic sea level rise in this period..." What does the City expect about the effects of significant high tides on the old Brewery and the adjacent park after the dam is removed and various amounts of sea level rise occur?"</p> <p>The labels for Table 5 and Table 6 have ended up shifted to the next page.</p>	Thad Curtz	Edits made.	✓
Email	CEMP update integration?	Thad Curtz	We will incorporate the Climate Element into the	



# Priorities

**High Impact Climate Actions.** CPAT prioritized actions because they will drive the greatest amount of emissions reductions and/or reduce casualties due to climate hazards immediately or in the near term

**Easy Wins.** CPAT prioritized actions because they will be easier to accomplish, allowing the Tumwater community to feel motivated by real and visible progress

**Futureproofing for Everyone.** CPAT prioritized actions because they will help to untangle potential future conflicts and allow the City to create policies and legislate on the side of climate action



# Priorities

**Everyday concerns (equity).** CPAT prioritized action because they create a more equitable and just community immediately or in the near-term, addressing issues of economic injustice and making it possible for Tumwater's community members to access basic needs

**Building longevity.** CPAT prioritized action because they create a more equitable, just, and resilient community in the long term but require action now to build that future





## Discussion & Questions

# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions

### City of Tumwater 2025 Comprehensive Plan

*Balancing Nature and Community: Tumwater's Path to Sustainable Growth*

**DRAFT VERSION June 27, 2025**

December 2025

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# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions



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### Acronyms and Abbreviations Used in Document

**ASD** – Administrative Services Department.

**CBO** – Community Based Organization.

**CCA** – The [Climate Commitment Act](#) (CCA) (Chapter 310, Laws of 2021) caps and reduces greenhouse gas emissions from Washington’s largest emitting sources and industries, allowing businesses to find the most efficient path to lower carbon emissions. This program works alongside other critical climate laws and policies to help Washington achieve its commitment to reducing greenhouse gas emissions by 95% by 2050. The CCA also puts environmental justice and equity at the center of climate policy, making sure communities that bear the greatest burdens from air pollution today breathe cleaner, healthier air as the state cuts greenhouse gases. Finally, funds from the auction of emission allowances support new investments in climate-resiliency programs, fund clean transportation, and address health disparities across the state.

**CDD** – Tumwater Community Development Department



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

**City** – City of Tumwater

**Commerce** – Washington State Department of Commerce

**County** – Thurston County

**CPAT** – Climate Policy Advisory Team

**DAHPP** – Washington State Department of Archaeology and Historic Preservation

**EDC** – Thurston Economic Development Council

**EV** – Electric Vehicle

**EXD** – Tumwater Executive Department

**Fire & EMS** – Fire and Emergency Medical Services Department.

**FIN** – Tumwater Finance Department

**GHG** – Greenhouse Gas

**LID** – Low Impact Development

**PRFD** – Tumwater Parks, Recreation, & Facilities Department

**RCW** – Revised Code of Washington

**TCAT** – Thurston Climate Action Team

**TED** – Tumwater Transportation & Engineering Department

**TMC** – Tumwater Municipal Code

**Tribes** – Nisqually Indian Tribe, Squaxin Island Tribe, and the Confederated Tribes of the Chehalis Reservation

**TRPC** – Thurston County Regional Planning Council

**UFMP** – Urban Forestry Management Plan

**WRS** – Tumwater Water Resources & Sustainability Department

**WSDOT** – Washington State Department of Transportation

## Key Terms and Definitions

**15-minute neighborhood:** An urban planning concept referring to neighborhoods in cities in which most daily necessities, services, and amenities (e.g., work, education, health care, shopping, recreational



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

opportunities) can be reached by a 15-minute walk, bicycle ride, or public transportation trip. These neighborhoods tend to be relatively walkable and support a greater baseline of residential density.

**Climate:** The “average weather” generally over a period of three decades. Measures of climate include temperature, precipitation, and wind.

**Climate change:** Any significant change in the average climate of a region lasting for decades or longer. Can be measured through substantial changes in temperature, precipitation, or wind. Climate change may result from natural factors and from human activities that change the atmosphere’s composition and land surface.

**Climate refugia:** Areas that continue to resist the impacts of anthropogenic climate change, allowing valued and culturally significant physical, ecological, and socio-cultural resources to continue to survive and even thrive amidst a changing landscape.<sup>1</sup>

**Environmental Justice (EJ):** The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to environmental laws, rules, and policies (RCW) 70A.02.010(8). Environmental justice includes addressing unfair environmental and health impacts in all laws, rules, and policies by:

- prioritizing vulnerable populations and overburdened communities;
- the equitable distribution of resources and benefits; and
- eliminating harm.

**Food Justice:** Assumes consistent access to nutritious, affordable, and culturally relevant food to be a human right that should be secured and protected.

**Frontline Community<sup>2</sup>:** Those communities that experience the effects of climate change “first and worst” while also having significantly lower capacity to adapt and reduced access to resources and political power to respond to those risks. Though not limited to these groups, frontline communities generally include communities of color, Indigenous peoples, and low-income communities. These communities have also not historically had access to City decision making processes.

<sup>1</sup> Morelli, T.L.; Millar, C. 2018. Climate Change Refugia. USDA Forest Service Climate Change Resource Center.

<https://www.fs.usda.gov/ccrc/topics/climate-change-refugia>

<sup>2</sup> *In the Climate Element the term “frontline community” is preferred as it does not carry the disempowering and othering connotations of the terms “overburdened community” and “vulnerable population.” However, the latter terms carry legislative meaning, with precise definitions in Washington State law and policies that direct funding for and engagement with these groups. All three terms will be used throughout the goals, policies, and implementation actions contained in this Element. “Frontline communities” will be the preferred term where the legislative context is not relevant, while “overburdened community” and “vulnerable population” will be used where the precise definitions are key to enacting the policy.*



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

**Gray-green infrastructure:** stormwater management systems used in places where gray infrastructure cannot be entirely phased out without losing functionality, but some green elements can be introduced to increase the resilience of the system and improve the local ecology.

**Green infrastructure:** Stormwater management systems that mimic natural systems, capturing and absorbing or diverting rainwater where it falls.

**Greenhouse gas (GHG):** Any gas that absorbs heat in the atmosphere; examples include carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

**Managed retreat:** The voluntary movement and transition of communities away from regions that are likely to become unsustainable for life due to climate change impacts. Primarily a tool used in coastal regions to move communities away from sea level rise impacts, but increasingly a tool used in planning for other climate hazards.

**Native species:** Any plant, fungus, or animal species native to our area. In the US, this only includes species present in the region prior to the arrival of European settlers.<sup>3</sup>

**Overburdened Community<sup>4</sup>:** According to RCW 70A.02.010 (11), denotes a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020.

**Passive survivability:** Building to ensure that residences will remain at a safe temperature for occupants if the power goes out and that they will overall require less power to keep at a regulated temperature. It can also entail building single-family residences with one room designed to maintain comfortable temperatures or multifamily residences with a designated common area designed to serve this same function. Building for passive survivability also reduces demand on local energy infrastructure.

**Vulnerable Populations<sup>5</sup>:** According to RCW 70A.02.010 (14), includes population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: adverse socioeconomic factors, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and sensitivity factors, such as low birth weight and higher rates of hospitalization. Vulnerable populations can include but are not limited to racial or ethnic minorities, low-income populations, populations disproportionately impacted by environmental harm, and populations of workers experiencing environmental harm.

<sup>3</sup> United States Department of Agriculture, n.d. "What is a native plant?" <https://www.usda.gov/peoples-garden/gardening-advice/why-native-species-matter>

<sup>4</sup> See Note 1

<sup>5</sup> See Note 1



# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions

### 1. Introduction

The Climate Element is part of Tumwater's Comprehensive Plan that was created to meet the State Growth Management Act (Chapter 36.70A RCW) requirements to adapt to and mitigate the effects of a changing climate.

This section of the Climate Element specifies goals, policies, and actions meant to set forth a

direction to advance equity, sustainability, and resilience in Tumwater. The goals, policies, and actions also serve to ensure coordination with separate Comprehensive Plan Elements, regional plans, and County-Wide Planning Policies. Additionally, they serve as the plan for implementing certain actions within the Climate Element.

#### A. How to Read this Element

Tumwater's Vision, Mission, and Belief Statements provide overarching direction for the future of the community are found in the Comprehensive Plan Summary.

The Summary of Element Goals and Strategies provides a high-level overview of the Climate Element's sixteen goals and supporting policies.

### 2. Growth Management Act

The State Growth Management Act (Chapter 36.70A RCW) requires that Tumwater shows that each Element in its Comprehensive Plan meets the relevant fifteen planning goals contained within the Act. The fifteen goals guide the development and adoption of Tumwater's Comprehensive Plan and development regulations.

The following is a summary of how the new Climate Element addresses the goal related to climate change and resiliency. The state legislature added this goal in 2023.

**15. Climate change and resiliency.** *Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support*

*reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.*

The Conservation Element, Land Use Element, and Transportation Plan of the Comprehensive Plan will need to address this as a new goal in coordination with the new Climate Element. A new overarching Comprehensive Plan goal will address the dual goals of increasing climate resiliency and mitigating Tumwater's contributions to climate change by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.

### 3. County-Wide Planning Policies

The Growth Management Act requires that comprehensive plans be consistent with Thurston County's County-Wide Planning Policies, as amended in 2015. The sections of the County-Wide Planning Policies relevant to this Element are cited below. All County-Wide Planning Policies are adopted as Appendix B to the Comprehensive Plan.

The Climate Element has goals, policies, and actions that address County-Wide Planning Policies 1.1 through 1.14. These goals, policies and actions support a regional vision for sustainable communities which will thrive in the face of climate change impacts and lead efforts to mitigate future impacts.

#### II. Urban Growth Areas

*2.2 The boundaries of designated urban growth areas must meet the following criteria:*

*[...]*

*d. be compatible with the use of designated resource lands and critical areas.*

*[...]*

#### III. Promotion of Contiguous and Orderly Development, Provision of Urban Services, and Protection of Rural Areas

*3.4 Provide Capacity to accommodate planned growth by:*

*[...]*

*b. Protecting ground water supplies from contamination and maintaining groundwater in adequate supply by identifying and reserving future supplies well in advance of need.*

*[...]*

#### VII. Economic Development and Employment

*7.2 Support the recruitment, retention, and expansion of environmentally sound and economically viable commercial, public sector, and industrial development and resource uses, including the provision of assistance in obtaining funding and/or technical assistance.*

Resource uses and resource land protection are addressed in Chapters 2 through 4.

*7.5 Build a vital, diverse, and strong local economy, including job opportunities that support community and household resilience, health, and well-being, by;*

*[...]*

*f. Nurturing urban and rural agricultural and food-oriented businesses.*

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

- g. Protecting resource lands.*
- h. Encouraging the utilization and development of areas designated for industrial use, consistent with the environmental policies in these countywide policies.*
- i. Connecting economic health with personal health and well-being and the advancement of environmental health.*
- j. Adding incentives for business to demonstrate their environmental sustainability including reduction in greenhouse gas emissions.*

[...]

#### X. Environmental Quality

*10.1 Recognize our dependence on natural systems and maintain a balance between human uses and the natural environment.*

*10.2 Establish a pattern and intensity of land and resource use that is in concert with the ability of land and resources to sustain such use, reduce the effects of the built environment on the natural environment, conserve natural resources, and enable continued resource use, through:*

[...]

*c. Planning for the amount of population that can be sustained by our air, land and water resources without degrading livability and environmental quality.*

[...]

*10.3 Protect the soil, air, surface water, and groundwater quality, including through:*

*Reducing dependence on the use of chemicals and other products that pollute and, when their use is necessary, minimizing releases to the environment.*

*Ensuring adequate clean water is available to support household and commercial needs while sustaining ecological systems through conservation, balancing of uses, and reuse.*

*Protecting ground and surface water and the water of the Puget Sound from further degradation by adopting and participating in comprehensive, multi-jurisdictional programs to protect and monitor water resources for all uses.*

*10.5 Acknowledge that changing weather and climate patterns will impact the human, natural, and built environments and plan for impact such as increase wildfire, flooding, and sea-level rise.*

*10.6 Protect and restore natural ecosystems, such as, forests, prairies, wetlands, surface and groundwater resources, that provide habitat for aquatic and terrestrial plants and animals.*

# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions



10.7 Provide for public access to natural resource lands, while ensuring that uses and economic activity, which are allowed within those lands, are sustainable.

10.8 Provide for parks and open space and maintain significant wildlife habitat and corridors.

## 4. Element Goals and Policies

### A. How to Read These Tables

The sixteen goals of this Climate Element are guided by the County-wide planning goals discussed above, Tumwater’s general goals, and by the vision of a Tumwater that is a vibrant city that fosters a sense of place, active transportation, local business prosperity, and provides a safe environment for our coming climate challenges.

The Climate Element goals and policies are not in priority order.

Appendix A provides a list of the draft implementation actions by goal and policy that will be considered when developing annual work programs for implementing the Climate Element’s goals and policies.

#### Leads

Each of the Climate Element’s policies and draft implementation actions include the “lead.” In most cases, the work will require multiple city

departments working together. See the list of acronyms to decipher the lead city department(s).

#### Period

Each of the Climate Element’s policies and draft implementation actions is associated with a time period, titled “period” on the tables below. This may include estimated start dates, the estimated length of time to complete an action, and/or target completion dates. Some actions are ongoing with no set target completion date. All dates included in the period column assume a best-case scenario where all necessary funding and staff capacity are available. More final dates, inclusive of any challenges faced, will be assigned to actions as they are placed on annual work programs by the lead city department for the policies or actions.



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

#### B. Overarching Climate Goals

##### Goal CL-1 Increase Tumwater’s capacity to implement climate action and adaptation priorities.

The goals and policies contained in this Element will only lead to effective climate mitigation and adaptation if Tumwater devotes appropriate

resources to implement all aspects of the Element.

Policies		Lead	Period
CL-1.1	Fully staff City positions needed to support the actions outlined in the Climate Element.	WRS, EXD	Start: 2025
CL-1.2	Develop a program funding strategy to support equitable access to climate mitigation and adaptation programs developed by Tumwater.	WRS, EXD	Start: 2025
CL-1.3	Educate City Staff and the public on the Climate Element’s goals, policies, and actions.	WRS	Start: 2025

##### Goal CL-2 Advance environmental justice by providing all members of the Tumwater community with an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community resilience.

Environmental justice must be central to any effort to mitigate and adapt to climate change. Tumwater must create opportunities for all members of the community to make meaningful

changes to climate policy and must also strive to ensure frontline communities have access to resources to adapt to climate impacts.

Policies		Lead	Period
CL-2.1	Work with CBOs and community organizers to conduct intentional outreach with frontline communities to create opportunities for equitable engagement in climate adaptation, mitigation, and education.	WRS, EXD	Ongoing



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies		Lead	Period
<b>CL-2.2</b>	<b>Prioritize the people of Tumwater and their needs, values, and goals in all future planning efforts by developing and implementing all climate-related adaptation and mitigation tasks in collaboration with equitable representation from all Tumwater communities.</b>	WRS	Ongoing
<b>CL-2.3</b>	<b>Develop programs and resources to promote equitable financial access to climate resilience and mitigation activities.</b>	WRS, Finance, & EXD	<b>Start: 2026</b>

**Goal CL-3 Address that changing weather and climate patterns driven by human-generated emissions will affect every aspect of life in Tumwater, and plan for impacts such as increased heat, wildfire, and flooding while working to reduce local emissions.**

This goal is at the heart of why Tumwater is climate planning. Human-generated emissions are driving unprecedented climate changes, and that fact drives the Greenhouse Gas Reduction

Sub-Element, whose goals strive to curb human emissions. Simultaneously, Tumwater and all communities globally must prepare for the inevitable impacts already set in motion.

Policies		Lead	Period
<b>CL-3.1</b>	<b>Assess Tumwater’s vulnerability to climate change.</b>	WRS	<b>Start: 2027</b>
<b>CL-3.2</b>	<b>Address climate change impacts in all Tumwater planning efforts.</b>	WRS, CDD	<b>Start: 2028</b>

### C. Greenhouse Gas Reduction Sub-Element Goals

This sub-element contains five goals that aim to help Tumwater reach its new goal of net-zero emissions by 2045, ahead of the State’s emissions target. The policies and actions in the sub-element focus on continuing Tumwater’s progress on addressing climate mitigation.

#### 1) Greenhouse Gas Reduction Targets

Under RCW 36.70A.070, cities and counties that are required to prepare Climate Elements as part of their Comprehensive Plans must include a sub-element on greenhouse gas emissions reduction. Tumwater’s Greenhouse Gas Reduction Sub-Element dictates Tumwater’s approach to eliminating Greenhouse Gas



# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions

emissions towards achieving net-zero emissions by 2045.

Tumwater has identified specific interim targets for municipal emissions (i.e., emissions from City-owned assets, operations, and services) and community-wide emissions (i.e., emissions from various sectors across Tumwater, including but not limited to residential, commercial, and transportation sectors).

### Municipal GHG Emissions Targets

- Reduce municipal emissions by 50% from 2023 levels by 2030.
- Achieve net-zero municipal emissions by 2045.

### Community-wide GHG Emissions Targets

- Reduce community-wide emissions by 45% from 2023 levels by 2030, and 70% by 2040.
- Achieve net-zero community-wide emissions by 2045.

### 2) Greenhouse Gas Goals and Policies

The goals and policies identified below are designed to move Tumwater towards these emissions reduction milestones. As with other components of this Climate Element, these goals and policies were developed based on present information and community feedback, but they are subject to revision over time as regulations and technology evolve.

### Goal CL-4 Reduce greenhouse gas emissions from all building types through energy conservation measures prioritizing the deployment of financial resources and programs that help finance or subsidize improvements across Tumwater.

Greenhouse gas emissions from buildings and energy use account for over half of the community-wide emissions across Thurston County. This presents significant opportunities for action and impact, which can include prioritizing energy conservation measures and funding programs and incentives that will reduce

Tumwater’s municipal and community-wide greenhouse gas emissions. Community members expressed support for energy efficiency measures to provide financial benefits, particularly for renters and low-income residents.

Policies		Lead	Period
<b>CL-4.1</b>	<b>Reduce energy use across building types.</b>	WRS, CDD	<b>Start:</b> 2025 Ongoing
<b>CL-4.2</b>	<b>Reduce energy use in existing residential buildings.</b>	WRS, CDD	<b>Start:</b> 2025 Ongoing
<b>CL-4.3</b>	<b>Reduce energy use in existing nonresidential buildings.</b>	WRS, CDD	<b>Start:</b> 2025 Ongoing

# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions



Policies		Lead	Period
<b>CL-4.4</b>	<b>Reduce energy use in new construction, redevelopment, and deconstruction.</b>	WRS, CDD	<b>Start: 2025</b>
<b>CL-4.5</b>	<b>Increase energy efficiency in manufactured home parks and RV parks/campgrounds.</b>	WRS, CDD	<b>Start: 2027</b>
<b>CL-4.6</b>	<b>Convert to alternative fuel sources.</b>	WRS, CDD	<b>Start: 2025</b> Ongoing

**Goal CL-5 Expand the use of on-site renewable energy technology (e.g., solar photovoltaics, battery storage, etc.) across all building types through providing funds, code changes, and educational programs.**

Local on-site renewable technology, such as solar photovoltaics and battery storage, will provide increased renewable energy options to Tumwater community members. Additionally, the development of local renewable energy

resources strengthens Tumwater’s resilience during future extreme weather events. Developing local renewable energy resources can also strengthen the local economy through job creation.

Policies		Lead	Period
<b>CL-5.1</b>	<b>Increase the production and storage of local renewable energy.</b>	WRS, CDD	<b>Start: 2025</b>

**Goal CL-6 Reduce greenhouse gas emissions by making it easier for people to use and shift to low-/zero-carbon transportation modes through policy, programming, and regional collaborations.**

Transportation is the second largest source of greenhouse gas emissions in Thurston County. Tumwater can significantly reduce emissions by creating policies and programs that support zero emissions transportation modes, including increasing the number of electric vehicles and

charging stations throughout Tumwater and encouraging active transportation such as biking and walking. Community members strongly expressed the desire for improved sidewalks and an increased number of bike lanes to enable active transit.

Policies		Lead	Period
CL-6.1	Promote increased use of active forms of travel such as bicycling, walking, and other nonmotorized options.	TED	Start: 2026 Ongoing
CL-6.2	Increase adoption of electric vehicles.	WRS	Ongoing
CL-6.3	Facilitate low-carbon options for movement into and through Tumwater.	CDD, TED	Start: 2026 Ongoing

**Goal CL-7 Reduce vehicle miles traveled by using permitting, regulatory, and other land use tools to promote multimodal transportation options and the use of public transit.**

In addition to increasing the adoption of electric vehicles and encouraging active transportation in Tumwater, increasing multimodal options and public transit ridership can greatly affect Tumwater’s greenhouse gas emissions. Promoting public transit ridership includes short term efforts, such as public awareness

campaigns and expand transit lines, and long-term efforts, such as urban planning to reduce urban sprawl. Land use tools, such as street network connectivity improvements, can also contribute to reduced vehicle miles traveled, which in turn lead to reduced emissions, air pollution, and traffic congestion.

Policies		Lead	Period
CL-7.1	Continue land use policies that support increased urban density and efficient transportation networks and reduce urban sprawl.	CDD	Ongoing
CL-7.2	Increase efficiency of the transportation system.	TED	Ongoing

**Goal CL-8 Strengthen existing policy and regulations to deploy and enhance natural carbon solutions that are ecosystem-appropriate, store carbon, and offer co-benefits such as pollution reduction, wildlife habitat, and climate resilience.**

Natural carbon solutions play an important role in the local environment by sequestering carbon through tree canopy and natural open space. In conjunction with reducing greenhouse gas emissions at the source, natural carbon solutions

reduce atmospheric carbon, pollution, and reduce urban heat. Community members have expressed strong support of preserving the tree canopy in Tumwater.

Policies		Lead	Period
<b>CL-8.1</b>	<b>Preserve tree canopy and support habitat restoration and conservation to sequester carbon.</b>	WRS, CDD	Ongoing

**D. Resilience Sub-Element Goals**

This section contains eight goals that aim to help Tumwater guide climate adaptation efforts to protect its communities against unavoidable

climate impacts. The policies and actions in this element focus on expanding and improving Tumwater’s work on Climate Adaptation.

**Goal CL-9 Design, plan, and upgrade buildings and energy infrastructure to accommodate renewable energy opportunities, keep the community safe, and withstand and recover from extreme weather and natural hazards worsened by climate change.**

Tumwater’s energy infrastructure and buildings need to be protected against projected climate impacts, creating safe and reliable space for community members. Renewable energy does

not just offer climate mitigation benefits: locally generated and stored renewable energy is also more resilient under an uncertain climate future.

Policies		Lead	Period
<b>CL-9.1</b>	<b>Require that planned facilities, utilities, and infrastructure projects and existing vulnerable sites be built or hardened to avoid or withstand climate impacts, including extreme heat, extreme precipitation, and sea level rise.</b>	CDD, WRS	<b>Start: 2028</b>
<b>CL-9.2</b>	<b>Plan energy infrastructure to be able to integrate with an increase in renewable energy sources, including increasing energy storage capacity to improve energy grid resilience.</b>	CDD, WRS, Fire and EMS	<b>Start: 2026</b>
<b>CL-9.3</b>	<b>Require buildings in high-risk areas<sup>6</sup> to be designed and built to be resilient to natural hazards and extreme weather worsened by climate change.</b>	CDD, WRS	<b>Start: 2028</b>

<sup>6</sup> High risk areas to be identified by Tumwater’s Comprehensive Vulnerability Assessment, which should be completed by 2028. Weatherization and hardening building codes should be developed based on identified risks and land use designations of at-risk land parcels.



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies		Lead	Period
CL-9.4	Encourage property owners to increase the resilience of existing buildings to natural hazards and extreme weather worsened by climate change.	CDD, WRS	Start: 2028
CL-9.5	Work with Puget Sound Energy to improve the safety and reliability of infrastructure vulnerable to climate change.	WRS, CDD	Start: 2026

### Goal CL-10 Increase preparedness for acute climate impacts and improve the resilience of Tumwater’s people and systems against climate hazards.

Research has shown that climate change impacts frontline communities first and worst, while these communities also contribute the least to worsening climate change. System-wide

changes need to be implemented to protect all of Tumwater’s community members from both chronic and acute climate harm, with particular attention to frontline communities.

Policies		Lead	Period
CL-10.1	Improve community outreach on and response capabilities for climate health and hazard issues, prioritizing frontline communities to address economic, social, and health disparities.	WRS & EXD	Start: 2025
CL-10.2	Develop resources to mitigate the risks posed by extreme heat.	WRS, Fire & EMS	Start: 2026
CL-10.3	Increase regional wildfire resilience, preparedness, and response capabilities in Tumwater.	WRS, Fire and EMS	Start: 2030
CL-10.4	Collaborate with regional partners to develop resources that address projected increases in risks and impacts associated with climate change.	WRS, Fire and EMS	Start: 2026
CL-10.5	Improve community resilience, health equity, and environmental justice by striving to ensure that all community members can walk or roll to public green spaces within ½ a mile and connected by sidewalks or protected walkways.	TED, WRS, PRFD	Start: 2026



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies	Lead	Period
<b>CL-10.6</b> Position Tumwater to qualify for more funding opportunities to adapt to climate impacts.	WRS	<b>Start: 2027</b>
<b>CL-10.7</b> Work with the Thurston County Public Health Department to increase local understanding of how climate change impacts vector-borne disease outbreaks. Make a plan to protect against projected increases in frequency and severity.	WRS	<b>Start: 2027</b>
<b>CL-10.8</b> Develop programs that enable and empower community members to protect themselves from poor air quality.	WRS	<b>Start: 2027</b>
<b>CL-10.9</b> Work with Thurston County Emergency Management to improve access to the resources needed for community members to shelter in place or to adequately reach temporary shelter.	Fire and EMS, WRS	<b>Start: 2025</b>
<b>CL-10.10</b> Increase language accessibility of emergency services, plans, and resources.	EXD	<b>Start: 2025</b>

### **Goal CL-11** Preserve, protect, and sustain cultural sites and resources in alignment with the values and needs of Tribes, traditional stewards, and frontline communities.

Tumwater is built on land traditionally stewarded by the Coast Salish people. Their descendants in the Nisqually, Squaxin Island, Chehalis, and Cowlitz Tribes continue to live on and steward the land today but are also unfairly

impacted by climate change and excluded from key climate decision-making. Tumwater must elevate the goals, values, and needs of the region's Indigenous communities.

Policies	Lead	Period
<b>CL-11.1</b> Enhance partnership between the Tribes and Tumwater, integrating Tribal expertise, opinions, and values into climate planning efforts, projects, and programs.	EXD, WRS,	<b>Start: 2025</b>





## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies	Lead	Period
<b>CL-11.2</b> In accordance with Tribal treaty rights, protect, enhance, and restore ecosystems and culturally important consumptive and non-consumptive resources including foods, medicinal plants, places, and materials that could be adversely impacted by climate change.	WRS, PRFD	<b>Start: 2025</b>
<b>CL-11.3</b> Collaborate with the Tribes to prioritize the preservation of archaeological sites and traditional cultural properties that are vulnerable to climate impacts.	WRS, CDD, PRFD	<b>Start: 2026</b>

### Goal CL-12 With climate, growth, and environmental changes in mind, identify and elevate the protection of key habitats, ecosystem services, and wildlife corridors.

Protecting Tumwater’s local ecosystems is key to building both ecological and community resilience to expected climate impacts. Resilient ecosystems will help vital native species to

survive and thrive in the coming decades, while also continuing to provide key ecosystem services to Tumwater’s human residents.

Policies	Lead	Period
<b>CL-12.1</b> Manage Tumwater’s urban forest in line with the most recent Urban Forestry Management Plan and current climate projections and guidance.	WRS	<b>Start: 2025</b>
<b>CL-12.2</b> Protect, restore, and connect streams, estuaries, wetlands, floodplains, and other land and habitats that are next to rivers and streams (i.e., riparian ecosystems) to increase resiliency to climate change and reduce flood risk.	WRS, CDD	<b>Start: 2026</b>
<b>CL-12.3</b> Manage Tumwater’s natural resources to protect, restore, and connect native ecosystems and foster habitats that are resilient to climate change.	CDD, WRS	<b>Start: 2030</b>



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies	Lead	Period
<b>CL-12.4</b> Increase the climate resilience of native fish species and aquatic ecosystems by reducing the impact of threats such as aquatic invasive species, invasive plants, pollutants, and changes in seasonal water flow.	WRS	<b>Start: 2025</b>
<b>CL-12.5</b> Advocate for prioritizing maintenance of habitat integrity and function when working with regulatory agencies to determine allowed activities and uses within protected wetlands and Fish and Wildlife Habitat Conservation Areas.	WRS	<b>Start: 2025</b>
<b>CL-12.6</b> Take early action to eliminate or control noxious invasive species, including insects and plants that take advantage of climate change, especially where invasives threaten native species or ecosystem function.	WRS, PRFD, TED	<b>Start: 2026</b>

### **CL-13 Promote zoning and development decisions that support compact urban development and city-wide resilience, including a resilient local economy.**

Compact, walkable, and transit-oriented cities are vital to building community resilience. Zoning decisions should support this future, while also striving to foster equity in decision-making.

Policies	Lead	Period
<b>CL-13.1</b> Form a working group to secure Tumwater's economic resilience regarding climate impacts.	WRS	<b>Start: 2025</b>
<b>CL-13.2</b> Restore and maintain critical areas, non-regulated open space areas, and the floodplain to maximize climate resilience and ecosystem benefits.	WRS	<b>Start: 2026</b>
<b>CL-13.3</b> Identify and implement strategies for reducing residential development pressure in the wildland-urban interface.	CDD	<b>Start: 2027</b>



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies	Lead	Period
<b>CL-13.4</b> Encourage the location of new development in areas where exposure to climate hazards is low and ecological impacts are minimized.	CDD	<b>Start: 2025</b>
<b>CL-13.5</b> Support efforts of local businesses to bolster climate preparedness and continuity of operations.	EXD, WRS	<b>Start: 2035</b>
<b>CL-13.6</b> In areas with significant vulnerability to climate hazards, facilitate and support long-term community visioning including consideration of managed retreat.	CDD, WRS	<b>Start: 2026</b>

**Goal CL-14** Strive to create a local transportation system, including infrastructure, routes, and active travel modes, which fosters connectivity and can withstand and recover quickly from climate impacts.

Although the Tumwater Transportation Plan lays out a framework for an equitable, accessible, and multimodal future for Tumwater, it is

important to address the intersection of Transportation planning and climate resilience.

Policies	Lead	Period
<b>CL-14.1</b> Improve street connectivity, transit accessibility, and walkability, including sidewalks and street crossings, to ease emergency evacuation.	TED	<b>Start: 2026</b>
<b>CL-14.2</b> Prioritize access to and restoration of water bodies and water-adjacent sites when designing and siting new and expanded transportation infrastructure.	TED, WRS	Ongoing
<b>CL-14.3</b> Improve habitat connectivity wherever possible when constructing and redeveloping roadways.	TED, WRS	<b>Start: 2028</b>
<b>CL-14.4</b> Facilitate quick recovery of the whole multimodal transportation system after disruption from disasters or extreme weather events.	TED	<b>Start: 2028</b>

# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions



### Goal CL-15 Protect and improve water quality and availability.

Climate change will cause drastic and uncertain impacts to regional watersheds. Tumwater needs to prepare for potential droughts, changes in seasonal water flow, and impacts to aquatic life.

Policies	Lead	Period
<b>CL-15.1</b> Manage Tumwater’s water sustainably, ensuring there is adequate quantity and quality of water available for future generations.	WRS	Ongoing
<b>CL-15.2</b> Improve Tumwater’s drought resilience through water reclamation and conservation measures, drought-tolerant landscape design, and advocacy.	WRS, CDD	<b>Start:</b> 2025
<b>CL-15.3</b> Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.	WRS	<b>Start:</b> 2026
<b>CL-15.4</b> Increase the use of Low-Impact Development infrastructure projects that help capture, filter, store, and reuse stormwater runoff.	WRS	<b>Start:</b> 2025
<b>CL-15.5</b> In coordination with the Land Use and Lands for Public Purposes Element, assess current and projected future water demand and water storage.	WRS	Ongoing

### Goal CL-16 Expand local food justice to address climate impacts and increase access to nourishing, affordable, culturally appropriate, and climate-friendly foods while expanding local use of composting.

Climate change will have inevitable impacts on access to nourishing and culturally appropriate foods, but Tumwater has an opportunity to secure a sustainable food future. At the same time, Tumwater can address waste reduction goals by shifting food waste into composting waste streams.

Policies	Lead	Period
<b>CL-16.1</b> Improve local food justice through collaboration, education, and advocacy.	WRS	<b>Start: 2025</b>
<b>CL-16.2</b> Increase composting in urban agriculture and by private residences.	WRS	<b>Start: 2026</b>
<b>CL-16.3</b> Expand consistent access to food for Tumwater community members.	WRS, CDD	<b>Start: 2025</b>



# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions

### Appendix A Draft Implementation Actions

Each of the goals and policies in Chapter 4 will require Tumwater to take specific actions to implement over the course of the 20 year term of the Comprehensive Plan.

The draft implementation actions in the tables below were developed in coordination with the CPAT, the community, city staff, and other agencies. These implementation actions are intended to serve as a vetted resource for developing annual City work programs to address climate change across multiple departments.

As the Comprehensive Plan is put into action over the next twenty years, the draft implementation actions will change as new, unforeseen opportunities emerge: new ones may be added, proposed ones may be modified

#### A. How to Read These Tables

The Climate Element goals, policies, and the implementation actions associated with them are not in priority order.

##### Leads

Each of the Climate Element’s policies and draft implementation actions include the “lead.” In most cases, the work will require multiple city departments working together. See the list of acronyms to decipher the lead city department(s).

##### Period

Each of the Climate Element’s policies and draft implementation actions is associated with a time period, titled “period” on the tables below. This may include estimated start dates,

or replaced by other actions. These draft implementation actions currently represent best available science, best practices and lessons learned from other jurisdictions in North America, and have been subject to review and edits by members of the public and City Council through the Element drafting process.

The draft implementations actions below are intended to be draft work program items that serve to implement the goals and policies of the Element. The draft implementation actions will need further refinement before they are incorporated into annual City work programs.

Draft implementation actions that can only be undertaken by other entities are not included in this plan.

the estimated length of time to complete an action, and/or target completion dates. Some actions are ongoing with no set target completion date. All dates included in the period column assume a best-case scenario where all necessary funding and staff capacity are available. More final dates, inclusive of any challenges faced, will be assigned to actions as they are placed on annual work programs by the lead city department for the policies or actions.

##### Priority

The Climate Element’s policies and draft implementation actions have been prioritized by the CPAT into different categories. Those policies and draft implementation actions are marked



# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions

with the appropriate icon if they fall into any of the categories below.



**High Impact Climate Actions.** CPAT prioritized actions because they will drive the greatest amount of emissions reductions and/or reduce casualties due to climate hazards immediately or in the near term.



**Easy Wins.** CPAT prioritized actions because they will be easier to accomplish, allowing the Tumwater community to feel motivated by real and visible progress.



**Futureproofing for Everyone.** CPAT prioritized actions because they will help to

untangle potential future conflicts and allow the City to create policies and legislate on the side of climate action.



**Everyday concerns (equity).** CPAT prioritized action because they create a more equitable and just community immediately or in the near-term, addressing issues of economic injustice and making it possible for Tumwater’s community members to access basic needs.



**Building longevity.** CPAT prioritized action because they create a more equitable, just, and resilient community in the long term but require action now to build that future.






## B. Overarching Climate Goals

**Goal CL-1 Increase Tumwater’s capacity to implement climate action and adaptation priorities.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-1.1 Fully staff City positions needed to support the actions outlined in the Climate Element.</b>	WRS, EXD	<b>Start:</b> 2025	
CL-1.1.1 Identify future staffing needs to implement the Climate Element and reach state mandated targets.	WRS, EXD	<b>Start:</b> 2025 Ongoing Every 2 years	

# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-1.1.2 Fill any existing vacant positions that will allow implementation of Climate Element actions, and post and fill any positions identified in CL-1.1.1.	WRS, EXD	<b>Start:</b> 2026 Ongoing Every 2 years	
CL-1.1.3 Utilize creative staffing solutions such as AmeriCorps, Climate Corps, Civic Spark, and fellowships.	WRS, EXD	<b>Start:</b> 2027	
<b>CL-1.2 Develop a program funding strategy to support equitable access to climate mitigation and adaptation programs developed by Tumwater.</b>	WRS, EXD	<b>Start:</b> 2025	
CL-1.2.1 Identify the cost to implement the Climate Element and determine funding opportunities and needs.	WRS, EXD	<b>Start:</b> 2025 Ongoing Every 2 years	
<b>CL-1.3 Educate City Staff and the public on the Climate Element's goals, policies, and actions.</b>	WRS	<b>Start:</b> 2025	
CL-1.3.1 Develop training materials for Tumwater employees on the Climate Element. Require employees to undergo training and offer opportunities to ask clarifying questions.	WRS	<b>Start:</b> 2025 Ongoing	 
CL-1.3.2 Develop educational outreach materials on the Climate Element to share with members of the Tumwater community so that they can learn how they can be involved in future climate planning efforts and how they will be impacted by forthcoming policies and be empowered to help implement the Climate Element.	WRS	<b>Start:</b> 2025 Ongoing	

**Goal CL-2 Advance environmental justice by providing all members of the Tumwater Community with an equitable opportunity to learn about climate impacts,**





# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions




**influence policy decisions, and take actions to enhance community resilience.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-2.1 Work with CBOs and community organizers to conduct intentional outreach with frontline communities to create opportunities for equitable engagement in climate adaptation, mitigation, and education.</b>	WRS, EXD	<b>Start: 2025</b>	
CL-2.1.1 Build and support partnerships with existing organizations (i.e., CBOs) that have the capacity and existing relationships needed to convene diverse coalitions of community members and collaboratively empower their communities to develop and implement climate resilience and mitigation actions and work to address underlying disparities that impact these communities.	Whole City	<b>Start: 2025</b> Ongoing	
CL-2.1.2 Create and implement tailored outreach and education initiatives that will empower frontline communities to respond to climate change threats.	WRS	<b>Start: 2025</b> Ongoing	
CL-2.1.3 Attend pop-up events with existing CBOs and hold focus groups, office hours, and other events to build trust in both group settings and one-on-one with Tumwater's frontline community members.	WRS	<b>Start: 2025</b> Ongoing	
CL-2.1.4 Conduct outreach and listening sessions in frontline communities to understand existing needs and opportunities and to educate on projected climate impacts.	WRS & EXD	<b>Start: 2026</b> Ongoing	

# Climate Element



## Part 1 – Goals, Policies, and Implementation Actions




Policies and Implementation Actions	Lead	Period	Priority
<b>CL-2.2 Prioritize the people of Tumwater and their needs, values, and goals in all future planning efforts by developing and implementing all climate-related adaptation and mitigation tasks in collaboration with equitable representation from all Tumwater communities.</b>	WRS	Ongoing	
CL-2.2.1 Prioritize recruiting frontline community members most impacted by climate change when forming any City of Tumwater working group, committee, or task force on climate-related issues. Strive to form all working groups and committees with equitable representation.	WRS	<b>Start: 2025</b> Ongoing	
CL-2.2.2 Plan and conduct community engagement activities to co-create all policies and tasks with the community and to share new plan information upon completion and update throughout implementation.	WRS	<b>Start: 2025</b> Ongoing	
<b>CL-2.3 Develop programs and resources to promote equitable financial access to climate resilience and mitigation activities.</b>	WRS, Finance, & EXD	<b>Start: 2026</b>	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-2.3.1 Identify funding sources for subsidies for frontline communities to offset costs associated with climate impacts and mitigation actions. Covered funding could include potential cost increases associated with changing to non-fossil-fuel energy sources, increased energy usage to maintain livable indoor temperatures, and home hardening projects.	WRS, Finance, & EXD	<b>Start:</b> 2026 <b>Complete:</b> est. 1-2 years <sup>7</sup>	 



**Goal CL-3 Address that changing weather and climate patterns driven by human-generated emissions will affect every aspect of life in Tumwater, and plan for impacts such as increased heat, wildfire, and flooding while working to reduce local emissions.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-3.1 Assess Tumwater’s vulnerability to climate change.</b>	WRS	<b>Start:</b> 2027	
CL-3.1.1 Conduct a comprehensive Vulnerability Assessment that considers climate impacts to communities, physical assets, and City operations and services, including impacts from extreme heat and flooding.	WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 1 year	
<b>CL-3.2 Address climate change impacts in all City planning efforts.</b>	WRS, CDD	<b>Start:</b> 2028	

<sup>7</sup> Estimated times required for completing each action are estimates only based on current projected funding, staff capacity, and alignment with broader City goals. Unforeseen circumstances could cause timelines to be extended beyond estimated completion timelines.


## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-3.2.1 Review climate impacts to city operations and existing facilities and implement plans and changes to operations, buildings, and practices to reduce risk. Utilize planning methods that identify and prioritize multiple potential adaptation pathways into all planning efforts to mitigate the risk of bad investments and account for changes in climate projections.	WRS, CDD, EXD	<b>Start:</b> 2028 <b>Complete:</b> Ongoing	
CL-3.2.2 Develop a systematic review process to assess Tumwater’s plan to build and maintain roads, buildings, utilities, and other facilities for potential climate vulnerabilities to planned facilities, utilities, and infrastructure projects (e.g., the Capital Facilities Plan) and address prior to installation.	WRS, TED, PRD, CDD, EXD	<b>Start:</b> 2028 <b>Complete:</b> Ongoing, every 2 years	




### C. Greenhouse Gas Reduction Sub-Element Goals

**Goal CL-4 Reduce greenhouse gas emissions from all building types through energy conservation measures prioritizing the deployment of financial resources and programs that help finance or subsidize improvements across Tumwater.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-4.1 Reduce energy use across building types.</b>	WRS, CDD	<b>Start:</b> 2025 Ongoing	
CL-4.1.1 Provide educational resources and/or technical assistance to industry professionals and building owners and managers on energy-efficient building design, retrofits, and operations for new and existing buildings.	CDD, WRS	<b>Start:</b> 2025 Ongoing	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-4.1.2 Develop data methodology to monitor use and impacts of green building incentives (i.e., encouraging buildings that are environmentally responsible and resource-efficient) and inform recommendations for policy or programs.	CDD, WRS	<b>Start:</b> 2027 Ongoing	
CL-4.1.3 Collaborate with Puget Sound Energy to promote and/or deploy energy efficiency programs, local funds, and customer enrollment in clean energy projects and programs.	CDD, WRS	<b>Start:</b> 2025 Ongoing	 
<b>CL-4.2 Reduce energy use in existing residential buildings.</b>	WRS, CDD	<b>Start:</b> 2025 Ongoing	
CL-4.2.1 Explore the feasibility of incorporating Home Energy Score disclosures for all types of dwelling units at the time of listing for sale to allow prospective buyers to make informed decisions.	CDD, WRS	<b>Start:</b> 2026 Ongoing	
CL-4.2.2 Explore the feasibility of incorporating Home Energy Score disclosures for all types of rental dwelling units at the time of application to allow prospective tenants to make informed decisions.	CDD, WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 1-5 years	
CL-4.2.3 Explore the feasibility of incorporating policies that require existing dwelling units to undertake an energy audit during a substantial remodel. <sup>8</sup>	CDD, WRS	<b>Start:</b> 2029 Ongoing	

<sup>8</sup> “Substantially rehabilitate,” or remodel, refers to extensive structural repair or extensive modeling of premises that requires a permit such as a building, electrical, plumbing, or mechanical permit, and that results in the displacement of an existing tenant (RCW 59.18.200).

# Climate Element


## Part 1 – Goals, Policies, and Implementation Actions



Policies and Implementation Actions	Lead	Period	Priority
CL-4.2.4 Explore the feasibility of tenant protections and/or landlord incentives to promote energy-efficiency and energy safety in rental housing. These may include rights to request improvements to energy efficiency based on tenant energy burden, protections from eviction, and/or property tax breaks for installing energy conservation measures.	CDD, EXD, FIN, WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 1-5 years	
CL-4.2.5 Explore the feasibility of requiring baseline levels of energy efficiency as part of building permit review.	CDD	<b>Start:</b> 2029 Ongoing	
CL-4.2.6 Where funding allows, continue programs like Energize Thurston that help reduce emissions of existing residential buildings.	WRS	Ongoing	
<b>CL-4.3 Reduce energy use in existing nonresidential buildings.</b>	WRS, CDD	<b>Start:</b> 2025 Ongoing	
CL-4.3.1 Explore feasibility of requiring disclosure of Clean Building Performance Standard EUI (when available) for nonresidential buildings at the time of application for tenants and at time of listing for sales so that owners, tenants, and prospective buyers are informed before making purchasing or rental decisions.	CDD, WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 1-5 years	
CL-4.3.2 Continue to install LED lighting in City buildings and infrastructure as funding becomes available.	TED, PRFD	Ongoing <b>Complete:</b> est. 1-2 years	

## Climate Element



### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-4.3.3 Create an incentive program for the installation of sustainable roof options like green roofs and cool roofs <sup>9</sup> on nonresidential buildings to reduce energy consumption and the urban heat island effect.	CDD, WRS	<b>Start:</b> 2027 Ongoing	
CL-4.3.4 Explore feasibility of expanding the state Department of Commerce's Clean Building Performance Standards energy efficiency performance standards to include existing nonresidential buildings with gross floor areas smaller than 20,000 square feet.	CDD & WRS	<b>Start:</b> 2028 Ongoing	
CL-4.3.5 Explore feasibility of expanding the Clean Building Performance Standards program to multifamily buildings smaller than 20,000 square feet. This feasibility study must examine potential negative impacts on landlords.	CDD	<b>Start:</b> 2029 <b>Complete:</b> est. 1-2 years	
<b>CL-4.4 Reduce energy use in new construction, redevelopment, and deconstruction.</b>	WRS, CDD	<b>Start:</b> 2025	
CL-4.4.1 Incentivize projects that meet net-zero carbon certification through land use tools such as floor area ratio, density bonus, height bonus, or parking reductions.	CDD	<b>Start:</b> 2027 Ongoing	
CL-4.4.2 Support CDD staff pursuing green building accreditations and certifications from green building specialists.	CDD	<b>Start:</b> 2025 Ongoing	
CL-4.4.3 Explore developing guidelines for deconstruction and salvaging materials for reuse.	CDD	<b>Start:</b> 2026 <b>Complete:</b> est. 5 years	


<sup>9</sup> Roofs designed to reflect more sunlight, thus lowering building temperatures.

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions		Lead	Period	Priority
<b>CL-4.5</b>	<b>Increase energy efficiency in manufactured home parks and RV parks/campgrounds.</b>	WRS, CDD	<b>Start:</b> 2027	
CL-4.5.1	Explore creating an incentive program to weatherize and improve air quality in dwellings not covered in other policies.	CDD	<b>Start:</b> 2027 <b>Complete:</b> est. 2-3 years	
<b>CL-4.6</b>	<b>Convert to alternative fuel sources.</b>	WRS, CDD	<b>Start:</b> 2025 Ongoing	
CL-4.6.1	Educate community members on options for electric appliances and the benefits of pairing electrification with the installation of renewable energy. Create incentives to support fuel switching.	WRS	<b>Start:</b> 2025 Ongoing	




**Goal CL-5 Expand the use of on-site renewable energy technology (e.g., solar photovoltaics, battery storage, etc.) across all building types through providing funds, code changes, and educational programs.**

Policies and Implementation Actions		Lead	Period	Priority
<b>CL-5.1</b>	<b>Increase the production and storage of local renewable energy.</b>	WRS, CDD	<b>Start:</b> 2025	
CL-5.1.1	Install solar photovoltaics on all available and feasible municipal sites (including building rooftops, city hall, police and fire stations, community centers, parking lots, and municipal water pump sites) in collaboration with key community partners, like Olympia Community Solar and/or Puget Sound Energy	TED, PRFD	<b>Start:</b> 2025 <b>Complete:</b> est. 1-5 years	
CL-5.1.2	Expand current solar-ready requirements to include incentives for non-residential building types and for building with a southern roof orientation.	CDD	<b>Start:</b> 2025 <b>Complete:</b> est. 1-5 years	







## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions






Policies and Implementation Actions		Lead	Period	Priority
CL-5.1.3	Pursue public-private partnerships to accelerate clean energy projects.	WRS	<b>Start:</b> 2025 <b>Complete:</b> ongoing	
CL-5.1.4	Support existing community solar initiatives from Olympia Community Solar and PSE by providing educational resources, promoting programs, and identifying opportunities for Tumwater residents to participate.	WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 1-5 years	 

**Goal CL-6 Reduce greenhouse gas emissions by making it easier for people to use and shift to low-/zero-carbon transportation modes through policy, programming, and regional collaborations.**

Policies and Implementation Actions		Lead	Period	Priority
CL-6.1	<b>Promote increased use of active forms of travel such as bicycling, walking, and other nonmotorized options.</b>	TED	<b>Start:</b> 2026 Ongoing	
CL-6.1.1	Coordinate with the bike and pedestrian plans of other cities to work toward a large regional plan to expand walking and bicycling infrastructure, per goals laid out in the Transportation Plan to maximize funding mechanisms and opportunities.	TED, WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 1-5 years	 
CL-6.1.2	Prioritize biking, walking, and rolling in coordination with the Transportation Plan by investing in accessible and attractive street-level elements such as seating, shaded sidewalks, ADA ramps, enhanced signals and crossings, and protected bike lanes.	TED, CDD	<b>Start:</b> 2025 <b>Complete:</b> est. 1-5 years	 



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions





Policies and Implementation Actions	Lead	Period	Priority
CL-6.1.3 Explore developing a rebate program for community members who wish to buy a bicycle or electric bicycle, with priority for low-income residents or households with greater barriers to owning vehicles.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 1-5 years	
CL-6.1.4 Continue support for InterCity Transit's Walk N Roll program that focuses on a walking and bicycling incentive program with safety education for families, in coordination with Tumwater School District.	TED, WRS	Ongoing	
CL-6.1.5 Reevaluate long term plans, such as the Transportation Plan and Capital Facilities Plan, and update to prioritize active transportation. Set goals and plans for shifting to active transportation, like developing car-free corridors in commercial and mixed-use areas to encourage mode shift.	TED	<b>Start:</b> 2025, <b>Complete:</b> est. 3 years	 
<b>CL-6.2 Increase adoption of electric vehicles (EVs).</b>	WRS	Ongoing	
CL-6.2.1 Collaborate with industry experts and environmental organizations to increase consumer awareness about EV options and incentives for use and purchase.	WRS	<b>Start:</b> 2025 <b>Complete:</b> est. <1 year	
CL-6.2.2 Explore providing an incentive and/or technical assistance program to support installing EV charging at existing rental housing.	WRS, CDD	<b>Start:</b> 2025 <b>Complete:</b> est. 1-5 years	
CL-6.2.3 Add free and publicly accessible Level 2 EV charging at as many city properties as feasible.	WRS, TED, PRFD	Ongoing	 
CL-6.2.4 Develop public-private partnerships to install two or more Level 3 chargers at commercial centers	EXD, WRS, TED	Ongoing	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions





Policies and Implementation Actions		Lead	Period	Priority
CL-6.2.5	Advocate for consumer protections for EV owners.	EXD	Ongoing	
<b>CL-6.3</b>	<b>Facilitate low-carbon options for movement into and through Tumwater.</b>	CDD, TED	<b>Start:</b> 2026 Ongoing	
CL-6.3.1	Collaborate with local businesses and industries to explore low-carbon options for deliveries and the movement of goods into, out of, and through Tumwater.	CDD, TED	<b>Start:</b> 2026 Ongoing	
CL-6.3.2	Collaborate with local businesses to identify the people who commute into Tumwater and develop programs to support lower carbon commutes.	CDD, TED	<b>Start:</b> 2026 Ongoing	

**Goal CL-7 Reduce vehicle miles traveled by using permitting, regulatory, and other land use tools to promote multimodal transportation options and the use of public transit.**

Policies and Implementation Actions		Lead	Period	Priority
<b>CL-7.1</b>	<b>Continue land use policies that support increased urban density and efficient transportation networks and reduce urban sprawl.</b>	CDD	Ongoing	
CL-7.1.1	Create a safe, regionally well-connected, and attractive bike and pedestrian network to encourage active transportation both within Tumwater and between neighboring jurisdictions.	CDD, TED	Ongoing <b>Complete:</b> est. 5-10 years	 
CL-7.1.2	Adjust zoning code to increase the number of 15-minute neighborhoods (i.e., walkable environment, destinations that support a range of basic living needs	CDD	Ongoing <b>Complete:</b> est. 5 years	 

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
and a residential density), in coordination with goals outlined in the Land Use Element.			
<b>CL-7.2 Increase efficiency of the transportation system.</b>	TED	Ongoing	
CL-7.2.1 Develop educational campaigns and programs about benefits of properly inflated tires, including signage at gas stations and local businesses and collaborating with schools.	TED, WRS, Stream Team	<b>Start:</b> 2025 <b>Complete:</b> est. <1 year	
CL-7.2.2 Work with Intercity Transit to increase local public transit routes or frequency with a focus on providing access to a lower carbon transportation option to the greatest number of riders. Any expansion of service should include an analysis of climate impacts to prevent the program from resulting in an increase in greenhouse gas emissions.	CDD, TED	<b>Start:</b> 2025 <b>Complete:</b> est. 1-5 years	 
CL-7.2.3 Work with Intercity Transit to identify and implement programs that help people move to and from transit, reduce greenhouse gas emissions, and use street-level improvements to connect neighborhoods without the population to support fixed routes transit options. Potential programs explored should include an EV car-share program. Tumwater will engage	CDD, TED	<b>Start:</b> 2025 <b>Complete:</b> est. 1-5 years	

# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions



Policies and Implementation Actions	Lead	Period	Priority
homeowners’ associations for representation and feedback. Expansion of service will include an analysis of climate impacts to prevent the program from resulting in an increase in greenhouse gas emissions.			

**Goal CL-8 Strengthen existing policy and regulations to deploy and enhance natural carbon solutions that are ecosystem-appropriate, store carbon, and offer co-benefits such as pollution reduction, wildlife habitat, and climate resilience.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-8.1 Preserve tree canopy and support habitat restoration and conservation to sequester carbon.</b>	WRS	Ongoing	
CL-8.1.1 Develop and implement a coordinated reforestation and afforestation program guided by the UFMP with goals and policies to support stormwater management. Consider how existing or future tree canopy can support stormwater management and water quality improvements in receiving waters. Include goals for maintaining or increasing canopy in frontline communities.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 1-5 years	
CL-8.1.2 Develop goals for preserving existing mature tree canopy in alignment with TMC 16.08. Include guidelines and incentives for maintaining larger, more established trees.	WRS	<b>Start:</b> 2025 <b>Complete:</b> est. >1 year	

# Climate Element


## Part 1 – Goals, Policies, and Implementation Actions



Policies and Implementation Actions	Lead	Period	Priority
CL-8.1.3 Support implementation of habitat conservation plans (HCPs) that allow for state required development and provide for preservation and restoration of prairie habitat for endangered and threatened prairie species.	CDD	Ongoing	
CL-8.1.4 Continue to champion statewide conservation efforts to protect, restore, and manage wetlands and land and habitats that are near rivers and streams and provide watershed management and flood protection (i.e., riparian ecosystems).	CDD	Ongoing	
CL-8.1.5 Build relationships and capacity among regional partners to foster successful and effective data coordination and program alignment.	WRS	Ongoing	
CL-8.1.6 Maximize tree canopy coverage in surface parking lots. Develop an initiative for identifying impervious surfaces across parking lots for potential reforestation or conversion (i.e., de-pave) while not preventing the installation of artificial shade covers intended to support solar arrays.	WRS, CDD	<b>Start:</b> 2027 <b>Complete:</b> est. 1-5 years	





### D. Resilience Sub-Element Goals

**Goal CL-9 Design, plan, and upgrade buildings and energy infrastructure to accommodate renewable energy opportunities, keep the community safe, and withstand and recover from extreme weather and natural hazards worsened by climate change.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-9.1 Require that planned facilities, utilities, and infrastructure projects and existing vulnerable sites be built or hardened to avoid or withstand climate impacts, including extreme heat, extreme precipitation, and sea level rise.</b>	CDD, WRS	<b>Start:</b> 2028	
CL-9.1.1 Identify potential funding sources to bury existing power lines and associated infrastructure, or to make them more resilient to climate impacts where burial is not feasible.	CDD, TED, WRS	Ongoing	
CL-9.1.2 Implement a phased program to improve the resilience and safety of existing power lines, prioritizing areas identified as higher fire risk in the Vulnerability Assessment.	CDD, TED, WRS	<b>Start:</b> 2028 Ongoing as funding becomes available	
CL-9.1.3 Identify potential funding sources to develop and maintain a grant program that will enable affordable housing development projects to bury new power lines and associated infrastructure as required, or to make more resilient to climate impacts where burial is not feasible.	WRS, CDD	<b>Start:</b> 2028 <b>Complete:</b> Ongoing	
<b>CL-9.2 Plan energy infrastructure to be able to integrate with an increase in renewable energy sources, including increasing energy storage capacity to improve energy grid resilience.</b>	CDD, WRS, Fire and EMS	<b>Start:</b> 2026	
CL-9.2.1 Identify public sites to install local microgrid solar and battery storage facilities that will lead to negligible or low impacts on local habitats, infrastructure, and human health.	TED, PRFD, WRS, CDD	<b>Start:</b> 2027 <b>Complete:</b> est. 2-3 years	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions		Lead	Period	Priority
CL-9.2.2	Install locally distributed renewable energy generation and battery storage infrastructure at identified key public facilities to enable continuity of operations for a minimum of 24 hours.	TED, PRFD, WRS, CDD	<b>Start:</b> 2030 <b>Complete:</b> est. 5-10 years	
<b>CL-9.3</b>	<b>Require buildings in high-risk areas<sup>10</sup> to be designed and built to be resilient to natural hazards and extreme weather worsened by climate change.</b>	CDD, WRS	<b>Start:</b> 2028	
CL-9.3.1	Develop and enforce fire-resilience standards for new and redeveloped sites in high-risk wildfire areas identified by the State of Washington's Wildland-Urban Interface Map.	CDD	<b>Start:</b> 2028 <b>Complete:</b> est. 4-5 years	 Period contingent on release of revised WUI map.
CL-9.3.2	Require a hazard assessment and climate risk planning for new and existing buildings in designated high-risk areas, designing for enhanced resilience and mandating building practices that protect inhabitants from climate impacts.	CDD, WRS	<b>Start:</b> 2028 Ongoing	
CL-9.3.3	Help facilitate the subsidization of the cost of hazard risk assessments and climate risk planning for low-income property owners and low-income housing development projects.	CDD, WRS, FIN	<b>Start:</b> 2028 Ongoing	
<b>CL-9.4</b>	<b>Encourage property owners to increase the resilience of existing buildings to natural hazards and extreme weather worsened by climate change.</b>	CDD, WRS	<b>Start:</b> 2028	





<sup>10</sup> High risk areas to be identified by Tumwater's Comprehensive Vulnerability Assessment, which should be completed by 2028. Weatherization and hardening building codes should be developed based on identified risks and land use designations of at-risk land parcels.



# Climate Element




## Part 1 – Goals, Policies, and Implementation Actions



Policies and Implementation Actions	Lead	Period	Priority
CL-9.4.1 Develop Climate Resilience Guidelines demonstrating how to design buildings for passive survivability, <sup>11</sup> at a minimum providing one common room for residents that provides refuge from heat and power during extended outages for medical necessities. Share this guidance with developers and property owners through outreach activities.	CDD, WRS	<b>Start:</b> 2031 <b>Complete:</b> est. 5 years	 
CL-9.4.2 Explore creation of an incentive program for retrofit of existing buildings to meet established Climate Resilience Standards.	CDD, WRS	<b>Start:</b> 2033 Ongoing	
CL-9.4.3 Develop and maintain a rebate program for low-income residents who do not qualify for weatherization assistance through the Community Action Council or whose dwellings are considered vulnerable, such as manufactured homes, to weatherize their homes against extreme weather.	WRS	<b>Start:</b> 2028 <b>Complete:</b> Ongoing	
<b>CL-9.5 Work with Puget Sound Energy to improve the safety and reliability of infrastructure vulnerable to climate change.</b>	WRS, CDD	<b>Start:</b> 2026	
CL-9.5.1 Collaborate with local energy utilities to explore large-scale energy storage options to use in Tumwater as part of a transition to reliable renewable energy.	WRS, Puget Sound Energy, CDD, Fire and EMS	<b>Start:</b> 2026 <b>Complete:</b> est. 3 years	







**Goal CL-10 Increase preparedness for acute climate impacts and improve the resilience of Tumwater’s people and systems against climate hazards.**

<sup>11</sup> See Part 2: Technical Information for more information on heat projections, passive survivability, and building code.

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-10.1 Improve community outreach on and response capabilities for climate health and hazard issues, prioritizing frontline communities to address economic, social, and health disparities.</b>	WRS & EXD	<b>Start:</b> 2025	
CL-10.1.1 Collaborate with a CBO to build a volunteer network to develop and manage a vulnerable population database that includes community members who require aid and/or check-in calls during and after emergencies. This database can be built on the existing Lifeline Program members.	WRS, Fire and EMS	<b>Start:</b> 2025 <b>Complete:</b> est. 1 year	 
CL-10.1.2 Transition management of the vulnerable population database to Tumwater and develop a long-term strategy to keep the database up to date and oversee its use during emergencies.	WRS, Fire and EMS	<b>Start:</b> 2028 <b>Complete:</b> est. 1-2 years	
CL-10.1.3 Explore developing a Pre-Event Recovery Ordinance using American Planning Association's guidance that will allow Tumwater to facilitate a Local Recovery Management Organization charged with planning for long-term, resilient disaster recovery and coordinating with the Tumwater Disaster Recovery Group and County Disaster Recovery Team after a disaster to align long-term planning with short-term needs.	CDD, EXD, City Attorney, Fire and EMS	<b>Start:</b> 2026 <b>Complete:</b> < 1 year	









## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-10.1.4 Explore developing climate-resilient redevelopment guidelines to help guide disaster recovery decisions. Utilize recommendations from FEMA's Pre-Disaster Recovery Planning Guide for Local Governments and the hazard-specific zoning overlays created by CL-13.4.3.	CDD, EXD, Fire and EMS	<b>Start:</b> 2031 <b>Complete:</b> est. 1-5 years	
CL-10.1.5 Require that all City employees that participate would serve a role in EOC activation complete FEMA training courses on disaster recovery and achieve functional expertise in FEMA post-disaster processes.	City	Ongoing	
CL-10.1.6 Explore developing a neighborhood-scale capacity grant or other assistance program to support neighborhood scale resiliency, disaster preparedness, and/or resource hubs.	WRS, CDD, EXD	<b>Start:</b> 2026 Ongoing	 
<b>CL-10.2 Develop resources to mitigate the risks posed by extreme heat.</b>	WRS, Fire and EMS	<b>Start:</b> 2026	
CL-10.2.1 Implement the Thurston County Extreme Heat, Emergency Response, and Illness Prevention Plan.	WRS, Fire and EMS	<b>Start:</b> 2026	
CL-10.2.2 Preserve and expand tree and shade cover to reach the 2040 goal of 40% recommended in the UFMP to reduce urban heat.	WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 10-15 years	
CL-10.2.3 Support the work of CBOs and regional agencies creating and implementing resilience hubs.	WRS, Fire and EMS,	<b>Start:</b> 2026 <b>Complete:</b> est. 3-5 years	

## Climate Element





### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-10.2.4 Explore feasibility of implementing and maintaining a program to distribute portable cooling units and install heat pumps, prioritizing households with residents most vulnerable to extreme temperature events such as renters and low-income seniors.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 1-2 years	 
<b>CL-10.3 Increase regional wildfire resilience, preparedness, and response capabilities in Tumwater.</b>	WRS, Fire and EMS	<b>Start:</b> 2030	
CL-10.3.1 Collaborate with regional partners to develop a community wildfire protection plan.	WRS, Fire and EMS	<b>Start:</b> 2030 <b>Complete:</b> est. 3-5 years	
CL-10.3.2 Collaborate with emergency managers and fire experts to educate and empower homeowners to make changes to their homes and properties that lower their wildfire risk, encouraging measures that do not decrease canopy cover where possible.	WRS, Fire and EMS	<b>Start:</b> 2030 <b>Complete:</b> est. 5-7 years	
CL-10.3.4 Help facilitate grant funding for low-income community members to follow recommended changes to their homes and properties to lower their wildfire risk.	CDD, Fire and EMS	<b>Start:</b> 2030 <b>Complete:</b> est. 2 years	 
<b>CL-10.4 Collaborate with regional partners to develop resources that address projected increases in risks and impacts associated with climate change.</b>	WRS, Fire and EMS	<b>Start:</b> 2026	
CL-10.4.1 Develop and share guidance for navigating post-disaster mental health and social resources, translated into multiple languages.	WRS, Fire and EMS, EXD	<b>Start:</b> 2026 <b>Complete:</b> < 2 years	  

# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions



Policies and Implementation Actions	Lead	Period	Priority
CL-10.4.2 Develop and implement a regional wildfire and smoke resilience and response strategy.	WRS, Fire and EMS, ORCAA	<b>Start:</b> 2027 <b>Complete:</b> est. 5-7 years	 
CL-10.4.3 Work with the County to develop a protocol for using the County emergency alert system to issue Tumwater-specific alerts for wildfire risk, smoke exposure, and evacuation information. Create alert messaging that uses plain language to communicate risks and information.	WRS, Fire and EMS	<b>Start:</b> 2027 <b>Complete:</b> est. 3-5 years	
<b>CL-10.5 Improve community resilience, health equity, and environmental justice by striving to ensure that all community members can walk or roll to public green spaces within ½ a mile and connected by sidewalks or protected walkways.</b>	TED, WRS, PRFD	<b>Start:</b> 2026	
CL-10.5.1 Utilize data from the Trust for Public Land and from community outreach efforts to find any gaps in equitable access to public green spaces.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 1-2 years	
CL-10.5.2 Engage community members who lack equitable access to green spaces to determine how they would like to improve their access. Options can include better transportation options, addition of new green space, and improved safety of active transportation routes, among others.	TED, WRS, PRFD	<b>Start:</b> 2027 <b>Complete:</b> est. 1-5 years	
CL-10.5.3 Finish the Deschutes Valley Trail project, aiming to complete construction by 2040.	TED, WRS, PRFD	<b>Start:</b> 2028 <b>Complete:</b> est. 10 years	






## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-10.6 Position Tumwater to qualify for more funding opportunities to adapt to climate impacts.</b>	WRS	<b>Start:</b> 2028	
CL-10.6.1 Work with academic research institutions to study hazard events of all magnitudes to provide a fuller understanding of the Tumwater’s hazard characteristics — including those affected by climate change.	WRS	<b>Start:</b> 2028 <b>Complete:</b> est. 1-3 years	
CL-10.6.2 Analyze how well the municipal water system would maintain adequate pressure during a major wildfire event with multiple structures burning and how it will look under current and projected drought conditions. Generate a report with specific recommendations for increasing the resilience of the water system.	WRS	<b>Start:</b> 2028 <b>Complete:</b> est. 2-3 years	
CL-10.6.3 Incorporate findings from Tumwater’s Comprehensive Vulnerability Assessment into the Tumwater Annex of the Thurston County Hazard Mitigation Plan. Identify specific projects and opportunities that Tumwater can leverage to maximize funding.	CDD	<b>Start:</b> 2029 <b>Complete:</b> est. 2-3 years	
CL-10.6.4 Develop a specific, phased plan for completing a large-scale tree planting program.	WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 3-4 years	
<b>CL-10.7 Work with the Thurston County Public Health Department to increase local understanding of how climate change impacts vector-borne disease outbreaks. Make a plan to protect against projected increases in frequency and severity.</b>	WRS	<b>Start:</b> 2027	



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-10.7.1 Work with the Thurston County Public Health Department to identify and map areas in Tumwater that are at high risk to become disease vectors, including developed areas with poor drainage and standing water that serves no ecological purpose.	WRS, TED	<b>Start:</b> 2027 <b>Complete:</b> est. 2 years	
CL-10.7.2 Coordinate with the Thurston County Health Department to develop strategies to mitigate projected increases in disease and pest risk.	WRS, CDD	<b>Start:</b> 2029 <b>Complete:</b> est. 3 years	
<b>CL-10.8 Develop programs that enable and empower community members to protect themselves from poor air quality.</b>	WRS, Fire and EMS	<b>Start:</b> 2027	
CL-10.8.1 Collect data to determine how many Tumwater community members are vulnerable to poor air quality and the neighborhoods in which these residents live, using both quantitative and qualitative data and from community outreach efforts. Use collected data to set target thresholds for shelter occupancy and locations and air conditioner/heat pump and air filtration distribution programs.	WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 1-2 years	
CL-10.8.2 Develop a program to distribute personal protective equipment to populations vulnerable to poor air quality.	WRS, Thurston County Health Department, & Community Based Organizations	<b>Start:</b> 2029 <b>Complete:</b> est. 1-2 years <b>Maintain:</b> ongoing	 

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-10.8.3 Identify facilities that serve high-risk populations to create incentive programs encouraging infrastructure updates for clean indoor air. Updates should include HVAC system improvements.	WRS, Fire and EMS, EXD	<b>Start:</b> 2030 <b>Complete:</b> est. 1-5 years	
CL-10.8.4 Enhance and protect the quality of life for non-human residents during poor air quality events. Activities can include educational outreach, protection of wildlife corridors, and the development of emergency prevention and response plans focused on preventing harm to non-human residents.	WRS, Fire and EMS, EXD	<b>Start:</b> 2028 Ongoing	
<b>CL-10.9 Work with Thurston County Emergency Management to improve access to the resources needed for community members to shelter in place or to adequately reach temporary shelter.</b>	Fire and EMS, WRS	<b>Start:</b> 2025	
CL-10.9.1 Coordinate with other agencies and jurisdictions to provide more cooling shelters with 24-hour capacity. Offer 24-hour capacity for all of Tumwater’s heat-vulnerable residents including seniors, low-income, and houseless individuals. Shelter locations should be sited equitably throughout Tumwater, with priority for opening locations near the highest concentrations of heat-vulnerable residents.	WRS, Fire and EMS	<b>Start:</b> 2025 <b>Complete:</b> est. 5-10 years	



# Climate Element

## Part 1 – Goals, Policies, and Implementation Actions






Policies and Implementation Actions	Lead	Period	Priority
CL-10.9.2 Coordinate with local businesses, community centers, and other neighborhood hubs to assess the potential of using these spaces as cooling centers. Provide sites that agree to participate in this program with resources detailing how to set up an equitable and functional cooling center.	WRS, Fire and EMS	<b>Start:</b> 2025 <b>Complete:</b> est. 5-10 years	
CL-10.9.3 Develop outreach programs or materials to increase awareness and education on individual emergency preparedness (e.g., Two Weeks Ready).	Fire and EMS, EXD, WRS	<b>Start:</b> 2025 <b>Complete:</b> est. <1 year	
<b>CL-10.10 Increase language accessibility of emergency services, plans, and resources.</b>	EXD	<b>Start:</b> 2025	
CL-10.10.1 Translate all emergency resources and plans into languages spoken in Tumwater.	EXD	<b>Start:</b> 2025 Ongoing upon adoption of relevant plans	  

**Goal CL-11 Preserve, protect, and sustain cultural sites and resources in alignment with the values and needs of Tribes, traditional stewards, and frontline communities.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-11.1 Enhance partnership between the Tribes and Tumwater, integrating Tribal expertise, opinions, and values into climate planning efforts, projects, and programs.</b>	EXD, WRS,	<b>Start:</b> 2025	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions


Policies and Implementation Actions	Lead	Period	Priority
CL-11.1.1 In collaboration with the Tribes, develop guidelines and standards for incorporating Traditional Ecological Knowledge into City programs and planning efforts to adapt to climate change impacts.	WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 5 years	
CL-11.1.2 Integrate the Tribal Stewards Curriculum or an alternative approved by Tribal representatives into regular City training schedules.	WRS	<b>Start:</b> 2030 <b>Complete:</b> est. 5 years	
<b>CL-11.2 In accordance with Tribal treaty rights, protect, enhance, and restore ecosystems and culturally important consumptive and non-consumptive resources including foods, medicinal plants, places, and materials that could be adversely impacted by climate change.</b>	WRS	<b>Start:</b> 2025	
CL-11.2.1 Work with local partners, especially representatives of the Tribes, to facilitate a native plant nursery and seed bank to support long-term ecological restoration and foster continued access to culturally significant plants.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 4 years	
CL-11.2.2 In collaboration with the Tribes, identify consumptive and non-consumptive resources that will be adversely impacted by climate change.	WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 3 years	
CL-11.2.3 In collaboration with the Tribes, develop and implement a plan to protect, enhance, restore, and/or preserve cultural resources that have been identified as threatened by climate change.	WRS	<b>Start:</b> 2028 <b>Complete:</b> est. 5 years	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-11.2.4 Collaborate with tribes to provide access to foraging opportunities including but not limited to camas, evergreen huckleberry, bog plant species, and cedar.	WRS	<b>Start:</b> 2025 Ongoing	
<b>CL-11.3 Collaborate with the Tribes to prioritize the preservation of archaeological sites and traditional cultural properties that are vulnerable to climate impacts.</b>	WRS, CDD, PRFD	<b>Start:</b> 2026	
CL-11.3.1 Request recommendations from the Tribes for actions Tumwater can take to preserve historic sites and cultural properties.	WRS, PRFD	<b>Start:</b> 2026 <b>Complete:</b> est. 3 years	
CL-11.3.2 In collaboration with the Tribes, develop guidelines for protecting, enhancing, and restoring affected historic sites and cultural properties.	WRS	<b>Start:</b> 2029 <b>Complete:</b> est. 5 years	

**Goal CL-12 With climate, growth, and environmental changes in mind, identify and elevate the protection of key habitats, ecosystem services, and wildlife corridors.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-12.1 Manage Tumwater’s urban forest in line with the most recent UFMP and current climate projections and guidance.</b>	WRS	<b>Start:</b> 2025	
CL-12.1.1 Update the Tree Ordinance (TMC 16.08).	City	<b>Start:</b> 2025 <b>Complete:</b> < 1 year	
CL-12.1.2 Protect and enhance the climate resilience of urban forests by implementing the most recent UFMP. Prioritize implementation of UFMP actions that provide benefits for frontline communities.	WRS	Ongoing	



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-12.1.3 Update the UFMP every five years, including updated tree species selection and planting guidance, and integrate the most recent available climate data into each new edition of the Plan. Climate guidance consideration should include projections for heat, precipitation, pests, and any other relevant emergent information.	WRS	<b>Start:</b> 2027 Reassess every 5 years	
CL-12.1.4 Develop and share guidance with community members that identifies native drought- and pest-resistant trees, shrubs, and grasses. Encourage their use over non-native, non-resilient species in urban forest plantings and in restoration efforts to support climate resilience.	WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 2 years	
CL-12.1.5 Develop a program to analyze and address the climate impacts and risks of pests and disease on Tumwater's urban forest.	WRS	Ongoing	
CL-12.1.6 Assess tree canopy and forests including parks, greenbelts, and urban forests to identify potential wildfire risk zones and develop strategies to mitigate that risk.	WRS, PRFD	<b>Start:</b> 2038 <b>Complete:</b> est. 8 years	
<b>CL-12.2 Protect, restore, and connect streams, estuaries, wetlands, floodplains, and other land and habitats that are next to rivers and streams (i.e., riparian ecosystems) to increase resiliency to climate change and reduce flood risk.</b>	WRS, CDD	<b>Start:</b> 2026	
CL-12.2.1 Conduct inventory of watersheds throughout Tumwater, including an assessment of overall health and connectivity and the type and degree of restoration or protection needed.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 3 years	



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-12.2.2 Protect and restore wetlands and corridors between wetlands to provide biological and hydrological connectivity that fosters resilience to climate impacts.	WRS, CDD	<b>Start:</b> 2029 <b>Complete:</b> est. 8 years	
CL-12.2.3 Protect and restore vegetation in habitats that are next to streams and rivers to reduce erosion, provide shade, and support other functions that improve the climate resilience of streams.	WRS, CDD	<b>Start:</b> 2029 <b>Complete:</b> est. 8 years	
CL-12.2.4 Collaborate with relevant parties to prioritize where and how beavers can be incorporated strategically to address climate change impacts on water quality, streamflow volume, and habitats surrounding rivers and streams without causing any adverse impacts to Oregon spotted frog habitat.	WRS	Ongoing	
<b>CL-12.3 Manage Tumwater’s natural resources to protect, restore, and connect native ecosystems and foster habitats that are resilient to climate change.</b>	CDD, WRS	<b>Start:</b> 2030	
CL-12.3.1 Collaborate with other regional partners to inventory potential climate refugia sites in Tumwater that will require protection and to assess existing habitat protections, habitat quality levels, and connectivity.	WRS, Tribes, County, TRPC, Climate Refugia Coalition	<b>Start:</b> 2032 <b>Complete:</b> est. 5 years	




## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions


Policies and Implementation Actions	Lead	Period	Priority
CL-12.3.2 Develop an Ecosystem Restoration Plan or a Natural Resource Management Plan that incorporates relevant measures from other relevant existing plans. The plan(s) must address existing stressors, consider climate change impacts, emphasize taking a precautionary approach to reduce risk of environmental harm, and guide adaptive management.	WRS	<b>Start:</b> 2030 <b>Complete:</b> est. 5 years	
CL-12.3.3 Implement the Ecosystem Restoration Plan and/or Natural Resource Management Plan.	WRS, CDD	<b>Start:</b> 2035 <b>Complete:</b> est. 2 years	
<b>CL-12.4 Increase the climate resilience of native fish species and aquatic ecosystems by reducing the impact of threats such as aquatic invasive species, invasive plants, pollutants, and changes in seasonal water flow.</b>	WRS	<b>Start:</b> 2025	
CL-12.4.1 Conduct a study of existing threats to native fish and aquatic ecosystems to prioritize which threats are addressed.	WRS, TRPC	<b>Start:</b> 2025 Ongoing	
CL-12.4.2 Develop an Aquatic Resilience Strategy that addresses each unique threat identified.	WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 1 year	
CL-12.4.3 Implement the Aquatic Resilience Strategy.	WRS	<b>Start:</b> 2028 <b>Complete:</b> est. 5 years	
<b>CL-12.5 Advocate for prioritizing maintenance of habitat integrity and function when working with regulatory agencies to determine allowed activities and uses within protected wetlands and Fish and Wildlife Habitat Conservation Areas (FWHCAs).</b>	WRS	<b>Start:</b> 2025	
CL-12.5.1 Identify programs that will have a substantive impact on fish and wildlife habitat.	WRS	<b>Start:</b> 2025 Ongoing	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-12.5.2 Review and amend local policies, rules, and management activities to eliminate potential negative impacts on fish and wildlife habitat and take advantage of opportunities to incorporate positive impacts.	WRS, TED, PRFD, CDD	<b>Start:</b> 2028 Ongoing	
<b>CL-12.6 Take early action to eliminate or control non-native invasive species, including insects and plants that take advantage of climate change, especially where invasives threaten native species or ecosystem function.</b>	WRS, PRFD, TED	<b>Start:</b> 2026	
CL-12.6.1 Develop and implement a monitoring plan to assess how invasive species are spreading and impacting local plant communities.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 2 years	
CL-12.6.2 Collaborate with regional stakeholders and experts to develop an Invasive Insect and Pest Management Plan based on collected data. Utilize an integrated approach that includes a wide variety of strategies, including at a minimum: <ul style="list-style-type: none"> <li>(a) management of established pest infestations,</li> <li>(b) widespread use of and restoration of native plants resilient to regional pest threats;</li> <li>(c) regular monitoring activities, and</li> <li>(d) requirements to include invasive species prevention plans in future projects.</li> </ul>	WRS	<b>Start:</b> 2028 <b>Complete:</b> est. 5 years	




**CL-13 Promote zoning and development decisions that support compact urban development and city-wide resilience, including a resilient local economy.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-13.1 Form a working group to secure Tumwater’s economic resilience regarding climate impacts.</b>	EXD, WRS	<b>Start:</b> 2025	
CL-13.1.1 Develop partnerships within the local business community and in collaboration with existing economic organizations and other stakeholders to set up a working group to analyze climate-driven projected economic impacts on Tumwater.	EXD, WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 2 years	
CL-13.1.2 Provide resources to the local Economic Climate Resilience Working Group to inform the development of a climate resilience component of the Economic Development Plan.	EXD, WRS	<b>Start:</b> 2029 <b>Complete:</b> est. 1-2 years	
CL-13.1.3 Coordinate with partners to incorporate continuity of operations thinking into the County's Comprehensive Emergency Management Plan.	EXD, WRS	<b>Start:</b> 2029 <b>Complete:</b> est. 4 years	
CL-13.1.4 Form partnerships with workforce development organizations to provide services and resources to Tumwater community members that support workers and local businesses affected by climate change.	EXD, WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 7 years	
<b>CL-13.2 Restore and maintain critical areas, non-regulated open space areas, and the floodplain to maximize climate resilience and ecosystem benefits.</b>	WRS	<b>Start:</b> 2026	
CL-13.2.1 Inventory existing and projected vulnerabilities of critical areas, open spaces, and floodplain-adjacent parcels.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 2 years	





## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-13.2.2 Identify maintenance and restoration actions needed to keep critical areas and open spaces resilient. Prepare a report outlining the recommended actions which should incorporate green and gray-green infrastructure that will enhance natural systems into recommended actions.	WRS, TED	<b>Start:</b> 2028 <b>Complete:</b> 3 years	
CL-13.2.3 When new State best available science is issued, update critical areas ordinances.	CDD	Ongoing	
CL-13.2.4 Coordinate with FEMA to update floodplain and flood risk maps for the region based on projected extreme precipitation, increased winter streamflow, and sea-level rise due to climate change.	CDD	<b>Start:</b> 2026 <b>Complete:</b> est. 6 years	
CL-13.2.5 Review best available science for buffers and setbacks for steep slopes vulnerable to erosion exacerbated by climate change, and explore setting new minimums, if necessary, so that improvements are not required to protect structures during their expected life.	CDD	<b>Start:</b> 2028 Reassess every 2 years	
<b>CL-13.3 Identify and implement strategies for reducing residential development pressure in the wildland-urban interface.</b>	CDD	<b>Start:</b> 2027	
CL-13.3.1 Identify areas with high fire risk and explore the feasibility of land use changes to reduce further development in these areas.	CDD	<b>Start:</b> 2032 <b>Complete:</b> est. 1-3 years	 
CL-13.3.2 Develop incentives and regulations to maintain open space buffers to reduce wildfire risk.	WRS, CDD	<b>Start:</b> 2027 <b>Complete:</b> est. 3-5 years	


## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions


Policies and Implementation Actions	Lead	Period	Priority
<b>CL-13.4 Encourage the location of new development in areas where exposure to climate hazards is low and ecological impacts are minimized.</b>	CDD	<b>Start:</b> 2025	
CL-13.4.1 Develop design guidelines for climate-resilient multi-use development. Guidelines should require residential development to be designed for passive survivability under future climate projections.	CDD	<b>Start:</b> 2030 <b>Complete:</b> est. 5 years	
CL-13.4.2 Update the regional Transfer of Development Rights program to meet state-mandated growth requirements while preventing urban sprawl and protecting key ecosystems.	CDD	<b>Start:</b> 2028 <b>Complete:</b> est. 1-2 years	
CL-13.4.3 Develop hazard-specific overlay zones to inform the development of Climate Resilience Guidelines (CL 9.4.1) and climate-resilient redevelopment guidelines (CL 10.1.4) to promote climate resilient development.	WRS, CDD, TED	<b>Start:</b> 2028 <b>Complete:</b> est. 3 years	
CL-13.4.4 Update development regulations on a regular basis to incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.	CDD	<b>Start:</b> 2025 Reassess every 5 years	
<b>CL-13.5 Support efforts of local businesses to bolster climate preparedness and continuity of operations.</b>	EXD, WRS	<b>Start:</b> 2035	
CL-13.5.1 Collaborate with key stakeholders to draft recommendations for new building codes and incentive programs that help installation of on-site renewable energy and battery storage.	EXD,	<b>Start:</b> 2035 <b>Complete:</b> est. 3 years	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions




Policies and Implementation Actions	Lead	Period	Priority
<b>CL-13.6 In areas with significant vulnerability to climate hazards, facilitate and support long-term community visioning including consideration of managed retreat.</b>	CDD, WRS	<b>Start:</b> 2026	
CL-13.6.1 Utilize information from the Comprehensive Vulnerability Assessment to identify areas at high risk from climate impacts that will require substantial adaptation activities or the managed retreat of the entire community.	CDD, WRS	<b>Start:</b> 2028 <b>Complete:</b> est. 7 years	
CL-13.6.2 Conduct regular outreach activities with identified high-risk communities and other key stakeholders (Transportation, developers, etc.) to educate them on risks.	CDD, WRS	<b>Start:</b> 2029 Ongoing	
CL-13.6.3 Review adaptation plans for communities in other cities and neighborhoods facing similar risks.	CDD, WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 1 year	
CL-13.6.4 Develop long term action plans with at-risk communities, with distinct phases for different increasing levels of risk.	CDD, WRS	<b>Start:</b> 2028 <b>Complete:</b> est. 3-5 years	

**Goal CL-14 Strive to create a local transportation system, including infrastructure, routes, and active travel modes, which fosters connectivity and can withstand and recover quickly from climate impacts.**

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-14.1 Improve street connectivity, transit accessibility, and walkability, including sidewalks and street crossings, to ease emergency evacuation.</b>	TED	<b>Start:</b> 2028	
CL-14.1.1 Assess Tumwater's street network to find gaps in street connectivity and transit access.	TED	<b>Start:</b> 2028 <b>Complete:</b> est. 5 years	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-14.1.2 Redesign streets in alignment with complete streets mandate where possible, eliminating connectivity gaps to facilitate smoother evacuations and create whole communities connected by safe walking routes.	TED	<b>Start:</b> 2035 <b>Complete:</b> est. >10 years	
CL-14.1.3 Work with Intercity Transit to expand their transit program that provides evacuation aid to community members who do not or cannot drive, utilizing the vulnerable population database (CL-10.1.2).	Fire and EMS	<b>Start:</b> 2029 <b>Complete:</b> est. 8 years	 
CL-14.1.4 Assess current transportation network and transit options to identify barriers to accessibility and develop a plan to address gaps for all abilities and accessibility supports.	TED	<b>Start:</b> 2026 <b>Complete:</b> est. 3-5 years	
<b>CL-14.2 Prioritize access to and restoration of water bodies and water-adjacent sites when designing and siting new and expanded transportation infrastructure.</b>	TED, WRS	Ongoing	
<b>CL-14.3 Improve habitat connectivity wherever possible when constructing and redeveloping roadways.</b>	TED, WRS	<b>Start:</b> 2028	
CL-14.3.1 Integrate habitat connectivity considerations into road construction and redevelopment projects, reviewing plans for opportunities to make roads more permeable for both aquatic and terrestrial species through actions like widening culverts.	TED, WRS	<b>Start:</b> 2028 Ongoing	
<b>CL-14.4 Facilitate quick recovery of the whole multimodal transportation system after disruption from disasters or extreme weather events.</b>	TED	<b>Start:</b> 2028	



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-14.4.1 Develop transportation recovery plans that assess how recovery of one aspect of the transportation system could inhibit recovery of other forms of transportation and strive to avoid such impacts. For example, snow plowing should not restrict access to bike lanes.	TED	<b>Start:</b> 2028 <b>Complete:</b> est. 5 years	
CL-14.4.2 Prioritize infrastructure needed for the recovery of Intercity Transit in the aftermath of an extreme weather event.	TED	Ongoing	

### Goal CL-15 Protect and improve water quality and availability.

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-15.1 Manage Tumwater’s water sustainably, ensuring there is adequate quantity and quality of water available for future generations.</b>	WRS	Ongoing	
CL-15.1.1 Develop guidance for Tumwater residents, businesses, and developers on sustainable water management practices. Topics may include smart irrigation, drought tolerant plant selection, etc.	WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 1-2 years	
CL-15.1.2 Study projected climate hazard impacts on water quality & quantity and develop strategies to protect and preserve water for Tumwater's future.	WRS	Ongoing (as new projections are available)	





## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-15.1.3 Evaluate the long-term adequacy of water delivery infrastructure to effectively anticipate and manage changes in hydrological patterns. Changes in hydrological patterns may include increases in flooding frequency or reduction of late-summer water availability associated with climate change.	WRS	<b>Start:</b> 2028 <b>Complete:</b> est. 3-4 years	
CL-15.1.4 Assess current groundwater reservoirs aquifers for any projected climate impacts, including saltwater intrusion, contamination, and reduced quantities (diminishment of aquifers and reduction of streamflow). If necessary, develop and implement strategies to mitigate impacts.	WRS	<b>Start:</b> 2028 <b>Complete:</b> est. 4-5 years	
<b>CL-15.2 Improve Tumwater’s drought resilience through water reclamation and conservation measures, drought-tolerant landscape design, and advocacy.</b>	WRS, CDD	<b>Start:</b> 2025	
CL-15.2.1 Expand use of reclaimed water at City facilities when resources are available and expand municipal reclaimed water systems.	WRS	<b>Start:</b> 2026 Reassess every 2 years	
CL-15.2.2 Promote rain gardens, dormant lawns, and lawn alternatives, as well as native and drought-tolerant landscaping choices. Facilitate an incentive or rebate program for community members who use native and drought-tolerant landscaping options.	WRS	<b>Start:</b> 2025 Ongoing	
CL-15.2.3 Facilitate a demonstration area for lawn alternatives that highlights native and drought-tolerant landscaping.	WRS, PRFD	<b>Start:</b> 2026 <b>Complete:</b> est. 1 year	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions


Policies and Implementation Actions	Lead	Period	Priority
CL-15.2.4 Advocate at the county health department and state level agencies for the reuse of greywater on-site in buildings for flushing toilets and irrigation.	WRS	<b>Start:</b> 2025 Ongoing	
CL-15.2.5 Advocate at state level to prioritize using water resources in alignment with public interests.	WRS	<b>Start:</b> 2025 Ongoing	
<b>CL-15.3 Develop and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages.</b>	WRS	<b>Start:</b> 2026	
CL-15.3.1 Conduct outreach to understand current water resource needs (i.e., water-reliant livelihoods).	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 1 year	
CL-15.3.2 Draft measures to protect access to water availability at a fair rate for low-income residents and residents whose income relies on water.	WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 2 years	 
<b>CL-15.4 Increase use of Low-Impact Development infrastructure projects that help capture, filter, store, and reuse stormwater runoff.</b>	WRS	<b>Start:</b> 2025	
CL-15.4.1 Continue to prioritize low impact development infrastructure projects using Stormwater Utility Funds.	WRS	Ongoing	
CL-15.4.2 For all stormwater project designs, require use of improved stormwater runoff modeling that uses future rainfall projections.	WRS	Ongoing	
CL-15.4.3 Share guidance for different types of low impact development best management practices with developers to use in future projects.	WRS	<b>Start:</b> 2025 Ongoing	

## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-15.5</b> In coordination with the Land Use and Lands for Public Purposes Element, assess current and projected future water demand and water storage.	WRS	Ongoing	




**Goal CL-16** Expand local food justice to address climate impacts and increase access to nourishing, affordable, culturally appropriate, and climate-friendly foods while expanding local use of composting.

Policies and Implementation Actions	Lead	Period	Priority
<b>CL-16.1</b> Improve local food justice through collaboration, education, and advocacy.	WRS	<b>Start:</b> 2025	
CL-16.1.1 Implement the Food System Plan, updating it periodically as necessary.	CDD, WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 1-2 years	
CL-16.1.2 Identify relevant stakeholders who can further sustainable, climate-adapted, and equitable food distribution in Tumwater.	CDD, WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 1 year	
CL-16.1.3 Explore opportunities for the community to provide and engage in local and sustainable food production and consumption, such as farmers markets and community gardens.	WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 2-5 years	
CL-16.1.4 Work with urban farms and community gardens to invest in climate-resilient water storage solutions such as natural rainwater collection.	WRS	<b>Start:</b> 2027 <b>Complete:</b> est. 3 years	
CL-16.1.5 Advocate for state-wide regulations that protect producers and consumers from climate change impacts on the food system.	WRS	Ongoing	



## Climate Element

### Part 1 – Goals, Policies, and Implementation Actions

Policies and Implementation Actions	Lead	Period	Priority
CL-16.1.6 Collaborate with community members to identify culturally important foods and develop strategies to secure access to these, incorporating strategies into an update to the Food System Plan.	WRS	<b>Start:</b> 2030 <b>Complete:</b> est. 2-3 years	
<b>CL-16.2 Increase composting in urban agriculture and by private residences.</b>	WRS	<b>Start:</b> 2026	
CL-16.2.1 Develop outreach materials to promote and educate on composting methods and systems.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 1 year	
CL-16.2.2 Develop an incentive program for residents to install and utilize composting systems.	WRS	<b>Start:</b> 2031 <b>Complete:</b> 1-2 years	
<b>CL-16.3 Expand consistent access to food for Tumwater community members.</b>	WRS	<b>Start:</b> 2025	
CL-16.3.1 Coordinate with the Food Bank to expand access to food assistance services.	WRS	<b>Start:</b> 2025 <b>Complete:</b> est. 1-3 years	
CL-16.3.2 Conduct community outreach to find gaps and barriers in consistent access to nutritious food.	WRS	<b>Start:</b> 2026 <b>Complete:</b> est. 1 year	

Method of receiving feedback	Comment	Author	Staff Response	Feedback incorporated?
Email	Buildings & Energy Phase out natural gas use in existing publicly owned facilities by [insert target date] and retrofit with electric heat pumps. Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience. Maximize renewable energy sources for the supply of electricity and heat to new and existing buildings.  Install distributed renewable energy generation and battery infrastructure at public facilities to store renewable electricity generated on site and provide emergency power that ensures continuity of operations.  Provide overburdened communities subsidies to offset potential cost increases associated with conversion to non-fossil-fuel energy sources.  Zoning Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in floodplain management planning. Identify and protect agricultural and forested lands that provide climate resilience benefits from conversion to more developed land use types. Consider future climate conditions during siting and design of capital facilities, including changes to temperature, rainfall, and sea level, to help ensure they function as intended over their planned life cycle. Ecosystems Adopt a forest master plan and implementing ordinances to maintain and expand tree canopy cover, improve tree and watershed health, prioritize carbon sequestration, and build climate resilience.  Econ Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associated with climate mitigation and adaptation.	Mason Rolph Executive Director, Olympia Community Solar	Because of Initiative 2066, we cannot prohibit, penalize, or discourage the use of gas for any form of heating or for any uses related to any appliances or equipment in any building. Policy CL-9.4 intends to expand weatherization. CL-9 and CL-5 seeks to expand renewable energy generation. CL9.2 addresses renewable and battery storage for existing city facilities. Goal CL-10 and CL-13 seek to address considering climate change's impacts in zoning and planning. The City of Tumwater already has an Urban Forestry Management Plan and is in the process of implementing it, including canopy measures. Goal CL-13 addresses the local economy and climate resilience.	<input checked="" type="checkbox"/>
Email	I think the "Summer Maximum Temperature" row in Table 2 on p. 22 is supposed to include "increase" after the numbers.  Page 22 says, "Although Tumwater is not projected to experience drastic sea level rise in this period..." What does the City expect about the effects of significant high tides on the old Brewery and the adjacent park after the dam is removed and various amounts of sea level rise occur?  The labels for Table 5 and Table 6 have ended up shifted to the next page.	Thad Curtz	Edits made.	<input checked="" type="checkbox"/>
Email	CEMP update integration?	Thad Curtz	We will incorporate the Climate Element into the CEMP on its next revision, and the same with the Hazard Mitigation Plan.	<input checked="" type="checkbox"/>
Email	Section 4.2.2. deals with building efficiency in multi-family. On July 1, 2027 the state clean building performance program expands to include multi-family residential buildings of 20,000 square feet and larger. Tumwater could consider expanding this to smaller multi-family buildings at that time or perhaps a year later (to take advantage of what is learned in the first year of mandatory energy efficiency retrofits in larger multi-family buildings)	Jim Lazar	We added an action like CL 4.3.4 for residential. We need to be mindful of the size requirements and capacity of small landlords to be able to report.	<input checked="" type="checkbox"/>
Email	The most important climate action Tumwater could take is to STOP SPRAWL.  Frankly, Tumwater's performance in this area has been awful. Expanding the City Limits was a mistake, and consideration of the UGA Swap is simply an affront to responsible land use and climate policy.  The action Tumwater could take which would really help is to SHRINK the Urban Growth Area. My recommendation is to reduce the UGA boundary to the existing footprint of the City water distribution and sewer collection systems. That would assure that all new growth would avoid the capital costs of new water and sewer system expansion, reducing the cost of new housing.	Jim Lazar	This would be best addressed in the Land Use Element, but point taken.	<input type="checkbox"/>
Email	I live on an edge of Tumwater – shop mostly in Tumwater, and have a sense of community for our entire urban area. I am very supportive of Tumwater taking action for reducing emissions. We are facing a world-wide crisis and our community needs to do everything we can to stem the tide of climate change. Having a plan and specific actions is the right thing for a city to do.	Karen Messmer	Thank you.	<input type="checkbox"/>
Email	<b>CL-1.1.1</b> Build and support partnerships with existing organizations (i.e. CBOs) that have the capacity and existing relationships needed to convene diverse coalitions of community members and collaboratively empower their communities to develop and implement climate resilience and mitigation actions and work to address underlying disparities that impact these communities. YES.	Karen Messmer	Thank you.	<input type="checkbox"/>
Email	<b>CL-2.3.1</b> This likely should include all employees, not just designated ones. This is important because the actions that reduce climate emissions will be implemented across all departments in the City.	Karen Messmer	We made this edit.	<input checked="" type="checkbox"/>
Email	<b>Goal CL-4</b> The City should be looking to Puget Sound Energy (PSE) to implement all cost effective energy efficiency in buildings as required of them. The City should not be using public tax funds for buildings efficiency actions that PSE is required to implement. Adding to PSE projects might be reasonable. Doing the work that PSE is required to do is duplicative. City Council should be approaching the legislature and Utilities and Transportation Commission to assure that PSE is upholding their requirements for addressing emissions reductions.	Karen Messmer	We will add PSE as a co-partner for actions that involve them, such as building electrification.	<input checked="" type="checkbox"/>
Email	<b>CL-4.2.6</b> This action is already mostly in place with the state building code requirements. It is important that the energy code be implemented effectively for new buildings and major remodels. Building code staff should be trained to understand the details of the code and be able to help applicants comply with the code. It is good that the community is asking for this, which means they support having a strong energy code for new construction and major remodels.	Karen Messmer	We can remove this due to it being redundant. Thank you.	<input checked="" type="checkbox"/>
Email	<b>Goal CL-6</b> Yes. The language should say '...easier to use and shift to .....' (See language comments in the next item.)	Karen Messmer	Edit made.	<input checked="" type="checkbox"/>
Email	<b>CL-6.1.2</b> Change the wording from 'promote' to 'invest in' and rewrite this action. The City should consider walking, cycling and transit as part of the essential transportation infrastructure. This is not just adding 'attractive elements', it is adding essential infrastructure. We need to change the way we write/talk about active transportation. It is not an 'amenity' and we should not simply 'accommodate' it. It is a part of the basic function of our transportation system.	Karen Messmer	Edit made.	<input checked="" type="checkbox"/>
Email	Overall, the language about transportation is also about inclusion and belonging. (or not) About one third of us do not drive. During some part of our lives, most of us will not be drivers, or should not be. By referencing everything from the motor-vehicle driver perspective, it relegates those who do not drive to a null zone. (Defined by what we do not do, such as 'non-drivers'.) Walking is the original form of transportation, not the 'alternative' to a motor vehicle. Please review all language in this topic area for the Comprehensive Plan to make sure it is inclusive and does not diminish the importance of active transportation.	Karen Messmer	Comment incorporated in the Climate Element and Transportation Element.	<input checked="" type="checkbox"/>
Email	<b>CL-6.1.5</b> Yes, this is good. I like the word 'prioritize' but change the phrase 'non-motorized' to 'active transportation'.	Karen Messmer	Edit made.	<input checked="" type="checkbox"/>
Email	<b>CL-6.2</b> Yes - to all of the actions listed under CL-6.2.	Karen Messmer	Thank you.	<input type="checkbox"/>
Email	<b>CL 6.2.1</b> – This is a good policy because it will take the public, the private sector, non-profits, and the general public to address climate change. We need all of these working together to address this threat to our environment and economy.	Karen Messmer	Thank you	<input type="checkbox"/>
Email	<b>Goal CL-7</b> Change the word 'promote' to 'support'.	Karen Messmer	Edit made.	<input checked="" type="checkbox"/>
Email	The land use tools for this goal need to include 'do not increase the size or change the boundaries of the Urban Growth Boundary' otherwise, we are not meeting this goal. Actually limiting the Urban Growth Boundary to the existing roads, sewer, and water system would reduce costs for everyone, increase density, and increase the potential for 15-minute neighborhoods.	Karen Messmer	Incorporated into the Land Use Element.	<input type="checkbox"/>
Email	While promoting transit is good, the word 'beyond' could be misconstrued to include as promoting transit service to areas that are not efficient to serve. Transit service only helps reduce emissions if it is provided with zero emission vehicles and on routes that serve many people. Remote service is not a climate strategy.	Karen Messmer	Edit made.	<input type="checkbox"/>
Email	<b>CL 7.2.1</b> 'Reducing delays' for motorists could end up adding dangerous situations for people who are walking and cycling. For example, right turn 'slip lanes' add distance for crossing at an intersection. They also are dangerous because drivers see a 'free right turn' situation and may not look for pedestrians. Improving traffic 'flow' could be interpreted as increasing speeds, which will endanger pedestrians. Increasing speeds also makes the environment intimidating for pedestrians and cyclists. Some of the details listed here could be good, such as roundabouts. As more cars are electrified, however, idling is a diminishing pollution problem. (Since electric vehicles do not have emissions, except for their charging power source.)	Karen Messmer	Edits made to incorporate feedback.	<input checked="" type="checkbox"/>
Email	<b>CL-7.2.3</b> Note that currently the transit bus system is not low-carbon. The Tumwater Council member who is the Transit Authority Board member should be pushing the Transit Authority to move to the lowest emission vehicles possible. This does not include the hydrogen fuel approach that Intercity Transit has as part of their plans. It will be almost impossible to have low/no carbon hydrogen at a cost that is competitive with electricity. Our grid is expected to be low-zero carbon. Creating hydrogen fuel (using electricity) at a distance means it needs to be transported, which uses even more energy. Siting a hydrogen production facility inside our urban area would be extremely difficult.	Karen Messmer	Edits made.	<input checked="" type="checkbox"/>
Email	<b>CL-7.2.4</b> This is an excellent approach. Increased walking and cycling routes will help with school transportation, transit access, and healthy exercise. The standards for new subdivisions and commercial and residential developments should require that walk/cycle connections to neighboring areas and uses be provided.	Karen Messmer	Thank you.	<input type="checkbox"/>
Email	<b>CL-10.5.3</b> Obtain funding to finish the Deschutes Valley Trail, aiming to complete construction by 2040 . Simply change this statement to 'complete construction by 2024.' The funding language implies that, without outside funding, the City is not working on this action. Rewrite to make it an action to complete the trail. Find the funding in order to do that.	Karen Messmer	Edit made.	<input checked="" type="checkbox"/>
Email	This might be a great opportunity to be inserting and framing a structure for how jurisdictions could frontload responses and the most needed services during climate-related emergencies and issues. Some groups have necessarily become quite adept at knowing what communities need during times of crisis, and how to plan for better future outcomes...I thought we may want to use some of their on-the-ground learning to be shaping our Comp Plans. A strongly recommended resource was this one, <a href="https://mutualaiddisasterrelief.org/">https://mutualaiddisasterrelief.org/</a> which has been valuable for these two southern Oregon non-profits who spent serious time in mutual aid services during the devastating Alameda fire there in 2020, and then afterwards. To make the very best and most useful climate element we may want to be tapping some of the already established and utilized ideas/actions which the Mutual Aid movement has trailblazed.	Janine Linsey	We tried to incorporate this into CL-10.1.6.	<input checked="" type="checkbox"/>

Email	I have ridden my bike to work for years, but that's something I haven't felt safe doing recently. This year I started working in Tumwater and there's no good route for me to get from my home in SE Oly to the New Market Skills Center. Capitol Boulevard has no bike lanes through downtown Tumwater and the sidewalks are narrow, bumpy, and there are many, many road crossings that I have to navigate. My alternative route is the Henderson Boulevard bridge, but it is narrow and people regularly drive 50 mph over it. If there were some way to have a pedestrian bridge next to Henderson, or improved sidewalks along capitol boulevard it would really help me out in my commute.	Kent Reister	This comment was relayed for inclusion in the Transportation Element.	<input checked="" type="checkbox"/>
First Draft survey	There is no scientific evidence whatsoever to show that the climate is affected by human activity. You should not be burdening us with more regulations and taxes to pursue something that is entirely unsubstantiated.	Anonymous	The Climate Element is a state requirement. There is scientific consensus that humans are causing global warming and climate change.	<input type="checkbox"/>
First Draft survey	Bike paths are so important. I love to cycle, but there aren't safe paths for me to cycle to work (Tumwater Hill to L&I). We would love to teach our kids to cycle, but we need to drive to a safe path to make this happen. It would be wonderful to see lots of cyclists in Tumwater, taking care of our environmental and personal health.	Anonymous	Thank you. Goal CL-6 addresses a lot with bicycles, and there is even more in the resilience sub-element and the Transportation Element.	<input checked="" type="checkbox"/>
First Draft survey	1. Develop a system for assessing the potential reductions in emissions from various proposed City investments to allow comparisons across proposed steps of the estimated cost of expected reductions in dollars/tonne CO2e or some similar metric.	Thad Curtz	We will strive to do this as much as we can. We can add this to a work plan for future additional staff as well to address in a more consistent way.	<input type="checkbox"/>
First Draft survey	2. Require minimum levels of efficiency as part of rental licensing standards.	Thad Curtz	The City is currently watching how this works in Olympia. If we take any action, it will be after some initial findings are shared from Olympia. This requires a balanced approach with affordable housing efforts.	<input type="checkbox"/>
First Draft survey	3. CL-4.2.7 Assess the effectiveness over time of audit and disclosure programs' efforts to reduce emissions.	Thad Curtz	We will assess the effectiveness of this action along with all others as part of our 5 year reporting to the Department of Commerce.	<input checked="" type="checkbox"/>
First Draft survey	4. Require southern roof orientation in new single family construction where feasible.	Thad Curtz	Staff prefer an approach to incentivize, rather than require for this suggestion. Add language with CL-5.1.2 about incentivizing southern roof orientation. We will include incentives in Development Code.	<input checked="" type="checkbox"/>
First Draft survey	5. CL-7.2.5 Explore having Intercity Transit create neighborhood electric car-sharing programs, on the analog of its van pool program.	Thad Curtz	We added CL-7.2.3 to explore the feasibility of EV car share programs with other jurisdictions, relevant agencies (like Intercity Transit), and or a public-private-partnership.	<input checked="" type="checkbox"/>
First Draft survey	6. CL-9.1 Work to reduce local consumption emissions through education and outreach programs.	Thad Curtz	Since Tumwater relies on the TCMC GHG inventories, we will relay this comment to the TCMC for consideration.	<input type="checkbox"/>
First draft survey	"Remove any element that says Equity, which is identity nonequal racist. We should treat all the same in Tumwater. Also opposed the word ""will"" change due to natural climate changes. Delete any provisions that call for regulation of type of vehicle one drives. Delete any provisions that call for high density in established residential areas and stick with current zoning. If folks want to live in a big urban condensed city, there is one close by. Overall a waste of time and drawing conclusions on climate change and how one state can change at the expense of its citizens. Bare minimum to pass the CC since it may be repealed in the future. We see how all electric is not a fix all when the power goes out, encourage and incentives, but don't regulate. Plant more plants and trees and stop cutting them down!	Anonymous	The parts this community member wants removed are state requirements of the element. There is no city-level regulation now nor suggested that would mandate the type of vehicles individuals drive. Their suggestion regarding trees is incorporated into TMC 16.08 when that work is re-started this year.	<input type="checkbox"/>
First draft survey	Far into the future as possible with no regulation (in response to timeline question)	Anonymous	Given that we are required to set targets for GHG reduction in the near and short term, we have to have actions in the near term.	<input type="checkbox"/>
First draft survey	Little to none. Climate always changes and until the world reduces.	Anonymous	There is scientific consensus that humans are causing global warming and climate change.	<input type="checkbox"/>
First draft survey	I am excited that climate, habitat and conservation are inclusive in the plan.	Anonymous	Thank you.	<input type="checkbox"/>
First draft survey	I believe consolidated 15 minute neighborhoods are a powerful tool. I also appreciate that this could be combined with tree cover and additional trails/bike paths to make moving about without a car easily.	Anonymous	Thank you.	<input type="checkbox"/>
First draft survey	likely we have to work on adaptation of building and land management practices as a priority -- we are unlikely to slow climate change quickly and resilience is unfortunately the major need now. See: north Carolina or California in recent months.	Anonymous	The CPAT created priorities for the Climate Element, one of which addresses this concern.	<input checked="" type="checkbox"/>
First draft survey	I really care about natural spaces. I feel this is both good for climate and good for resiliency in the face of climate change. More compact housing means more room for natural space which makes the community more attractive for drawing people to live here and retaining those who do live here.	Anonymous	Thank you. We have included actions in the draft that encourages compact urban development.	<input checked="" type="checkbox"/>
First draft survey	I expect that it will be hotter creating more need for both medical and fire interventions as well as water conservation.	Anonymous	We have included actions that seek to reduce public health impacts of heat and fire.	<input checked="" type="checkbox"/>
First draft survey	I like the focus on adaptation and seeking efforts to reduce the need to drive and pollute from driving. Having too many goals can make it hard to demonstrate progress. Many of the goals in the document easily overlap. Consolidate maybe to help focus the work?	Anonymous	Where we can consolidate actions, we will. We also worked with the CPAT to create priorities and identify actions for those priorities.	<input checked="" type="checkbox"/>
First draft survey	"-Plan should only provide guidance, not regulations or burdens for citizens. Climate change is a world problem, Tumwater or WA will not solve. -Remove all reference to equity, the opposite of equality. No illegal racial discrimination under the guise of equity. -no electric anything mandates, those have ended. Again, just guidance and incentives work the best. Carrots, not stick approach works best. - Alternate plan should be Stop or Limit developing housing, especially apartments. Why encourage growth that requires increased infrastructure and services. It is actually ANTI- carbon neutral to construct more housing and infrastructure. -Maybe different area, but Tumwater needs to evaluate tapping into hydro power. There already is mass fish barriers (falls and check dams) on the Deschutes, why not power the entire City. Now that would be carbon neutral and cleanest electricity available. Has anyone evaluated this?"	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	The parts this community member wants removed are state requirements of the element. The climate element does not include any all electric mandates and is compliant with Initiative 2066. The City is not a power utility.	<input type="checkbox"/>
First draft survey	Tumwater's 2025 climate plan exemplifies the pitfalls of embracing a socialist, globalist, and utopian agenda under the guise of climate action and equity. At its core, this plan seems less concerned with practical governance or addressing the needs of all its residents and more focused on imposing an ideological framework that is fundamentally anti-American in its approach.  Socialist Redistribution Masquerading as Climate Policy  The plan emphasizes redistribution of resources and benefits under the banner of "equity." By prioritizing "frontline communities" and low-income groups, the city is effectively choosing winners and losers based on arbitrary, identity-driven criteria rather than implementing policies that serve all residents equally. This reeks of social engineering—shifting public funds and resources not for the public good, but to conform to a political narrative that divides the community along racial and socioeconomic lines.  The plan goes further by proposing subsidies, incentives, and mandates that will be financed by higher taxes or government debt, burdening middle-class families and businesses. Tumwater is not a socialist experiment—it is an American city that should prioritize economic growth and prosperity over redistributive policies that penalize hard-working taxpayers.  Globalist Overreach and Misplaced Responsibility  This plan adopts the rhetoric of global climate activism, claiming Tumwater can somehow address worldwide systemic issues like "exploitation of natural and human resources" or "global greenhouse gas emissions." This delusion of grandeur ignores the reality that Tumwater, a small city, contributes an insignificant fraction to global emissions. No amount of sacrifice by its residents or businesses will have a measurable impact on the global climate.  Instead of focusing on local needs—like maintaining roads, improving public safety, or expanding economic opportunities—the city has chosen to align itself with globalist frameworks like the Justice40 Initiative. This alignment subjects local governance to external ideologies and objectives, distancing it from the practical concerns of Tumwater residents.  Utopian and Impractical Goals	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	The parts this community member wants removed are state requirements of the element. The draft plan does include actions that are intended to improve public health and safety and includes roadway projects for multi-modal transportation.	<input type="checkbox"/>
First draft survey	CL-1: Equity-Centered Climate Policies • The insistence on "centering equity principles" diverts focus from universal solutions to divisive, identity-based politics. This policy prioritizes specific groups based on race and income, undermining the principle of equal treatment under the law. Such an approach fosters resentment among residents who feel excluded from decision-making processes or penalized for their economic status.	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	The parts this community member wants removed are state requirements of the element.	<input type="checkbox"/>
First draft survey	CL-3.2: Transition to Non-Motorized Transportation • Mandating infrastructure for walking and biking ignores the reality that Tumwater is a car-dependent community. These actions are impractical for suburban or rural residents, forcing lifestyle changes that many do not want or cannot afford. Reducing parking and discouraging car use could lead to decreased accessibility, especially for families and small businesses.	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	One of the requirements for the Climate Element is that it include strategies to reduce vehicle miles traveled. We have received many more comments through the Climate Element development process in favor of active transportation like walking and biking than against. Building more active transportation facilities does not force lifestyle changes. We will be mindful to not reduce accessibility.	<input type="checkbox"/>
First draft survey	CL-5: Vehicle Miles Traveled Reduction • Policies aimed at reducing vehicle miles traveled by promoting dense, urban-style development are antithetical to American values of suburban living and personal freedom. These measures penalize residents who choose to live in single-family homes and depend on cars. They also disregard the geographical realities of Tumwater and the surrounding area, where public transit infrastructure is insufficient.	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	One of the state requirements of the Climate Element is that it includes strategies to reduce vehicle miles traveled. The purpose of the Growth Management Act, which the entire Comprehensive Plan is based on, is to promote urban development within urban growth areas to reduce sprawl in rural areas. The draft plan includes actions to work with Intercity Transit to address areas of the City where transit infrastructure is insufficient. Often where public transit is inefficient, it is because of less dense development.	<input type="checkbox"/>

First draft survey	<p>CL-7.1: Net-Zero Municipal Emissions</p> <ul style="list-style-type: none"> <li>Achieving net-zero emissions by 2045 for municipal operations is not only economically burdensome but also a symbolic gesture with no tangible impact on global climate change. Taxpayers will ultimately shoulder the cost of retrofitting city facilities and transitioning to renewable energy, with little to show for it.</li> </ul>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	The state requires us to be consistent with the statewide GHG emission reduction goals. Luckily, with the Clean Energy Transformation Act, the work of transitioning our energy utilities to renewable energy will be accomplished by PSE, not local governments. To reduce emissions in city facilities and operations, we simply need to increase efficiency, which is a cost-saving effort in the long run.	<input type="checkbox"/>
First draft survey	<p>CL-10.2: Renewable Energy Incentives</p> <ul style="list-style-type: none"> <li>Incentives for renewable energy, such as subsidies for solar panels and electric vehicle chargers, disproportionately benefit wealthier residents who can afford the upfront costs of adopting new technologies. Low-income households, ironically the focus of the equity rhetoric, may be left behind while bearing the financial burden of these subsidies.</li> </ul>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	We have made efforts to incorporate equity into these actions.	<input checked="" type="checkbox"/>
First draft survey	<p>CL-11: Equity and Environmental Justice Programs</p> <ul style="list-style-type: none"> <li>This policy goes beyond climate action to implement social justice frameworks, which are not the purview of municipal governance. By prioritizing “historically disadvantaged communities” for climate programs, the city risks alienating a significant portion of its population, creating unnecessary division and resentment.</li> </ul>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	This is a state requirement of the Climate Element. Prioritizing people left out historically does not mean that those who haven't been left out get any less effort or attention.	<input type="checkbox"/>
First draft survey	<p>CL-12.3: Climate Hazard Preparedness</p> <ul style="list-style-type: none"> <li>While preparing for climate hazards is practical, framing this as a way to address systemic inequities distorts the purpose of emergency management. The focus should be on building resilience for all residents, not categorizing individuals into victim groups based on race or income.</li> </ul>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	The focus is for building resilience for all residents. Some residents have specific needs in order to attain resilience as they have less resources and adaptive capacity. For instance, a person in a home with air conditioning will have an easier time dealing with a heat wave than a resident living outdoors. Another example is in the event of a necessary evacuation - residents with access to personal vehicles will use evacuation routes where those without access vehicles will need assistance. The goal is community resilience for all.	<input checked="" type="checkbox"/>
First draft survey	<p>CL-15: 15-Minute Neighborhoods</p> <ul style="list-style-type: none"> <li>The concept of creating “15-minute neighborhoods” where daily needs are accessible by walking or biking is unrealistic for a suburban community like Tumwater. Attempting to force this urban model on a suburban area ignores resident preferences and the economic reality of car dependence in smaller cities.</li> </ul>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	One state requirement of the Climate Element is reducing vehicle miles traveled. This action, which is from the City Council accepted Thurston Climate Mitigation Plan, is a council approved way to reduce vehicle miles traveled. Additionally, we heard a resounding demand for improved bike and pedestrian infrastructure in our community engagement.	<input type="checkbox"/>
First draft survey	<p>CL-17.1: Justice40 Compliance</p> <ul style="list-style-type: none"> <li>Aligning with the federal Justice40 Initiative and directing 40% of climate investments to specific groups based on historical disadvantages prioritizes political ideology over practicality. This approach introduces federal social policies into local governance, undermining the autonomy of Tumwater’s residents and risking inefficient allocation of resources.</li> </ul>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	The parts this community member wants removed are state requirements of the element.	<input type="checkbox"/>
First draft survey	<p>CL-18.2: Urban Canopy Expansion</p> <ul style="list-style-type: none"> <li>Expanding the urban canopy is a noble goal, but mandating tree preservation and planting initiatives could conflict with private property rights. Forcing homeowners or businesses to comply with strict canopy requirements adds unnecessary costs and infringes on individual freedom.</li> </ul>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	The City will not force homeowners to comply with canopy requirements outside of the Tumwater Municipal Code requirements. The Climate Element does not require this and instead includes actions to preserve and enhance existing canopy.	<input checked="" type="checkbox"/>
First draft survey	<p>CL-20.1: Public Participation in Climate Policies</p> <ul style="list-style-type: none"> <li>While public participation is essential, the plan’s focus on engaging “frontline communities” suggests a deliberate effort to amplify certain voices over others. All residents should have an equal say, and the city’s approach should not skew toward particular groups to fulfill ideological goals.</li> </ul>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	The effort to engage frontline communities isn't to amplify certain voices over others, rather to make efforts to ensure their voices are included where they haven't been in the past.	<input checked="" type="checkbox"/>
First draft survey	<p>The Climate Element of Tumwater’s Comprehensive Plan is fundamentally flawed, driven by ideological narratives rather than pragmatic governance. Its anti-American focus on equity, redistribution, and globalist policies ignores the core principles of freedom, personal responsibility, and economic growth that define this nation. Asking for timeline adjustments is akin to rearranging deck chairs on the Titanic—it fails to address the insanity of the ship’s direction. However, as requested, here are specific suggestions for shifting action timelines:</p> <p>CL-1: Equity-Centered Climate Policies</p> <ul style="list-style-type: none"> <li>Original Timeline: Immediate implementation of equity-based policies.</li> <li>Suggested Change: Push this timeline to “indefinite” or “never” until the city provides evidence that these policies will serve the entire population equitably rather than focusing on identity politics and redistributive social frameworks. Equity should not be a government-imposed criterion for climate action, which should focus on universal, practical solutions.</li> </ul> <p>CL-3.2: Transition to Non-Motorized Transportation</p> <ul style="list-style-type: none"> <li>Original Timeline: Incremental implementation beginning within 2 years.</li> <li>Suggested Change: Delay until 2060 or beyond. This policy assumes that car dependency is a problem to be solved, but in a free-market society, transportation preferences should remain a matter of personal choice. Public funds should not subsidize anti-car infrastructure that most residents do not prioritize or need.</li> </ul> <p>CL-5: Vehicle Miles Traveled Reduction</p> <ul style="list-style-type: none"> <li>Original Timeline: Target reductions by 2030.</li> <li>Suggested Change: Eliminate this target timeline entirely. Reducing vehicle miles traveled is a direct attack on personal mobility, economic freedom, and suburban living. The assumption that car travel must be curtailed to fit an urbanist utopia is both impractical and anti-American.</li> </ul> <p>CL-7.1: Net-Zero Municipal Emissions</p> <ul style="list-style-type: none"> <li>Original Timeline: Achieve net-zero by 2045.</li> <li>Suggested Change: Shift the timeline to “never” until the city can demonstrate that achieving net-zero municipal emissions will have a measurable impact on global climate conditions. Until then, this goal is a waste of resources that could be better allocated to immediate, tangible improvements for residents.</li> </ul>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	The Climate Element is required to incorporate equity, GHG reduction, and reduce vehicle miles traveled that can be measured and reported on as early as 5 years from now. Our GHG reductions must meet state goals. The timeframe of the plan is through 2045, so delaying actions until 2060 is not within the planning timeframe. We welcome suggested alternatives to meet state requirements while shifting the timelines as you suggest.	<input type="checkbox"/>
100 ft survey	<p>The very question of identifying “publicly identified priorities” from the framework provided in Part 1 assumes that this ideologically driven plan represents a legitimate or fair process of community input. However, the icons and so-called “public priorities” are not a genuine reflection of the community’s needs or values but rather a curated agenda designed to reinforce the anti-American, socialist, and globalist ideologies embedded in the climate plan. The public workshops and surveys described in the document appear to have been constructed to elicit predetermined answers, favoring the city’s ideological goals rather than allowing for genuine dissent or alternative perspectives.</p> <p>While I will address the icons and actions as requested, it is critical to highlight that this framework does not represent a true democratic process or legitimate governance.</p> <p>Response to Publicly Identified Priorities</p> <p>1. Equity-Focused Icons</p> <p>Icons highlighting equity as a priority are riddled throughout this framework, including for actions such as CL-1 (Equity-Centered Climate Policies), CL-17.1 (Justice40 Compliance), and others. These policies aim to centralize identity politics and redistribute resources under the guise of environmental justice.</p> <p>Critique: These policies are inherently divisive, prioritizing certain groups based on race, income, or perceived vulnerability rather than serving the city as a whole. They undermine the American principle of equality before the law and promote favoritism instead of fairness. Using these equity-focused icons to define priorities is not only inappropriate but dangerously ideological.</p> <p>2. Transportation Actions</p> <p>Policies such as CL-5 (Vehicle Miles Traveled Reduction) and CL-3.2 (Non-Motorized Transportation) are marked as publicly supported, yet they clearly reflect the city’s anti-car, anti-freedom bias. These icons suggest that reducing personal vehicle use is somehow a community priority when, in reality, this initiative imposes urbanist ideals on a suburban community.</p>	<a href="mailto:Olympiachud@gmail.com">Olympiachud@gmail.com</a>	As evidenced by your ability to share what you think in this survey, the community engagement was developed and offered in an open and welcoming format to foster community input by all. Equity is a requirement of the Climate Element, so we will not remove its presence from the Climate Element. We welcome suggestions to reduce vehicle miles traveled (as is required by the state) without offering alternatives to single-occupancy vehicle transportation. As mentioned above, the goals related to expanding tree canopy are not intended to infringe on personal property rights. We will reconsider these actions to ensure they cannot be interpreted as such. Your concern that incentives may result in a cost burden to tax payers will be considered.	<input checked="" type="checkbox"/>

First draft survey	<p>My answer is twofold:</p> <p>First Response:</p> <p>I expect that the implementation of this plan will result in catastrophic economic, social, and cultural harm to the City of Tumwater. This climate framework, veiled in social justice rhetoric and false compassion, is fundamentally anti-American, anti-growth, and anti-human. The focus on identity politics, equity-based redistribution, and globalist goals over practical governance reveals a complete disregard for the hardworking residents and businesses that make Tumwater thrive.</p> <p>The outcomes will likely include:</p> <ul style="list-style-type: none"> <li>Economic Collapse: Small businesses and working families will be crippled by the financial burden of unnecessary regulations, subsidies, and mandates tied to green energy and urbanist planning.</li> <li>Erosion of Freedom: Residents will see their personal choices, such as driving cars or living in single-family homes, curtailed in favor of ideologically driven agendas.</li> <li>Division and Resentment: The obsession with race, income, and identity as central policy considerations will foster division, resentment, and alienation among the community.</li> <li>Failure to Address Real Needs: While Tumwater chases abstract and esoteric goals like net-zero emissions and equity metrics, core needs like public safety, infrastructure maintenance, and economic growth will fall by the wayside.</li> </ul> <p>In short, this plan is a betrayal of the American ideals of freedom, merit, and the pursuit of happiness. It is an inhumane framework designed to serve global technocrats and ideologues, not the people of Tumwater.</p> <p>Second Response: Expectations for a Great Tumwater</p> <p>What I expect, and demand, is for Tumwater to reject this entire framework and instead focus on building a community rooted in American values: strength, prosperity, freedom, and the well-being of its people. Tumwater does not need to align itself with globalist climate agendas or utopian abstractions that weaken our city and divide our people.</p>	Olympiachud@gmail.com	We will strive to not over regulate and ensure community members still have their freedom of choice. Many actions in the Climate Element focus more on the "carrot" than the "stick" approach.	<input checked="" type="checkbox"/>
First draft survey	<p>My answer is twofold:</p> <p>1. Tumwater's Fundamental Changes Would Have Zero Impact on Climate but Massive Negative Impact on the Well-Being of Its People</p> <p>The City of Tumwater could implement every single measure in this Climate Element, fundamentally changing its infrastructure, economy, and culture, yet it would have literally zero measurable impact on the global climate. Tumwater is a small city, and its greenhouse gas emissions contribute an infinitesimal fraction to global emissions. Even if the city achieved complete carbon neutrality tomorrow, it would not alter the trajectory of global climate trends. Tumwater's sacrifices, therefore, serve as a symbolic gesture at best, rather than a meaningful solution to a global problem.</p> <p>The real impact, however, would fall squarely on the well-being of Tumwater's residents:</p> <ul style="list-style-type: none"> <li>Economic Harm: The cost of implementing renewable energy mandates, retrofitting buildings, and subsidizing non-motorized transportation systems would disproportionately hurt small businesses, low-income families, and fixed-income seniors. Residents would face rising costs for housing, utilities, and transportation, all to meet goals that provide no tangible local benefit.</li> <li>Erosion of Livelihoods: Stricter regulations on businesses, coupled with urban density mandates and the reduction of parking, will discourage investment and economic growth. Residents and businesses would face fewer opportunities as Tumwater becomes an unwelcoming environment for those who value freedom and choice.</li> <li>Quality of Life Deterioration: Policies that prioritize dense, walkable "15-minute neighborhoods" and reduce vehicle usage would limit personal mobility and lifestyle choices. These measures are entirely unsuitable for a suburban and rural area like Tumwater, forcing residents into impractical urban frameworks that diminish their quality of life.</li> </ul> <p>Ultimately, this climate plan is a self-inflicted wound on Tumwater. The city is pursuing policies that harm its people for the sake of symbolic climate goals that will have no meaningful impact globally or locally. This focus is fundamentally against the well-being of Tumwater's residents, prioritizing abstract, ideological goals over tangible improvements to their daily lives.</p> <p>2. An Equity Focus Violates the Principle of Equal Treatment Under the Law</p> <p>The Climate Element's explicit focus on equity is not only divisive and counterproductive, but it also contradicts the principle of equal treatment under</p>	Olympiachud@gmail.com	We're mandated by the State to reduce GHG emissions and meet the state GHG reduction target. While Tumwater's contributions to global climate change are small compared to the global problem, staff has direction from our City Council to reduce emissions and follow their climate emergency resolution. As with all Ordinances, we will seek public participation for any Climate Element action which triggers the development of regulation/code/Ordinance which should help reduce any potential harm (including extra costs) to community members and businesses in Tumwater. Furthermore, the State requires we plan to accommodate a certain number of housing units in the next 20 years and urban density is a necessity to meet this requirement.	<input type="checkbox"/>
First draft survey	I especially appreciate the emphasis on the 15-minute neighborhood as an improvement to health and quality of life.	Anonymous	Thank you.	<input type="checkbox"/>
First draft survey	CL-6.1.1 (bike and pedestrian plan) (preserve and expand shade cover) CL-10.5 (improved access to public green spaces CL-11.1.1 I (incorporate Traditional Ecological Knowledge into city planning) CL-12.1.3 (tree species planting guidance) CL-12.2.2 (wetlands and corridors) CL-13.6.2 (decrease sprawl and protect ecosystems) CL-15.2.3 (rain gardens and lawn alternatives)	Anonymous	Thank you.	<input type="checkbox"/>
First draft survey	10.8 Emphasis on wildlife corridors is important. CL-3 Emphasis on educational outreach is good. CL4 2.3 - Education to home buyers is important. CL 4.3.3 - Cool roofs and living walls are an interesting idea. CL 4.4.3 - Guidelines for deconstructing and salvaging materials is a cool idea. CL 8.1.6. Establishing tree canopy in existing parking lots is an interesting idea.	Anonymous	We added language something about non-human residents impact of air quality in CL-10.8.4.	<input checked="" type="checkbox"/>
First draft survey	The changes above would improve health of all residents in addition to the livability of the community for humans and also wildlife.	Anonymous	Thank you.	<input type="checkbox"/>
First draft survey	No. I appreciate the detail that was put into this report and found reading it very inspiring.	Anonymous	Thank you.	<input type="checkbox"/>
First Draft survey	<p>A brief statement regarding my support for the maximum amount of carbon reduction actions in the Tumwater Comprehensive Plan Update:</p> <p>With the new Federal Administration policy of maximizing fossil fuel use and thus accelerating climate change, it is imperative that the States and Local Jurisdictions do as much as they can to promote and achieve significant carbon emission reduction.</p> <p>Every ton of carbon dioxide released into the atmosphere drives the average global temperature up a small incremental notch. Globally, humans release about 40 billion tons of CO2 annually into the atmosphere, which stays there a thousand or so years. The U.S. share is about 5.5 billion tons annually. Almost all nations have agreed via the Paris Climate Accord that we must not let global temperatures increase more than 2.0C, at which point the worst of climate change effects are expected to gradually start appearing. However, even with current national carbon reduction commitments, scientists have calculated that our average global temperature increase will pass 2.0C between 2040 and 2060 and will reach about 2.7C by 2100, and continue rising until we stop burning fossil fuels. (IPCC 6th Assessment Report)</p> <p>The quickest way to reduce our carbon footprint (about 10 tons annually per person in Thurston County) is to go all electric living, powered by renewable energy sources (solar, wind, hydroelectric, and unfortunately nuclear also.) Shifting from gas powered cars to electric saves 4-10 tons of CO2 per year, depending upon your mileage. Installing solar panels on your roof avoids 6-10 tons annually. Heat pumps, more insulation, and modern windows provide additional home energy efficiency and CO2 emissions avoided. Besides the Comp Plan, the Thurston Climate Mitigation Plan (TCMP) is also a good guide.</p> <p>If we don't make these upgrades and continue using fossil fuel, we'll leave a hell-hole legacy for our grandchildren. Even if we don't get to net-zero carbon emissions, every ton of CO2 not emitted will slow the pace of carbon change, and is worth the effort.</p>	Wayne Olsen <oceanguyolsen@comcast.net>	Thank you.	<input type="checkbox"/>
First Draft survey	I'm pleased and heartened to see the City adopting policies to consider and help address the climate crisis.	Thad Curtz	Thank you.	<input type="checkbox"/>
First Draft survey	<p>To encourage EV market growth in Tumwater I would suggest the following:</p> <p>Set a goal for support of multifamily housing EV charging to be easy to use and the electric power cost equal to home charging rates, the number of charging stations should match the expected or forecast demand at least 2 years out. For example, the number EVs expected by 2026 is 100 for multifamily units and by 2027 300 units are expected. That means 400 charging stations would be installed by 2026. The goal is that EV charging stations be ready in advance of EV sales. So apartment households can shop for an EV knowing there is a way to charge them. List alternatives for apartment owners to consider, including examples of apartment solutions that have been built and the funding used to install them and cost sharing with EV owners. Does Tumwater have a data base of possible solutions?</p>	gatorbobby47@outlook.com	We have added an action related to existing multifamily housing EV charging. PSE has an existing program for existing building, and the Energy Code requires this for new multifamily already.	<input checked="" type="checkbox"/>
First Draft survey	I would like to suggest that prior to Q4 2025, Tumwater join with other cities in the state of Washington requesting that the State of Washington publish a resolution to the EV industry that the EV industry update the 2016 Transferable EV battery warranty of 100,000 miles and 8 years to 250,000 miles or 12 years for LFP EV batteries. The latest LFP batteries have an expected life of 1,200,000 miles. CATL offers, with a bus manufacturer, a 900,000-mile 15-year warranty for LFP batteries used in a bus. This industry update would increase consumer confidence, high light the recent improvement in battery life and provide the new EV buyer with confidence that his EV will have a higher resale in year 7, with a transferable warranty that exceeds the warranty of many new gasoline vehicles. The Q4 2025 date matches the expected date for new sub \$30,000 EVs to enter the market.	gatorbobby47@outlook.com	We added an action related to lobbying for consumer protections regarding EVs.	<input checked="" type="checkbox"/>
First Draft survey	<p>To reach 0 emissions by 2050, electric vehicles have replaced gasoline and diesel vehicles 100%. Current assumptions is that EV sales will be 100% market share by 2035. Given the current market share is less than 10% that suggests market share grows by more than 25% year over year and assumes fossil fuel vehicles have a 15 year expected life. So all 2034 new gas vehicles would reach end of life by 2050. It would be better to have a plan to encourage trading in fossil fuel vehicles prior to their end of life as 100% market share is a wish, not a mandate. 25% share growth is very aggressive. Tumwater join with other cities and suggest encouraging early end of life for fossil fuel vehicles with incentives like a trade in above market value. At some point gas stations will close in mass as EVs approach 100% of the installed base of vehicles. Incentives to close gas stations at a faster pace might encourage earlier end of life for fossil fuel vehicles.</p> <p>In 2026, consider plans to encourage faster end of life for fossil fuel vehicles.</p> <p>In 2026, consider plans to accelerate the trade in of high consumption vehicles. Some studies suggest 20% of vehicles consume 50% of gasoline and diesel. This will increase reduction of fossil fuel faster than a uniform reduction of low, medium and high users of fossil fuel.</p>	gatorbobby47@outlook.com	The City is not in a position to be able to enforce a mandate such as this and we've received multiple comments regarding personal choice with transportation. We realize that fossil fueled vehicles are a hindrance/obstacle to meeting GHG targets, but this kind of suggestion is best taken at the State level.	<input type="checkbox"/>

General Government Meeting	We are remodeling T2, we are building a community center, and also building a public works facility. How does Goal CL-9 work with those upcoming projects?	Councilmember Dahlhoff	The community center design is still conceptual, but we could incorporate battery backup. We have solar and storage assessments for both fire stations and are seeking grant funding for construction. The public works facility is designed with backup power.	<input checked="" type="checkbox"/>
General Government Meeting	Did you get feedback from Police and Fire on CL-10?	Councilmember Dahlhoff	Yes, now Police and Fire have reviewed the Element.	<input checked="" type="checkbox"/>
General Government Meeting	Do we have an inventory of places and spaces that have a connection to our tribes? How do we preserve, protect, and sustain cultural sites if we don't know where they are.	Councilmember Dahlhoff	We do not have an inventory ourselves, but the Tribes do. We continue to consult local tribes whenever we disturb ground to ensure that we can steward them. We can request data from the tribes.	<input type="checkbox"/>
General Government Meeting	When there are specific issues that we know about, like endangered species, how do we incorporate that into broader goals?	Councilmember Althaus	The Conservation Element deals with this specifically.	<input checked="" type="checkbox"/>
General Government Meeting	People experience pain points with our code - how do we incorporate flexibility for those pain points into the Climate Element?	Councilmember Dahlhoff	That flexibility would be incorporated into Development Code amendments. Many Climate Element goals and policies provide language for incentives for flexibility.	<input checked="" type="checkbox"/>
General Government Meeting	If we were able to get Intercity Transit to have additional routes down Hwy 99 or Black Hills Highschool - where would that go in the Comprehensive Plan? We know that there are infrastructure challenges that are part of why there aren't routes.	Councilmember Dahlhoff	Some actions in the Climate Element work on this, as well as the Transportation Element. One specific one that speaks to the Councilmember's comment is that we would review the Capital Facilities Plan for its prioritization for all modes.	<input checked="" type="checkbox"/>
General Government Meeting	I can't see rural residents in the overarching goals. For instance, for rural residents cars are the only option and they're on well water and septic. How does that fit into all of this, since Tumwater is made up of a lot of rural areas? We need people to be able to see themselves in the document.	Councilmember Dahlhoff	CL-2.2.1 will include rural residents; CL6.2.3, CL 6.2.4, CL-7.2.3, CL-10.1.6, CL-10.3.1, CL-10.3.4, & CL-13.3.2, can specifically benefit rural residents, among many other actions and policies in the Climate Element.	<input checked="" type="checkbox"/>
General Government Meeting	How do you track of all the elements and the impacts to Departments?	Councilmember Dahlhoff	All Departments have had the opportunity to review the Elements of the Comprehensive Plan and are privy.	<input checked="" type="checkbox"/>
General Government Meeting	Regarding CL-12.5. What is allowed in protected wetlands? Does this mean we're allowing development in wetlands?	Councilmember Cathey	This speaks to City maintenance activities that occur in wetlands, such as beaver management.	<input checked="" type="checkbox"/>
General Government Meeting	Why do we not push so that there is transportation to Black Hills High School?	Councilmember Cathey	We have an infrastructure issue that is keeping Intercity Transit from extending transit to Black Hills High School. This concern is interwoven into Climate Element actions related to multimobility prioritization in the Capital Facilities Plan. We also included actions to work with Intercity Transit to expand transit routes.	<input checked="" type="checkbox"/>
Meeting	After viewing the map of Tumwater assets with the bike lanes, she felt the data did not tell a full story "just bc they exist doesn't mean they are safe "She lives by black lake where there is poor connections to those bike lanes and levels of comfortability are very low even for an experienced biker. They need to be more safe connectors to get to the bike lines.	Kerri Wilson	This will be better addressed in the Transportation Element. We're incorporating assessment of "level of traffic stress" for both pedestrians and bicyclists.	<input checked="" type="checkbox"/>
Meeting	Tumwater Schools do not allow public access to the playground or basketball courts etc. during non-school ours. This means that folks have less walkable/bikeable access to outside spaces. Therefore, people are more likely to drive to get to a park or outside recreation space. Both North Thurston and Olympia School Districts give public access to their playgrounds and basketball courts and see the value in doing so. Tumwater should join them in this.	Kerri Wilson	This is outside of the City's jurisdiction/authority.	<input type="checkbox"/>
Meeting	She feels disappointed seeing that there is new construction happening without bike lanes and pedestrian friendly features	Kerri Wilson	We've incorporated this into the Transportation Element.	<input checked="" type="checkbox"/>
Meeting	CL 15.1.4: Assess current groundwater reservoirs aquifers for any projected climate impacts, including saltwater intrusion, contamination, and reduced quantities (diminishment of aquifers and reduction of streamflow). If necessary, develop and implement strategies to mitigate impacts. Either in CL-11 or 16, wherever it fits best add a new policy: Collaborate with tribes to provide access to foraging opportunities including but not limited to: camas, evergreen huckleberry, bog plant species, and cedar.	Squaxin Island Tribe natural resources staff	Edits made.	<input checked="" type="checkbox"/>
Meeting	Dial a Lift service can be taken away from folks, and there are issues with wheelchairs/vehicles. Folks get stuck in south Tumwater because of lack of transit and sidewalks. We need more gradual curbs, better sidewalks, and streetlights in south Tumwater.	People First	We've added actions related to this and also incorporated this feedback into the Transportation Element.	<input checked="" type="checkbox"/>
Meeting	Emergency responders need to be better trained for non-verbal or folks with developmental disabilities. When someone is being taken away in an ambulance, emergency responders need to make sure assisted equipment for the patient needs to come with them.	People First	We've shared this feedback with our Emergency Manager.	<input type="checkbox"/>
Meeting	Air filter and portable heat pump program would be great for seniors.	Area Agency on Aging	We think so too and have actions related to this in the Climate Element.	<input checked="" type="checkbox"/>
Online Open House	Create programs and incentives that support resident access to clean energy, such as heat pumps, solar, and EV chargers. Include specific carveouts for low-income and elderly populations.	Anonymous	This has been incorporated.	<input checked="" type="checkbox"/>
Online Open House	The ability to walk or roll around our community is a transportation method not dependent on income or on the presence of fuels or electricity. Having a fully accessible, walkable community will be resilient as well.	Anonymous	This has been a guiding principle as we work on the Climate Element and Transportation Element.	<input checked="" type="checkbox"/>
Online Open House	Sidewalks along Trosper Road and nearby streets are incomplete. Many older residents live in this area and need safe walking routes to get to the commercial area to the east.	Anonymous	Sidewalk connectivity has been included in the Transportation Element.	<input checked="" type="checkbox"/>
Online Open House	Provide safe walking and cycling throughout the city. This is important to reduce emissions and pollution. It is also important so that people can move around if fuel becomes scarce or some services are not accessible by car. It is also important that people who need to get to transit can walk safely to reach a bus stop. Transit cannot go everywhere, so that means that people need safe walking routes to and from their home and services and destinations.	Anonymous	This has been incorporated.	<input checked="" type="checkbox"/>
102 Online Open House	I believe the City is in need of more cooling & heating centers for community members. This summer was relatively cool but investing in at least one other area in a different part of Tumwater to support heating & cooling for community members would be a great idea.	Anonymous	This has been incorporated.	<input checked="" type="checkbox"/>
Online Open House	I also really liked an idea I heard at the ASHHO event, which was to find a way to repurpose abandoned parking lots that become heat islands during extreme weather events. If these lots cannot be repurposed right away, maybe trees can be planted in the sidewalk areas that border these lots, to help shade the parking lots somewhat when it's really hot outside. Or, maybe we could consider building simple structures that could provide shade over parts of certain heat islands. An empty parking lot on a busy road that had some sort of shade structure with a bench or two underneath it could help a severity of heat coming from that asphalt and also give passerby a place to sit in the shade on hot days.	Anonymous	This has been incorporated.	<input checked="" type="checkbox"/>
Online Open House	My concern is putting warehouses near schools. The Tumwater planning dept. should not allow this. Schools need better air quality nearby, not trucks going to and from large Port of OLY. warehouses.	Anonymous	This comment was relayed to Planning staff for consideration for the Land Use Element.	<input type="checkbox"/>
Online Open House	My concern is water quality. The Port allowed a Coca Cola plant to lease a parcel in Tumwater. My concern is allowing a industrial plant to bottle our water to be shipped out of state. I do not think we have enough scientific evidence that Tumwater has enough available water for the next 20-25 years to do this. The town of Lacey has water restrictions. This is a big deal. Do we have enough water for the next 40 years of growth? We should not allow industry to take our water!	Anonymous	We do have enough water to supply this at this time and have a mandated "duty to serve."	<input type="checkbox"/>
Online Open House	Protect the Davis Meeker Garry Oak!	Anonymous	The DMGO will not be removed.	<input type="checkbox"/>
Online Open House	The Davis Meeker Garry Oak is sacred to several Coastal Salish Tribes, as well as many Tumwater residents. The DMGO is located on the historic Cowlitz Trail (parts of which became Old Highway 99), and is fairly close to the site of the Bush Family Farm. The City of Tumwater needs to protect the DMGO as one of the only visible reminders of the Cowlitz Trail, and our shared history. The DMGO provides important habitat for birds, as well as sequestration of atmospheric carbon. Too many large trees have been removed in Tumwater already.	Anonymous	The DMGO will not be removed.	<input type="checkbox"/>
Online Open House	There are many mobile home parks in Tumwater. Most of us senior citizens do not have the money to add insulation, although we are exposed to the increase in temperatures more rapidly than most stick-built homes. Help us upgrade the mobile homes we live in. Our rent is being increased annually and on a reduced fixed income leaves little money for improvements.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	In a wildfire or incident, how would large numbers be able to exit on the present two-lane roads? Are there enough fire stations, equipment & responders? Would the city be able to expedite building permits to rebuild?	Anonymous	We added an action to assess this.	<input checked="" type="checkbox"/>
Online Open House	I wonder, when it gets hot in the summer, or wet in the winter, whether climate change is showing up, or whether it's just local variation.	Anonymous	Scientists agree it is climate change. However, variations in weather still occur in the short term.	<input type="checkbox"/>
Online Open House	I have experienced the heat events but fortunately my health has not been impacted. I also have noted the increase in smoke events.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	Summer wildfires are much more frequent in this area compared to when I was a kid growing up here. Summers are hotter.	Anonymous	Yes.	<input type="checkbox"/>
Online Open House	Our rivers and streams are low. We have less rain. Our thick forests are super dry in the summer. We could have a massive forest fire (my sister went through this in another town, her area was wiped out by fire). We must be aware of how much water we remove from the water table. We must not allow industry into our area that will contribute to lowering the water table.	Anonymous	We have a legal "duty to serve."	<input type="checkbox"/>
Online Open House	I purchased a portable a/c for my apartment about 4 years ago to help with the heat. But I am not convinced still that it is related to climate change. I believe the earth goes through cycles like this, it just wasn't tracked 100's of years ago. Tracking temperatures has only been happening for the last 150 years or so.	Anonymous	We're glad you will be safer during any heat events.	<input type="checkbox"/>
Online Open House	I am noticing longer hotter and drier summers.	Anonymous	Yes.	<input type="checkbox"/>
Online Open House	Aware of increased heat in summer & more snow days in winter. We are less active in summer due to heat and more careful of road conditions in winter. Have been impacted by smoke from fires in other areas.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	I haven't made any changes, but I was pleased to buy a home with a heat pump since it gets pretty warm during the summer.	Anonymous	We're glad you will be safer during any heat events.	<input type="checkbox"/>

Online Open House	We installed a single split heat pump in the back of our house; replaced our old gas water heater with a new heat pump water heater; went from our plug-in hybrid to a full battery electric; put in a 240 charger; and signed up for PSE's community solar and their time of use rate program. We don't eat red meat any more (except for occasional bacon and for meat on pizza); We don't fly for vacations.	Anonymous	Thank you! You're a champion!	<input type="checkbox"/>
Online Open House	Went to ductless system from burning wood for heating house. Electric bill has gone up but overall less work/time to heat house.	Anonymous	We're glad you will be safer during any heat events.	<input type="checkbox"/>
Online Open House	Yes, we purchased a window-install AC unit. (heat pump) to prepare for heat events. This was the best choice for us since retrofitting our entire home would be expensive. We also have air filters now.	Anonymous	We're glad you will be safer during any heat events.	<input type="checkbox"/>
Online Open House	Yes, I've made many changes, but I've also not been able to make all the changes I'd like to because of budget constraints. I drive an EV, I bike to work in the warmer months, I eat a mostly plant-based diet, I've taken my investments out of fossil fuels, and I'm active in local climate groups.	Anonymous	Thank you! You're a champion!	<input type="checkbox"/>
Online Open House	Air conditioning is more necessary for quality of life than it used to be in this area.	Anonymous	Yes, unfortunately. We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	I try to commute by bike as much as I can to reduce my personal carbon emissions.	Anonymous	Thank you! You're a champion!	<input type="checkbox"/>
Online Open House	We bought 23 solar panels to our house. Our electric bill is lower now. We travel less, so less Green house gas (GHG) emissions.	Anonymous	Thank you! You're a champion!	<input type="checkbox"/>
Online Open House	I try to recycle as much as possible...but because it is a good thing to do. Not because of climate change.	Anonymous	Thank you!	<input type="checkbox"/>
Online Open House	In the fourteen years I have lived here, I have had to add AC to my home due to summer heat in the last five years. I am sensitive to heat and have to abstain from participating in outdoor activities or un-airconditioned locations on hot days. In my work, I am required to work outdoors but have the flexibility to choose when I can work outdoors. My schedule has had to change due to high heat days.	Anonymous	This is a reality for many. We're glad you have access to A/C to keep you safer.	<input type="checkbox"/>
Online Open House	Have added a portable air conditioner. Have had to adapt a homemade window screen to deter smoke and wear masks outside.	Anonymous	We're glad you will be safer during any heat and smoke events.	<input type="checkbox"/>
Online Open House	Require landlords to implement pollution reduction and safety upgrades on their rental housing. Prevent them from undue increases in rental fees.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	Prevent new development in tree areas - protect trees from removal.	Anonymous	We will be incorporating this into our edits to TMC 16.08 later in the year.	<input checked="" type="checkbox"/>
Online Open House	I would like to talk more about the buildings portion - how can that be reduced?	Anonymous	Please share your ideas!	<input type="checkbox"/>
Online Open House	More community education and outreach about the issues, and opportunities for individual action, available incentives, household planning for gradual electrification. Education and outreach about consumption emissions. Add building recommissioning to the actions in the regional climate plan. EV group purchasing program.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	Time limits on car charging stations, some public stations (city parking lot) have cars parked in them all day even though they are fully charged in less than 2 hours. This leaves limited charging space for others to use.	Anonymous	As we add more EV charging stations at city facilities, we will watch for this issue and respond accordingly.	<input type="checkbox"/>
Online Open House	Stop allowing building of homes and services that are not near already established services and transit. We need to grow with density in order to support efficient transit and allow for non-motorized travel. This is an action in the regional Climate Plan. Spreading out beyond existing services is going to increase emissions and miles driven. It also creates inequitable and unaffordable housing which requires ownership of a car. Lowering emissions means we live closer together and drive much less.	Anonymous	The Climate Element encourages dense development near where transit already exists.	<input checked="" type="checkbox"/>
Online Open House	Something that improves the lives of poor and working class people. More bike and ped infrastructure in Tumwater - make it not only safe, but inviting for people to get out of their cars.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	Better community planning that reduce sprawl and car-dependency; improved non-motorized transportation options/infrastructure; increased public transit reliability and awareness; higher cost to GHG-emitting modes	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	Do we have enough electric charging stations? I doubt it. We bought an electric vehicle. WE NEED MORE ELECTRIC CHARGING STATIONS!	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	Any improved mitigation would be appreciated.	Anonymous	We will do our best!	<input checked="" type="checkbox"/>
Online Open House	We continue to float along about the 50% of local reductions that the plan says are supposed to come from afforestation. Creating 37,000 acres of new forest seems totally unrealistic. This requirement doubles if we use the estimates for sequestration TRPC adopted in its white paper, even though the ICLEI methodology they said they were using actually recommends using local sequestration estimates when those are available, which is what the plan does. We're also going to get a significantly larger reduction from recent State legislation that the plan estimates). We ought to have a plan that's based on facts and realistic estimates, even if that means we have to recognize that we can't make the reductions we need with our local capacities alone.	Anonymous	Staff is not sure how to respond to this comment. We continue to implement the Urban Forestry Management Plan.	<input type="checkbox"/>
Online Open House	I feel like there definitely could have been a goal for increasing the amount of space available for walking and biking. I feel like we should invest more money into improving areas of town to be more walkable and bike-able. Improve spaces to be used by modes of transportation that don't burn fossil fuels. I also don't see anything mentioned about improving the structures of our buildings to waste less energy.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	Yes - please continue to commit to the TCMP! And take the actions in the Plan. There are plenty of actions to take. Don't think that doing a handful is enough. We need to do almost all of the actions in order to save our planet.	Anonymous	We have incorporated the TCMP into the Climate Element.	<input checked="" type="checkbox"/>
Online Open House	Regulating large polluters in whatever ways the City can	Anonymous	We work with many pieces of the enforcement puzzle to keep polluters in check.	<input checked="" type="checkbox"/>
Online Open House	YES, we want to commit to lowering our GHG emissions. We need more charging stations.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	Living here during heat waves and/or heat domes. Many housing units don't have air conditioning, especially rentals.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
103 Online Open House	During the June 2021 heat wave I experienced heavy sweating, heart racing and flushing. It felt like my brain was in a fog and I felt weak and fatigued. I recognized these symptoms as the symptoms of heat exhaustion, and went to the mall to escape the heat for a while. We did not have air conditioning in our home, and as there was almost no wind, opening the windows couldn't help. Our house got hotter than it was outside. I am 71 years old, so such heat is especially dangerous for my health. After this heat wave we contracted to install a heat pump in our house. This has made our life much more comfortable in the last few years, and when the next heat wave comes we will be protected. I was very concerned for my neighbor who lives alone and is much older and quite frail and does not have air conditioning. I have told him that we will check on him in future heat wave, and he can shelter with us. I worry about the health of so many other people who are similarly at risk.	Anonymous	We're glad you will be safer now with any heat waves. Elders are especially vulnerable to heat, and we have specific actions targeting vulnerable populations and resilience.	<input checked="" type="checkbox"/>
Online Open House	Portable a/c units or heat pumps that I could rent or borrow during heat events	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	We did not have any air conditioning for the June 2021 heat wave, and suffered for not having what we now consider essential with our changing climate. We have lived in Thurston County for 36 years and never had air conditioning until we installed our heat pump after this heat event. Many of our friends are in the same position. We need a robust program to help our residents have a safe home. I would not want to go to a cooling shelter, and Tumwater's shelter is only available during the daytime and would be very crowded. People need to be able to protect themselves at home.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	Great looking plan.	Anonymous	Thank you.	<input type="checkbox"/>
Online Open House	I would like to see people being able to walk and cycle safely without needing to own a car. Homes and services are located so that people can access services and schools without driving. There are no homes or businesses in the areas where flooding will happen. A transit system is in place along major corridors. That transit provides access to other communities and helps people move along Tumwater corridors.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	I would improved transit and non-motorized connectivity; emphasis on density and mixed-use zoning; protection and restoration of our precious natural resources; restoration of derelict properties	Anonymous	We've incorporated actions related to this in both the Climate Element and Transportation Element.	<input checked="" type="checkbox"/>
Online Open House	A resilient Tumwater would protect the basic needs of the community, including clean water; available housing with limited restrictions for homeowners who want to add ADUs to assist in that effort; encouragement of business growth; and clean and repaired streets.	Anonymous	This is the underlying vision of the Climate Element and is incorporated.	<input checked="" type="checkbox"/>
Online Open House	I would like to see all the warehouse roofs covered with solar panels. I recommend that there be a requirement for all new warehouse construction, otherwise, that is just wasted real estate, missing the opportunity for developing the backbone of a distributive electric grid. Better to do it there than on agricultural land or forested land.	Anonymous	Action CL-4.3.3 addresses this.	<input checked="" type="checkbox"/>
Online Open House	More stringent building codes for renewable electrification across the board. ... EV-ready, etc.	Anonymous	We've incorporated adding more renewable energy, solar ready incentives, and more EV charging into the Climate Element.	<input checked="" type="checkbox"/>
Online Open House	I would like to see people have their basic needs met and they are happy to live in Tumwater. There are electric vehicles on our streets, but there is not congestion and people who walk and cycle can do so safely.	Anonymous	This is part of the vision of the Climate Element and has been incorporated.	<input checked="" type="checkbox"/>
Online Open House	I'd like to see improved transit and non-motorized transportation; significant decrease in per capita vehicle miles traveled; higher density housing and mixed-use zoning	Anonymous	This has been incorporated.	<input checked="" type="checkbox"/>
Online Open House	I'd like to see that it will be a city that is proud of its beauty and inclusion.	Anonymous	This has been incorporated.	<input checked="" type="checkbox"/>
Online Open House	Having staff out in the community is good.	Anonymous	Thank you.	<input type="checkbox"/>
Online Open House	The City will improve my trust in them by following through to actually take the actions in the Climate Plan. Moving forward with many actions, not just a few. Be open about challenges.	Anonymous	We will endeavor to be more transparent about implementation, including being open about challenges.	<input type="checkbox"/>
Online Open House	It is not equitable to zone areas for housing or to place low income housing where the people who live there cannot walk or cycle for their needs. Denser areas of housing mean that fire, utilities, mail, deliveries, police, etc. cost less to provide and can respond more efficiently.	Anonymous	Urban density has been incorporated throughout the Comprehensive Plan, including the Climate Element.	<input checked="" type="checkbox"/>
Online Open House	Schools need to be located amongst the population who will attend the school. And those students should be able to walk to school.	Anonymous	This is incorporated into the Land Use Element and is otherwise the authority of the Tumwater School District.	<input checked="" type="checkbox"/>

Online Open House	This all points to stopping sprawl and developing as a close-knit denser community. That actually is more equitable for everyone.	Anonymous	Yes! That is what we're after.	<input checked="" type="checkbox"/>
Online Open House	Reduce future harm	Anonymous	That is a consistent driver and goal of this work.	<input checked="" type="checkbox"/>
Online Open House	I'm most concerned about young people who will inherit the world in the condition we leave it.	Anonymous	We are too, and we've developed this Element to reduce harm for current and future generations.	<input checked="" type="checkbox"/>
Online Open House	I'm most concerned about poor and working class folks	Anonymous	We've utilized targeted universalism to develop goals and policies that will lift everyone up, including specific considerations for poor and working class folks.	<input checked="" type="checkbox"/>
Online Open House	Tumwater has a significant elderly population who are vulnerable to heat-related illness and many of whom depend on transit or pedestrian routes. Tumwater needs a complete non-motorized network with good tree canopies.	Anonymous	We've incorporated actions related to this.	<input checked="" type="checkbox"/>
Online Open House	What is going to happen to the old brewery project when the Deschutes returns to an estuary, tides reach up the river, and sea level continues to rise?	Anonymous	This will be investigated fully when we implement CL-3.1 in 2027. We would do it sooner but the Department of Commerce changed when the funding for this would be available.	<input checked="" type="checkbox"/>
Online Open House	What are you doing to change business as usual to reduce GHG's, increase HOV's reduce water usage, replant forests that are burning up releasing more carbon into the air?	Anonymous	This is outlined in the Climate Element.	<input type="checkbox"/>
Open House RSVP survey	Please include specific climate actions in all chapters	Karen Messmer	We have placed most of the climate actions in the Climate Element. However, there are dispersed climate-related actions in other Elements. All Elements are consistent with the Climate Element.	<input checked="" type="checkbox"/>
Open House RSVP survey	A more rapid roll out of plug in stations for electric vehicles would be helpful for our 36% Transportation carbon footprint. Also, in cleaner energy buildings, solar and heat pumps could bring down our reliance on PSE, which is about half coal and fracked gas. Olympia has Energize Oly \$\$ options for homeowners. What does Tumwater have? AND Olympia Community Solar helps local buildings find finances to add rooftop and community solar arrays. Engage them. What do we have in place to prepare for what we can't prevent? Like forest fires? Increase pedestrian safety and places to walk. I consider the current situation in Tumwater to be very unsafe.	Rhonda Hunter	The Climate Element includes Policy CL6.2 to increase the adoption of EVs. Draft implementation actions speak to increasing access to public EV stations on City properties. The WA Clean Energy Transformation Act will decarbonize the electric grid. Tumwater is hosting Energize Thurston starting in 2025. Olympia Community Solar has been engaged in the Comprehensive Plan process, specifically in the Climate Element. Level of Traffic Stress is being addressed in the Transportation Element for both bicyclists and pedestrians.	<input checked="" type="checkbox"/>
Open House RSVP survey	Yes, Tumwater allows way too much bulldozing of all vegetation on our available lands. It looks a lot like Fife now. Developers definitely have the upper hand. Are there high environmental standards with regards to new builds?  I just don't see environmentally friendly practices occurring. This starts with simple actions such as requiring employees to take a bus, walk, or bicycle to work. I have noticed all the vehicles parked at city hall now. How many actually take public transportation?  What about additional pathways along the Deschutes River, which were funded by taxpayers? The project has really stalled out. What happened?	Valerie Lange	The City is in the process of updating the Tree and Vegetation Protection code. Specifics about land clearing and development will be included there. The City and State require a Commute Trip Reduction program which encourages employees to take alternative commutes to work. The Thurston County Commute Trip Reduction program is managed by the Thurston Regional Planning Council. Funding has been a problem for the Deschutes Valley trail, but work continues and we've added a nearer timeline for completion in the Climate Element. This feedback will be incorporated into the revisions to TMC 16.08.	<input type="checkbox"/>
Open House RSVP survey	I'm thrilled that Tumwater is being aggressively pro-active in addressing climate change! Thank you! it's a great idea. Excellent idea to include food and activities for children to help more people be able to attend.	Jennifer Lyne	Thank you.	<input type="checkbox"/>
Planning Commission	The key for actions icons should be closer or repeated just before each sub-element	Planning Commissioner	Edit made.	<input checked="" type="checkbox"/>
Planning Commission	Brad would also like the icons we plan to use for qualitative, quantitative, and state requirement to start considering them for other elements	Planning Commissioner	After various drafts, the inclusion of too many icons was discouraged by staff.	<input type="checkbox"/>
Planning Commission	CL4.2.1 required a lot of explanation. Perhaps we can clarify the language to be more specific here about Home Energy Score disclosure.	Planning Commissioner	Edit made.	<input checked="" type="checkbox"/>
Planning Commission	CL-4.2.4 anything in the permit process is a hammer we can use (positive feedback I think). Enforceability is the concern.	Planning Commissioner	comment addressed	<input checked="" type="checkbox"/>
Planning Commission	CL-4.3.3 we should remove living wall as an option in consideration of defensible space and wildfire resilience	Planning Commissioner	Edit made.	<input checked="" type="checkbox"/>
Planning Commission	CL-5.1.3 should have no completion date, this is going to be going on forever	Planning Commissioner	Edit made.	<input checked="" type="checkbox"/>
Planning Commission	CL-6 in general doesn't include any actions related to the movement of goods, business, deliveries, industry, or freight. We should add actions that speak to the emissions	Planning Commissioner	CL-6.3.1 was added to address the movement of goods.	<input checked="" type="checkbox"/>
Planning Commission	CL-6 also in general doesn't include any actions that would benefit folks who commute INTO the City. This was requested as many state offices have their in-person office in Tumwater	Planning Commissioner	CL-6.3 was revised to account for this.	<input checked="" type="checkbox"/>
Planning Commission	CL-6.2.2 needs to be reworded for clarity to be about helping existing rental buildings update wiring and install EV chargers.	Planning Commissioner	The action was revised to improve clarity.	<input checked="" type="checkbox"/>
Planning Commission	CL-6.2.2 there was also conversation about adding an action to require 50 amp outlets in new residential buildings to facilitate EV charging. I'm not sure if Energy Code does this or if it might be in our way of requiring this. Needs more research, but I support this.	Planning Commissioner	This is already part of WA Energy Code.	<input type="checkbox"/>
Planning Commission	CL-8.1.6 we need to navigate the conflict for parking lot owners to choose solar collectors OR canopy trees.	Planning Commissioner	Nuance was added to CL-8.1.6.	<input checked="" type="checkbox"/>
Planning Commission	CL-8 the PC would like to see some sort of action about encouraging de-paving or converting impervious surfaces to pervious - Should this be included in a different chapter, like Conservation?	Planning Commissioner	CL-8.1.6 includes depaving.	<input checked="" type="checkbox"/>
Planning Commission	Are vacant buildings were a product of work from home (unintended consequence of Commute Trip Reduction) and how we could take advantage of that for our goals	Planning Commissioner	This will be incorporated into the Housing Element.	<input type="checkbox"/>
Planning Commission	Social unrest is a climate hazard. Are we addressing that in the Resilience sub-element?	Planning Commissioner	We will in the development of response plans and updates to the Emergency Management Plan.	<input checked="" type="checkbox"/>
104 Planning Commission	Action CL-9.1.1 says we're going to start it in 2028, but we're undergrounding power lines right now. Update the Element to show that this is ongoing.	Planning Commissioner	We have made this edit and we've added clarity about existing and new powerlines.	<input checked="" type="checkbox"/>
Commission	Regarding CL-9. Identifying the funding is one thing, but carrying it out is a separate action. Add an action so its not implied but explicit.	Planning Commissioner	Edit made.	<input checked="" type="checkbox"/>
Planning Commission	Regarding CL-9.3.2 the sentence ends in the middle.	Planning Commissioner	Typo fixed.	<input checked="" type="checkbox"/>
Planning Commission	Regarding CL-9.3.4, we have conflicting issues with reducing the amount of energy used and meeting people's needs. Is mandating that all residential buildings in Tumwater have air conditioning conflicting? I only need 4-5 days of air conditioning now. If we mandate that all housing, including rentals, have air conditioning they're going to run it all summer long and that is going to increase emissions. How do we address this conflict?	Planning Commissioner	Ensuring the passive survivability aspect is key for this as a base requirement. Staff removed this item to have consistency with the Greenhouse Gas sub-element.	<input checked="" type="checkbox"/>
Planning Commission	A lot of these actions we can't do alone, or if we did them ourselves the impact would be very very small. This will be most powerful working in partnership.	Planning Commissioner	We've included many actions that would be stronger with partnerships.	<input checked="" type="checkbox"/>
Planning Commission	We should move up the timeline for developing policies related to the wildland urban interface.	Planning Commissioner	Timelines have been moved up, but are still contingent on the maps being developed by the state.	<input checked="" type="checkbox"/>
Planning Commission	Regarding CL-15.5. Don't we already do this? Change the date to show its ongoing.	Planning Commissioner	Edit made.	<input checked="" type="checkbox"/>
Planning Commission	In CL-15 you use the word lobby, in CL-16 you use the word advocate for statewide regulations. I prefer the language you used in CL-16.	Planning Commissioner	Edit made.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.2.4: sets people up in boxes about ideologies	Anonymous	We revised the language for CL-13.2.4 to be more clear.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.2.4:creates some hostility to people who have different ideas	Anonymous	We revised the language for CL-13.2.4 to be more clear.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.2.4: Says a lot without saying much	Anonymous	Staff is not sure how to respond to this comment.	<input type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.2.4:Does this have anything to do with climate change?	Anonymous	The intention of this action is to keep people gainfully employed even as different kinds of jobs are abandoned due to the just transition.	<input type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.2.4: The percentage of people it impacts is small?	Anonymous	Yes, this could be true.	<input type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.2.4: Waste of gov money	Anonymous	We will reword this to make it clear that we would work with pre-existing workforce development agencies to do this. We would play a minor role.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.2.4: How does this relate? How does city do that? It's important to make sure we have opportunities for people who are transitioning employment.	Anonymous	We will reword this to make it clear that we would work with pre-existing workforce development agencies to do this. We would play a minor role.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.2.4:Why would we have fewer climate disaster workers?	Anonymous	We revised the language for CL-13.2.4 to be more clear.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.6: Encourage Any expansion of alerts system - local weather	Anonymous	This is incorporated into later resilience actions regarding alert systems such as CL 10.4.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.6: Feels like a free for all- need to protect from ecological and hazards	Anonymous	Thank you.	<input type="checkbox"/>
Tabling at Food Bank	Regarding CL 13.6: Supports the action	Anonymous	Thank you.	<input type="checkbox"/>



Tabling at Food Bank	Regarding CL-15.2.1: Support the action	Anonymous	Thank you.	<input type="checkbox"/>
Tabling at Food Bank	Regarding CL-15.2.5: Supports the action	Anonymous	Thank you.	<input type="checkbox"/>
Tabling at Food Bank	Regarding CL-15.2.5: Support using grey water properly	Anonymous	Thank you.	<input type="checkbox"/>
Tabling at Food Bank	Regarding CL-15.2.5: Supports using grey water	Anonymous	Thank you.	<input type="checkbox"/>
Tabling at Food Bank	Regarding CL-14.1: Transit connections - dial a lift doesn't take his chair	Anonymous	We can add language to capture this specifically in the Transportation Element.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Feels crowded	Anonymous	Wherever we can simplify and consolidate, we will.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Bicycling- unsafe due to driver behavior	Anonymous	Thank you. We are hoping to address this by focusing on level of traffic stress in our Transportation Element.	<input checked="" type="checkbox"/>
Tabling at Food Bank	Motorized need lanes and education more enforcement	Anonymous	Thank you. We are hoping to address this by focusing on level of traffic stress in our Transportation Element.	<input checked="" type="checkbox"/>
Tabling at Library	CL-12.2.3 all in favor. What does riparian mean?	Anonymous	We defined riparian in the document and attempted to avoid jargon.	<input checked="" type="checkbox"/>
Tabling at Library	CL-12.2.2 perfect, anything! CL-11.1.1 also great	Anonymous	Thank you.	<input type="checkbox"/>
Tabling at Library	brewery - lets preserve the historical aspects. city got greedy - water choice or free water (free water being the artesian well like in downtown Olympia). trees shouldn't be cut for development.	Anonymous	The City is in the process of updating the Tree and Vegetation Protection code. Specifics about land clearing and development will be included there. The City has a "Brewery District Plan" intended to improve the Brewery district while preserving the historical aspects. These requested changes will be incorporated into the revisions to TMC 16.08.	<input type="checkbox"/>
Tabling at Library	CL-10.9. that would be really nice. If we can't lift the bottom of society, how can we provide for people living paycheck to paycheck? Community has been segmented since covid - people are distant and isolated.	Anonymous	Our intention with the Climate Elements is to improve quality of life for all Tumwater community members. Thank you.	<input checked="" type="checkbox"/>
Tabling at Library	cl-9.4.3 good action	Anonymous	Thank you.	<input type="checkbox"/>
Tabling at Library	CL-10.9. Centralized cooling and preparation for events, knowing where to go. It is less resource intensive to work on a centralized scale rather than each home (and less tax cost)	Anonymous	Actions under CL10.9 seek to coordinate for more centralized sheltering, while also allowing a route to provide more decentralized sheltering to meet everyone's needs.	<input checked="" type="checkbox"/>
Tabling at Library	more bus stops. safety on the bus - almost got stepped on while getting on the bus. bus drivers should be able to defend themselves. 30 minute intervals are too long between busses. need bus expansion in Tumwater, there are no busses to black lake and it's a 2 hour walk to black lake from the nearest bus stop.	Anonymous	Increasing transit in Tumwater is incorporated into CL-7 and CL-14.	<input checked="" type="checkbox"/>
Tabling at Library	there should be more places to have cooling shelter or change your underwear.	Anonymous	See CL-10.9	<input checked="" type="checkbox"/>
Tabling at Library	Please do something about the noise pollution by cars who have altered their muffler. This is particularly loud at the intersection of Henderson & Yelm Highway.	Library patron	We have relayed this comment to the TED department.	<input type="checkbox"/>
Tabling at Library	It has gotten hotter in recent years.	Library patron	We agree and we've included actions to help prepare our community for extreme heat.	<input checked="" type="checkbox"/>
Tabling at Library	I am concerned about fishing and water quality - how algae blooms because of the heat impact shellfish and reduce the season where I can recreationally harvest them.	Library patron	Reducing our GHG emissions will help reduce that impact, even if only a little bit globally. We have included actions to protect aquatic species.	<input checked="" type="checkbox"/>
Tabling at Library	Please connect sidewalks. We live off Sapp Road near Linwood Ave and there are areas with and then without sidewalks. Please connect them. Connect the sidewalk with the future Sapp Road fish crossing project.	Library patron	Comment relayed to staff working on Transportation Element.	<input type="checkbox"/>
Tabling at Library	Model the pedestrian infrastructure off of Fort Collins, Colorado. They have a bridge with a splash pad underneath. That would be great in the valley with the Deschutes.	Library patron	Thank you for the inspiration! We have forwarded this comment to Parks and Planning staff to inspire them too.	<input type="checkbox"/>
Tabling at Library	Policy CL1.1 could be good, but it might just employ more bureaucrats without clear goals being established.	Library patron	That is a very valid concern. We will endeavor to incorporate clear roles and goals into any additional climate staff position.	<input type="checkbox"/>
Tabling at Library	Goal 3 are essential first steps.	Library patron	Thank you.	<input type="checkbox"/>
Tabling at Library	Patron placed a star near CL-5.1	Library patron	Thank you.	<input type="checkbox"/>
Tabling at Library	Regarding Goal CL-8: is there a program for tree planting? Because many stands of trees are reaching the end of their life spans.	Library patron	Yes! Our Urban Forestry Management Plan accounts for this and maintaining a diverse urban and community forest.	<input checked="" type="checkbox"/>
Tabling at Library	Goal CL-10.3 start sooner?	Library patron	We will endeavor to start this sooner, but are retaining the 2030 start date on the document per our Emergency Management staff's request. We need to staff up Emergency Management first.	<input type="checkbox"/>
Tabling at Library	Patron placed a star near CL 10.5, 10.7, and 10.8. Wrote "yes!" next to CL-10.9.	Library patron	Thank you.	<input type="checkbox"/>
Tabling at Library	Patron placed a star next to CL-12.2, 12.3, 12.4, and 12.5	Library patron	Thank you.	<input type="checkbox"/>
Tabling at Library	Patron wrote "essential!" next to Goal CL-15.	Library patron	Thank you.	<input type="checkbox"/>
Tabling at Library	Patron placed a star near CL 14.1 and wrote "sooner" next to CL 14.3	Library patron	Thank you.	<input type="checkbox"/>
Tabling at Library	Patron placed a star near CL-15.1 and 15.2.	Library patron	Thank you.	<input type="checkbox"/>
Tabling at Library	Patron placed a star near CL-16.2	Library patron	Thank you.	<input type="checkbox"/>
TCAT Community Assembly	How will Tumwater protect natural resource lands and agricultural lands with mandated growth?	Thurston Conservation District	This is addressed in the Conservation Element.	<input checked="" type="checkbox"/>
TCAT Community Assembly	How does agriculture tie into food systems, food security? How can urban food systems be included?	Hispanic Roundtable	Tumwater is working on a food system plan that is being incorporated into various Comprehensive Plan elements, including goal CL-16 of the Climate Element.	<input checked="" type="checkbox"/>
TCAT Community Assembly	How much are you engaging underserved communities in the development of this?	WA Tenants Union/TCAT Board Member	We're trying hard, but not having as much success as we would like. We have made efforts to meet with a variety of people and service organizations and are focused on meeting people where they're at such as at the Library and Food Bank. We've got a number of folks on our CPAT that are from underserved or affected communities also. There are many actions in the Climate Element focused on continuing to get better at engaging everyone in our work and having representation.	<input checked="" type="checkbox"/>
TCAT EV Group	Would love to see an agenda for helping multifamily apartment complexes get access to charging	Bob Roth	Added CL-6.2.2.2. PSE has an incentive program but it has limited reach and capacity.	<input checked="" type="checkbox"/>
TCAT EV Group	Specific goals on how to track demand and stay in sync with supply of EVs	Bob Roth	This is a KPI out of our control, but it could be part of a larger dashboard of climate actions that we create using ARCGIS and 5-year Department of Commerce reporting.	<input type="checkbox"/>
TCAT EV Group	Disappointed with the sprawl in Tumwater over the past 5 years, the big annexation, the absorption of the fire district. This has resulted in a lot of development that creates school transportation and other climate related issues. The biggest step we can take is to shrink the urban growth area to match the existing boundaries of the water and sewer systems.	Jim Lazar	This would be best addressed in the Land Use Element, but point taken.	<input type="checkbox"/>
TCAT EV Group	Fascinated with the great goals and policies for walking, cycling, and transit	Karen Messmer	Thank you.	<input type="checkbox"/>
TCAT EV Group	if you don't have any place to walk to, you're not going to have a practical trip. Don't sprawl transit out so far because its low density.	Karen Messmer	We incorporated this into Transportation and Land Use elements for consistency.	<input checked="" type="checkbox"/>
TCAT EV Group	Concerned about reducing the requirements for parking. What does that mean for the proliferation of EV charging? Conundrum.	Karen Messmer	We removed this action.	<input checked="" type="checkbox"/>
TCAT EV Group	is a city the size of Tumwater the right size to run an incentive program? This could be administratively expensive.	Karen Messmer	We would need to navigate the gift of public funds concern, unless this incentive was only for low-income EV buyers.	<input type="checkbox"/>
TCAT EV Group	Provide a small incentive for EVs, like \$50	Wayne Olsen	We would need to navigate the gift of public funds concern, unless this incentive was only for low-income EV buyers. Incorporated into CL-6.2.1.	<input checked="" type="checkbox"/>
TCAT EV Group	City would explore the possibilities of micromobility e-bikes, electric scooters, car sharing for low income communities and thinking about the potential impacts of autonomous vehicles	Thad Curtz	E-bikes, micromobility, and car-shares are incorporated as actions. We will depend on TRPC for studies on autonomous vehicles.	<input checked="" type="checkbox"/>
TCAT EV Group	TRPC is doing a study of bicycle connectivity between the jurisdictions	Karen Messmer	This is great to know.	<input type="checkbox"/>
TCAT EV Group	do a regional study of autonomous vehicles		We will depend on TRPC for studies on autonomous vehicles.	<input type="checkbox"/>
TCAT EV Group	Control the sprawl. Condense the housing down to areas near transportation hubs, have multi-modal transportation available, and keep it within the utility districts.	Pete Weymiller	Incorporate into Transportation and Land Use elements for consistency.	<input checked="" type="checkbox"/>
TCAT EV Group	He is a landlord and he has charging ports in his units, as well as heat pumps and solar. Charges a little more on rent but not as much as the energy savings might be. There is very little motivation for the tenants to choose dwellings with charging. Can we get more incentives for landlords to install renewables, heat pumps, ev charging?	Pete Weymiller	There is an action in the TCMP intended to do this. The City Council accepted the TCMP in 2021 and is in the implementation phase.	<input type="checkbox"/>
TCAT EV Group	Something that might help landlords is to know about what others have done. His daughter lives in an apartment complex and she pays \$100 per month for access to a charger in Kirkland.	Bob Roth	Is there a landlords group that could convene this discussion?	<input type="checkbox"/>

## Tumwater Climate Element Public Workshop Notes & Comments

Idea for icon to indicate – publicly supported actions

### Comment Cards

“Tumwater is making no plans to move to higher ground – because the residents love their city. But eventually sea level rise will force a move regardless of how much anyone loves their city. That means that everything that is built here in Tumwater will have to be abandoned. The longer we stay here, the more stuff we build here only to be abandoned. The sooner we move, the more money we save. I would like to see at least a place identified for an eventual high-ground Tumwater. Maybe with some laws to prevent people from trying to make money off the move.”

“I want the city of Tumwater to save as many of our older trees as possible. It’s time to pressure the insurance industry to allow old trees to stay standing!”

“Encourage building bicycle paths throughout Tumwater – safe bicycle paths that are not part of major streets i.e. Cleveland. The bike lanes on Cleveland are useless because they are not safe. People drive 60 mph on Cleveland and being in the bike lane is suicide!!!”

“Please look closely at the effort to save the Davis-Meeker Garry Oak + be careful with trusting this mayor with these precious resources.”

“Please promote redevelopment over new development. Get used to saying “no” to developers.”

“Re: Governance, seems like the city approves every application for a building permit. The Hearing Examiner doesn’t know much about environmental needs or even laws. Educate those HE’s!”

“Whenever airport expansion is discussed, someone says “why don’t we build faster railroads instead of more airports?” But the remark is greeted with silence. Why don’t we take that option seriously since it (railroad travel” is very much less harmful to the climate than air travel?”

“Invest in solar banks for neighborhoods so less poor(?) space + more equity + sustainable”

“Tear down the brewery – make community areas. Park n Ride, Art, film, Hub”

“flooding mobilizes pollutants 6PPDQ; mobile homes – preserve & protect; green space for high density – shade along walk to bus stop, parking lots; white roofs; HOAs – green grass –

fire/fireproofing – involve developers; airport expansion concern; AI – scientific American; electric grid; advocacy for regionally sound policy

### Post-it comments from Resilience station

- Lessen power of airport – no expansion
- Provide education on fire-resistant yard design – no grass!
- Ways to fireproof without removing trees
- Ordinances to encourage trees to remain on land – slow drainage, carbon sequestration
- Coca cola bottling factory – water use/dwindling water supply?
- Olympia airport traffic
- Incentivize business owners to avoid more warehouse building
- Corridors of trees + better building design for no AC need (passive cooling – Madrid, Spain)
- Prioritize protecting existing mature trees
- More trees in parking lots
- Permeable surfaces
- Using methane by-product as power source
- Contiguous trails + access to cooling areas
- Urban shading - shade structures where trees are not feasible (i.e. parking lots)
- White roofs
- Businesses/warehouses should be required to put up solar panels, not private residents
- Don't impose new codes without working with groups impacted if they are to be effective
- More public green spaces near high density housing
- Give some love to the small but mighty Palermo neighborhood
- City/other gov't entity should rule that non-sustainable rules/covenants are in violation of public policy – this would allow residents to overrule HOAs that prevent them from making sustainable choices
- New low-income housing has to be resilient to climate impacts
- Incentivize developers instead of punishing – or make fines actually punitive and use to fund incentive programs
- Water supply concerns vs. corporate-owned housing, HOAs etc. w/ green lawns
- Keep developers, builders, investors involved in design & solution-making – use that talent, don't push away key tax base

- Older mobile homes are immobile – enable communities to acquire the land they live on – prevent redevelopment
- Mobile homes more sustainable than a new-build replacement – let people keep their homes
- Permitting to allow rainwater collection on private property – dept. of public health prevents this
- Requirement to pave XX feet from sidewalk on new developments – limits developers in avoiding impermeable surfaces
- “Flooding introduces pollutants to ESA habitat – e.g. Black Lake”
- “Flooding captures road contaminants 6PPDQ – Coho – Salmon run”
- “HD Housing areas need traffic calming, good x walks + protection from freeway traffic in their neighborhood”
- “Municipal Gov’t should encourage new business that is not resource intensive – water, energy, nat. resources
  - Data centers
  - Hydrogen Fuel Cells
  - Small or large nuclear
  - Soda bottler plants (SWIRE)”
- “Water quality is missing for people and wildlife. Water quality/levels for wildlife should not be sacrificed for people. 100%”
- Building codes that allow 95% impervious surface are not good for recharge OR runoff”

## Station Notes

### Resilience

- Resilience – community’s ability to bounce back and also enhance, be equitable, and be efficient
- Start in low-income, historically affected areas, places that are most affected but have contributed the least to climate change
- Wildfire smoke
- Interruptions to the power grid – extreme heat and wildfires can impact
- Incentives for installing solar panels on homes
- Drought concerns
- How is Tumwater going to find new wells? Do they hold enough water? Do we need to spend so much money on finding them? Do wildlife need surface water?
- How do we grow and accommodate future population growth and maintain net zero emissions by 2050?

- Ask developers to use solar?
- Places to park bikes when using them? Bike racks at stores; Make it comfortable to use bike trails
- Do future bike/ped plans plan to incorporate bike racks?
- Balance that allows building for more homes that will also benefit current residents
- Parking lots don't have trees anymore – all that asphalt contributing to urban heat islands
- Leaving quality trees that are there
- Incorporating stormwater ponds into parking lots – help them cool down
- Corridors of trees – help to overall cool environments that won't need AC
- Flood map could be improved
- No mention of mass transportation
- Need more outside the UGA van service

#### GHG Reduction

- Jim Lazar: inadequate connection b/w Sustainable Thurston & TCMP; shrink UGA to existing boundaries of water + sewer infrastructure
- Lynn: ban on gas in new construction; tree preservation (not enough), also decrease ag. Emissions
- Darin: Which impacts are greatest?
- Elizabeth: divest from cars and have safe bike lanes
- Justin: lawns are terrible for water conservation; naval base Whidbey Island example; shared vision exercise including people who don't agree
- Jim: New developments w/lawn required – don't require
- Jesse: Remove minimum parking requirements
- Kim: Change the mindset of what is beautiful – lawns, personal vehicles; cost to develop is high that keeps small folks from developing. Streamline permits and create a database of feasibility studies for public use
- Jessie: Transit needs to be more frequent, more stops; get cars off the road
- Justin: lived 2 miles from bus stop
- Jim: prioritize sidewalks and bikes to parks (seconded by Darin); prioritize improvements at time of sale
- Jessie: push back against stick, choose carrot (rebate costs for climate)
- Joanne – Hybrids sell and buy network for hybrids + EVs
- Elizabeth – HOAs w/ green lawns
- Kim - \$2500-5000 to doing blower test and insulation improvements in LMI homes
- Bonnie: Save whales & Oregon spotted frogs

- Brianna: update old homes that may have lead pipes – help w/ that cost
- Tom – bldg. energy + transportation; energy efficiency in rentals, businesses, homes; get people out of cars, affordable EVs
- Matthew: bike lane connectivity, huge parking lots yet no boke parking
- Valier: unsafe – 500 cars in 1 hour all speeding, driving SUVs. She walks everyone. Lynnwood + 2<sup>nd</sup> ave. crosswalk – doesn't feel heard
- Jim: have a bus system that works. Doesn't take people to where they want to go (including where they work)
- Valerie: people drinking on the bus – feels unsafe
- Nathaniel: goals are important. More public education – public policy; zoning and building codes; we need community support
- Lin: solutions need to cross cities; transit to SeaTac for example, hasn't been explored; light rail stops at Lakewood; net zero goal – how do we actually get there?
- John: more outreach w/ the schools; transport to schools is a mess; need sidewalk routes to school
- Matthew: work w/ schools to work on mitigation; compost, recycling, solar, heat pumps
- Brianna: buy up blighted property and do GHG – plans?
- Doug: is this b/c state requirements only
- Lin: more regional work for greater effort
- Brianna: biofuels, dams & fish conflicts
- Janine: not enough focus on tree protection/preservation; preserve vs. new planting
  - Seconded by Chris
- Jeff: this is going to be expensive for a long time; engage businesses and solution providers; invite businesses to begin
- Karen: improve bus + walking; buses on dense corridors then make walking and biking more safe; Sustainable Thurston implementation w/ city density and stop sprawl; build upwards
- Jolt: Tumwater has opportunity to develop urban core at DOT facility; allow higher heights in our zoning code; Ride share-EV autonomous vehicles
- Chris: disservice Costco warehouse – may open for business
  - Deborah: it's a distro center
- Janine: walkable buildable core
- Betty: solar everywhere we can, bird-friendly windmills; solar on industrial property rooftops; get buildings to participate in flex too, not just residents
- Jeff: all solar should also include storage
- Jennifer: in phoenix – demand pricing

- Chris: small urban farms kept in place
- Janine: encourage food systems
- Jennifer: density of animals at farms very high; pollution from runoff
- Deborah: CAFOs w/ stormwater permits
- Carla: multifamily EV charging; more charging stations in Tumwater
- Chris: land use + permitting for ADUs need to be easier; streamline
- Janine: make it extremely easy or incentivized ADU
- Betty: increase public transit and keep it free – “middle transport”
- Bonnie: also small van routes
- Jennifer: permeable hard surfaces
- Janine: encourage native drought tolerant plants including when developments go in enforce tree rules
- Asland Meade: edc – food production in Tenino

#### Governance

- How to get attention for climate/sustainability issues:
  - Facebook post, QR codes will not be used
  - Need to understand the benefit of doing an action (clear relationship of cost-benefit)
  - No press release received (JOLT)
  - Cost to households
  - Clearly track cost
  - Reach out more to schools, youth
  - All costs upfront, cost/benefits
  - Natural gas may or may not be
  - Need more incentives to get people to participate, staff participation in TCAT to get message out and be enacted
  - Public involvement – one age bracket responding
  - Going beyond perception that only benefits homeowners
- Level of trust in city
  - Long-term residents issue with the mayor with the tree issues; wary and betrayed by staff and administration
  - City has established some level
  - City council reference to the regional refer to it (?)
  - Permitting/regulatory issues – enforcement, advocating for insurance
  - How to get trust – changing of personnel, lack of contacts on website - feeling disconnecting; lack of email access to staff

- Climate lens throughout comp plan
- Do you feel that the city is communicating what is happening or not
  - Newer resident (4 years) - Tumwater nature of smaller site allows people (us, KC) to interact
  - Not clear how the Tumwater is reachable, reach out more to the other cities to coordinate letting people know
  - Still allowing for printed copies, radio station
  - 72 action items on the TCMP
    - Need to publicize how people actions are being met
  - Tumwater on Tap/Jolt share more information on website and as a part of signs throughout city; passing out notices worked; coordinating w/ school district
  - More educational materials from city
  - Different audiences – how are you reaching those who are on the edge or denying, putting more information on videos, short bites of information
  - City’s communication reflects the level of the challenge (use of fossil fuels) to meet 2050 goal
  - Climate emergency is not reflecting the magnitude of the challenge
    - What does success and failure mean
  - Women’s – personal
  - Adding utilities bill notices how we get the message gets, communication online, email list based on topic to push information social messaging on more platforms
- Trust in the cities
  - Information video on the jevaa set ice bean in the water
  - Development size – the city doing wide variety of actions, city more responsive, existential threat, need more on climate issues, transparency, more communication
  - Mayor issue with oak tree – issue with trust, sell water rights to squire
  - Communicating what it can and cannot do something
  - Alyssa very good – more resources needed to address climate and what else will be reduced to devote resources to this issue
  - Pay attention to where money goes
  - reader board in front of city hall
  - turnover in the community
  - Tumwater 101 course
  - Work with the school districts



- How/who of it to implement action – communication/trust/what the city can do to engage and implement
- How did you hear about the event and do you feel the communication by the city is reaching you/neighbors, is it sufficient, how do you make it better?
  - Tumwater metro areas expansion, senior housing, how do you get to and from, who were you trying out to everyone and how are groups (homeowners & tenants) review of traffic analysis for new housing development (only PM peak), how are these things taking into counter, how to address how permitting process relates to the goal of the climate element, TCMP development (consider climate change) in all actions by city council, Olympia implementing council to take the involvement that into decisions, city governments not set up to meet these climate goals, not business as usual
  - How the information is shared, education is very important, need to think beyond the boundary lines
- Issue with transportation boundary lines to go more to a regional model
  - Jobs, shopping, and where people live
  - Rail expansion
  - More light rail/public transportation
  - More work is needed from outreach to group out
- How important is the 18-35 age range for governmental planning
- How important is community background – native, LGBTQA+, immigrants, homeowner, homeless, family unit, individual) to what should be done in communities?
- Level of trust to get involved
  - Public education important
  - How important is community background notice, EBT, immigrants, homeless, family unit, intercity transit
  - Build trust through clear conversation and communication
  - Update comprehensive plan complexity, how will those ideas end up in the comprehensive plan
  - City council climate change awareness of this will work
  - City level/community forum, concrete actions, maybe fewer actions

#### Other Alyssa notes

- Chris: get people out of WUI
- Janine: sponsor more workshops; commercial composting

- Another one of these in February
- Tom (not Crawford): AI – data centers energy + cooling; what do we do, how can we address this regionally; electrical grid – PSE wind purchase and cost to consumers for that transition
  - Tom Crawford – advocacy at state level
- Jeff: Panatone + Burien example of greenspace and walking trail; DeMoins Way & 140<sup>th</sup> “Miller Creek”; Chehalis Airport vertical life takeoff

TO: City Council  
FROM: Lisa Parks, City Administrator  
DATE: July 22, 2025  
SUBJECT: Mayor/Council Working Dynamics Report

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1) Recommended Action:

This is an informational and discussion session only.

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2) Background:

Dr. Wendy Fraser will be providing observations and recommendations related to the working dynamics between the Mayor and Council, following here one-on-one interviews. Dr. Fraser will lead and facilitate a discussion about the observations and recommendations.

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3) Policy Support:

Refine and sustain a great organization.

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4) Alternatives:

N/A

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5) Fiscal Notes:

N/A

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6) Attachments:

N/A.