

Attachment D

Method of receiving feedback	Comment	Author	Staff Response	Feedback incorporated?
Email	<p>Buildings & Energy</p> <p>Phase out natural gas use in existing publicly owned facilities by [insert target date] and retrofit with electric heat pumps.</p> <p>Prioritize the preservation and weatherization of housing in overburdened communities, particularly at higher densities, to reduce emissions and increase resilience.</p> <p>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>Zoning</p> <p>Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in floodplain management planning.</p> <p>Identify and protect agricultural and forested lands that provide climate resilience benefits from conversion to more developed land use types.</p> <p>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>Ecosystems</p> <p>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>Econ</p> <p>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.	<div>✔</div>
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.	<div>✔</div>
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.	<div>✔</div>
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.	<div>✔</div>
Email	<p>The most important climate action Tumwater could take is to STOP SPRAWL.</p> <p>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.</p> <p>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.</p>	Jim Lazar	This would be best addressed in the Land Use Element, but point taken.	<div>□</div>
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.	<div>□</div>
Email	CL-1.1.1 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. YES.	Karen Messmer	Thank you.	<div>□</div>
Email	CL-2.3.1 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.	<div>✔</div>
Email	Goal CL-4 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.	<div>✔</div>
Email	CL-4.2.6 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.	<div>✔</div>
Email	Goal CL-6 Yes. The language should say ‘...easier to use and shift to’ (See language comments in the next item.)	Karen Messmer	Edit made.	<div>✔</div>
Email	CL-6.1.2 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.	<div>✔</div>
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.	<div>✔</div>
Email	CL-6.1.5 Yes, this is good. I like the word ‘prioritize’ but change the phrase ‘non-motorized’ to ‘active transportation’.	Karen Messmer	Edit made.	<div>✔</div>
Email	CL-6.2 Yes- to all of the actions listed under CL-6.2.	Karen Messmer	Thank you.	<div>□</div>
Email	CL 6.2.1 – 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	<div>□</div>
Email	Goal CL-7 Change the word ‘promote’ to ‘support’.	Karen Messmer	Edit made.	<div>✔</div>
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.	<div>□</div>
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.	<div>□</div>
Email	CL 7.2.1 ‘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.	<div>✔</div>
Email	CL-7.2.3 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.	<div>✔</div>
Email	CL-7.2.4 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.	<div>□</div>
Email	CL-10.5.3 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.	<div>✔</div>
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, https://mutualaididasterrelief.org/ 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.	<div>✔</div>

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?"	Olympiachud@gmail.com	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	Olympiachud@gmail.com	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 <ul style="list-style-type: none"> 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. 	Olympiachud@gmail.com	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 <ul style="list-style-type: none"> 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. 	Olympiachud@gmail.com	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 <ul style="list-style-type: none"> 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. 	Olympiachud@gmail.com	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	<div>CL-7.1: Net-Zero Municipal Emissions</div> <div><div>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.</div></div>	Olympiachud@gmail.com	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.	<div></div>
First draft survey	<div>CL-10.2: Renewable Energy Incentives</div> <div><div>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.</div></div>	Olympiachud@gmail.com	We have made efforts to incorporate equity into these actions.	<div></div>
First draft survey	<div>CL-11: Equity and Environmental Justice Programs</div> <div><div>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.</div></div>	Olympiachud@gmail.com	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.	<div></div>
First draft survey	<div>CL-12.3: Climate Hazard Preparedness</div> <div><div>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.</div></div>	Olympiachud@gmail.com	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.	<div></div>
First draft survey	<div>CL-15: 15-Minute Neighborhoods</div> <div><div>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.</div></div>	Olympiachud@gmail.com	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.	<div></div>
First draft survey	<div>CL-17.1: Justice40 Compliance</div> <div><div>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.</div></div>	Olympiachud@gmail.com	The parts this community member wants removed are state requirements of the element.	<div></div>
First draft survey	<div>CL-18.2: Urban Canopy Expansion</div> <div><div>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.</div></div>	Olympiachud@gmail.com	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.	<div></div>
First draft survey	<div>CL-20.1: Public Participation in Climate Policies</div> <div><div>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.</div></div>	Olympiachud@gmail.com	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.	<div></div>
First draft survey	<div>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:</div> <div>CL-1: Equity-Centered Climate Policies</div> <div><div>Original Timeline: Immediate implementation of equity-based policies.</div><div>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.</div></div> <div>CL-3.2: Transition to Non-Motorized Transportation</div> <div><div>Original Timeline: Incremental implementation beginning within 2 years.</div><div>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.</div></div> <div>CL-5: Vehicle Miles Traveled Reduction</div> <div><div>Original Timeline: Target reductions by 2030.</div><div>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.</div></div> <div>CL-7.1: Net-Zero Municipal Emissions</div> <div><div>Original Timeline: Achieve net-zero by 2045.</div><div>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.</div></div>	Olympiachud@gmail.com	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.	<div></div>
First draft survey	<div>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.</div> <div>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.</div> <div>Response to Publicly Identified Priorities</div> <div>1. Equity-Focused Icons</div> <div>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.</div> <div>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.</div> <div>2. Transportation Actions</div> <div>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.</div>	Olympiachud@gmail.com	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.	<div></div>

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"> 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. 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. Division and Resentment: The obsession with race, income, and identity as central policy considerations will foster division, resentment, and alienation among the community. 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. <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"> 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. 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. 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. <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 Althausen	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"/>
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"/>
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"/>
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"/>
Planning 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 start 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 ast 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"/>