

Olympia 2045: Climate Element Phase 3 Public Comment Summary

May 2025 – June 2025

Introduction

In 2023, the Washington State Legislature passed HB1118, which added a climate goal to the Growth Management Act (GMA). The act established a requirement for local jurisdictions to include a Climate Element within their comprehensive plans starting in 2025. The Climate Element must address both climate mitigation (the reduction of greenhouse gases) and resilience (the ability to prepare for, recover from, and adapt to climate change impacts). The second draft of the Climate Element goals and policies was published on May 20, 2025. The public comment period for this draft lasted for one month, from May 20, 2025 to June 20, 2025.

Community Engagement Process

We gathered public comment on the second draft through an online Engage Olympia survey and direct email. The content included in the public comments is summarized and responded to in the following section.

Engage Olympia Survey

The Engage Olympia survey was posted on May 20, 2025, the date that the goals and policies were posted, and was closed on June 20. We received 55 visitors to the website and 12 survey responses. The survey asked four questions:

1. Do you disagree or agree with the general direction of these draft goals and policies?
2. Why did you answer the way you did?
3. Would you like to see any changes to these draft goals and policies?
4. What changes would you like to see?

Of the 12 respondents, 10 (or 83%) either strongly agreed or agreed with the direction of the chapter. One respondent disagreed and the other respondent strongly disagreed with the direction of the chapter. Commenters generally supported the climate work outlined within the Climate Element; specific comments noted gaps within the Resilience sub-element and one respondent disagreed with environmental justice components. Additionally, 83% of the respondents would like to see changes to the goals and policies. These requested changes are summarized and discussed in the “Summary of Feedback” section below.

Direct Emails

We received 11 direct email responses during this comment period. Two of the comments came from Washington State agencies.

Summary of Feedback

Renewable Energy Generation and Electrification Needs

Respondents generally indicated strong support for Olympia's goals to electrify buildings and transportation. Several respondents highlighted the importance of ensuring the electrical grid could meet the increasing energy demands of electrification. They recommended including policies to streamline permitting, siting and installation of electrical infrastructure and local renewable energy projects.

Respondents also commented on the need to make the electrification transition accessible and affordable to all by providing incentives, technical assistance and clear guidance for electrification requirements. Some respondents requested stronger action to rapidly phase out natural gas, while others requested phased implementation to mitigate unintended impacts. One respondent suggested exploring establishing a municipally run public utility. Another respondent recommended limiting future nuclear energy use by private companies and AI data centers within the City.

Staff Response: Additional policies were included in the Utilities chapter to address barriers to timeliness in siting, permitting and approval of electrical infrastructure and local energy projects. These policies are meant to expedite projects that maintain grid capacity and reliability.

Many of the existing GHG mitigation goals focus on expanding access and providing resources for energy efficiency and electrification, while overarching environmental justice goals guide the structuring of these programs to ensure equitable implementation and outcomes. Additional language was added to further clarify this intent.

Suggestions related to establishing a municipally owned utility and limiting nuclear energy and AI centers will be highlighted for City Council consideration.

Weatherization and Affordability

Respondents emphasized the need for streamlined climate-friendly housing and expansion of weatherization and energy efficiency initiatives to support both mitigation and resilience goals. Comments emphasized the importance of preserving small-scale affordable housing and making weatherization and energy efficiency upgrades accessible

to all Olympians, especially those most vulnerable. Several respondents requested the inclusion of policies to address resilience, energy efficiency, and walkable neighborhoods specifically for affordable housing.

Staff Response: Many of the existing goals and policies within the Climate Element support weatherization and energy efficiency, with an emphasis on programs to support retrofits for low-income households and vulnerable populations. An additional goal and new narrative were added to emphasize the resilience benefits of existing weatherization and electrification policies.

Overarching environmental justice and land use goals and policies guide the entire chapter and implementation actions. In other words, all current and future weatherization and energy efficiency programs and policies will consider and prioritize equity and affordability considerations. This ensures the most vulnerable populations are supported by electrification, efficiency and weatherization policies and programs.

Additionally, resilience, energy efficiency, and walkable neighborhoods are well addressed in multiple chapters of the comprehensive plan (e.g., Land Use and Urban Design and Transportation). The goals and policies included in these chapters apply to all types of housing, including affordable housing.

Sea Level Rise, Managed Retreat, and Future Shoreline Development

A few respondents provided detailed comments about the approach to sea level rise within the Climate Element. They suggested including language to more clearly acknowledge the impact of sea level rise on marine ecosystems, affirm no net loss of ecosystem function for shorelines, restrict hard armoring of the shoreline, and mitigate compounding impacts of sea level rise, including marine contamination, pollution and groundwater surfacing. Moreover, the respondents suggested revisiting the approach and conclusions from the Olympia Sea Level Rise Response Plan around strategic retreat. Lastly, one respondent noted that the current approach appears to be more focused on emergency response, rather than long-term strategies to address sea level rise impacts.

Staff Response: The policies related to sea level rise in the Climate Element focus on mitigating the predicted risks only through 2045, the current comprehensive plan period. The strategies outlined in the Climate Element correspond to and support the mid-term strategies published in the Olympia Sea Level Rise Response Plan (2019). Long-term adaptation strategies, which manage increasing levels of sea level rise through 2100, can be found in the Olympia Sea Level Rise Response Plan (2019).

During the development of the Sea Level Rise Response Plan, the City considered the costs, benefits and impacts of managed retreat. Given the significant cost associated with relocating existing public infrastructure and the value of cultural amenities provided by the downtown core, the City determined that wholesale retreat is not a pragmatic solution within the planning horizon (2100). However, strategic retreat of targeted areas and structures will likely be needed as a part of a comprehensive sea level rise response.

Groundwater ponding impacts due to sea level rise are not expected in the current comprehensive plan cycle and are therefore not emphasized.

Policies related to the health of Budd Inlet and marine ecosystems can be found within the Natural Environment chapter; several have been added as cross-listed policies with the Climate element to emphasize their connection to climate resilience. This includes policies related to remediating pollution before redevelopment.

The Shoreline Master Program (SMP)¹, which is found in the Natural Environment chapter, already includes significant restrictions for constructing armored shorelines, prioritizes living shorelines and includes protections to limit and mitigate development impacts to shoreline ecosystems.

Ecosystems

Responders noted a gap in strengthening ecosystem biodiversity and protecting critical areas.

Staff Response: Additional policies from the Natural Environment chapter were cross-listed, focusing on supporting biodiversity and critical areas. The narrative language was also updated to reflect further support for these initiatives.

Urban Growth Area (UGA) and Infill Development

Many respondents showed support for urban infill development and increasing density within the urban core and in already developed areas. To support this goal, respondents recommended adding flexibility and streamlining the City's approach to infill development and tree protection. Respondents also showed support for 10-minute neighborhoods.

There were conflicting comments on how to advance development within the urban growth areas (UGA). One respondent recommended not annexing identified UGAs until we have reached urban densities within the current city limits, while another respondent suggested

¹ Additional guidance and standards regarding development in future tidal inundation areas (i.e., areas exposed to frequent tidal flooding under future sea level rise) will likely be addressed in the forthcoming update to the Shoreline Master Program.

reducing the size of the current UGA. In previous comment cycles, one respondent noted that UGA should be developed for affordable housing when needed and that offering additional flexibility with tree retention policies would encourage more infill development.

Many commenters emphasized the need to proactively plan, maintain and develop open, green space as we pursue infill development and create future plans for the UGA.

Staff Response: Many policies within the land use and urban design chapter, as well as the overall narrative, support the City’s priority for infill development, promoting density and maintaining access to green space. Additional policies from the Parks, Arts & Recreation chapter were cross-listed with the Climate element to address concerns about green space in the UGA.

Comments regarding flexibility for tree retention policies to better enable infill development will be addressed in the more detailed Climate Element Implementation Plan. Comments regarding the UGA will be shared with City Council for their consideration.

Green and Open Space

Respondents supported equitable access to, protection and expansion of green space for all Olympians and for added climate resiliency.

Staff Response: The general sentiment of these comments aligns with many of the goals and policies listed throughout Natural Environment, Parks, Arts & Recreation, and Land Use and Urban Design.

Supporting Transit

Many respondents supported Intercity Transit’s fare-free system, and encouraged faster, more frequent, and more reliable service in the future. In addition to priorities for public transit, respondents supported overall urban design and street development that is accessible, safe, and connected. This includes installing crosswalks, secure bike parking, shading and benches. One respondent noted concerns about future public transit accessibility in the UGA as it develops.

Staff Response: The Climate Element, as well as the full Transportation and Land Use and Urban Design chapters, offer significant alignment with the direction voiced by the respondents. Encouraging continued fare-free transit is an existing policy within the Transportation Chapter and was added as a cross-listed policy in the Climate Element.

Olympia’s long-standing Urban Corridor policy envisions the provision of high-frequency transit (at least every 15 minutes on weekdays) within designated urban corridors. Other areas in the City may not achieve sufficient density and the necessary land uses to support

the same transit frequency. The City supports and coordinates with Intercity Transit's long-range plans as the regional public transportation provider.

EV Purchase Incentives

Respondents included several suggestions for expanded rebates and financing for electric vehicles.

Staff Response: Existing goals and policies focused on electric vehicle adoption support a wide range of approaches to reduce financial barriers to EV adoption. Many of the specific suggestions are addressed within this overarching policy language. Additional details on specific programs and actions to implement these will be addressed in the forthcoming Climate Element Implementation Plan.

Solid Waste, Recycling, Compost

Respondents submitted comments related to expanding plastic recycling, including glass recycling, providing compost services to multi-family residences and outlawing single-use plastics.

Staff Response: Existing policies within the Utilities chapter broadly address the comments around single-use plastics and compostable packaging. Some respondents requested additional policies to address services that are already provided (i.e., composting service) or are not feasible at this time (i.e., glass recycling). Composting service is available for multi-family properties; however, building owners must subscribe to the service. Glass was removed from recycling services due to regional facility closures; glass recycling services may be provided again in the future if sufficient recycling facilities become available. Additional details on specific programs and actions to implement these policies and increase overall waste diversion will be addressed in the forthcoming Climate Element Implementation Plan.

Hazard Prioritization, Mitigation, and Response

A few respondents requested more clarity around hazard mitigation and prioritization of hazards. Two respondents specifically requested that the Climate Element reference the All Hazards Mitigation Plan for the Thurston Region. One respondent requested that the Climate Element identify extreme heat as the highest risk to public health in Olympia and implement the Thurston County Extreme Heat Emergency Response and Illness Prevention Plan. Two respondents also requested that the City take additional action to install cooling in the homes of vulnerable residents.

Staff Response: Additional language was included to reference the Hazard Mitigation Plan throughout the Element. We also included clarifying language to prioritize hazards for emergency management, outreach, and response that pose significant risks to public health, as guided by the hazard mitigation plan.

The Thurston County Extreme Heat Emergency Response and Illness Prevention Plan (i.e., Extreme Heat Incident Response & Illness Prevention Plan) is an implementation action identified in the Hazard Mitigation Plan for the Thurston Region. Thurston County is leading the work to implement this action; however, work is still ongoing. This plan is not identified in the Climate Element because it is still under development, and it is unknown what/if any role the City would have in implementation. However, this intent is addressed by existing policy language, which directs the City to coordinate with regional partners to develop and implement the regional Hazard Mitigation Plan as well as extreme heat and wildfire smoke strategies.

Additionally, existing goals and policies to address energy efficiency and building electrification also provide significant public health benefits during extreme heat, through the provision of cooling and passive survivability. Additional narrative and policy language was added to the Land Use and Urban Design section to emphasize this connection.

Clear Action

Respondents encouraged stronger action to be taken throughout the Climate Element.

Staff Response: Language was strengthened throughout the Element where it is within the City's jurisdiction and relevant to the proposed policy.

Education and Outreach

Two respondents recommended including policies related to general education and outreach on climate change causes and impacts. One respondent commented on the need for more specific education and outreach for extreme heat events. One respondent recommended including general outreach about the contribution of greenhouse gas emissions by the meat industry.

Staff Response: It is outside the City's scope to provide broad public education about the causes and impacts of climate change. The Element emphasizes more specific awareness and engagement on actionable topics within the City's responsibilities, such as land use, transportation, buildings, energy, water and waste, as well as hazard mitigation, preparedness, response, and recovery. Education, outreach, and awareness efforts for extreme heat events are covered in multiple policies throughout the Element.

Outside of Scope and Forwarded Comments

Several comments were outside the scope of the Climate Element. When appropriate, we forwarded these comments to the corresponding chapter leads. A summary of these comments is provided below.

Divestment from Statewide Investments in Fossil Fuels. One commenter suggested lobbying the Washington State Investment Board to divest from fossil fuels. This is outside of the scope of the Climate Element and will be highlighted for consideration by City Council.

Tracking Insurance Rates. One commenter suggested tracking residential and commercial insurance rates to effectively address risk. This is outside of the capacity and scope of the City.

Automated businesses. One commenter recommended the City discourage highly automated businesses, large national or global, publicly traded companies. This is outside of the scope of the Climate Element and was forwarded to the Economy chapter lead.

Homeless response. All comments related to housing and homeless response, including illegal burning concerns, were forwarded to the Housing and Public Safety chapter leads.

Safe Streets. All comments related to street layouts, safe crosswalks and sidewalk access were forwarded to the Transportation chapter lead.

Link Light Rail Connection. A comment related to lobbying for a link light rail hub was forwarded to the Transportation chapter lead.

Affordability. Comments related to overall affordability in Olympia were forwarded to all chapter leads.

Summary of Draft Changes

Changes to Goals and Policies

The most significant changes to this draft are the addition of several new policies to address opportunities and gaps identified by commenters. These include:

- Additional policies that expedite permitting for local energy projects to meet capacity needs and maintain service reliability as we pursue electrification.
- Additional policies focused on providing technical support, financial incentives, and flexible implementation to improve energy efficiency and electrification outcomes.
- Additional policies encouraging retrofits for cooling and air filtration.

- Additional policies encouraging resilient infill development.
- Additional policy and narrative prioritizing the highest risk climate-related hazards and actions as identified by the Hazard Mitigation Plan.
- Additional policy incorporating urban design practices that mitigate urban heat and stormwater runoff. This would encompass de-paving initiatives.
- Modifying existing policies and narrative to include an emphasis on critical area protection and enhancing biodiversity.
- Strengthening language and increasing clarity to focus on climate action, rather than passive study.

Other gaps were addressed by cross-listing additional existing policies from other Comprehensive Plan chapters. These include:

- Additional policies that account for no net loss of ecosystem function for shorelines and wetlands.
- Additional policies that focus on clean up, restoration, and protection of Budd Inlet from contamination.
- Additional policy that focuses on the balance between sustainable growth and environmental protection of the urban tree canopy.
- Additional policies related to urban greening and equitable access to green space.
- Additional policies focused on reshaping the transportation system. This includes expanding bike lanes, retrofitting streets for safety, maintaining fare-free transit, encouraging connections with rail and studying car-free streets.
- Additional policies related to park and open space in the urban growth area and along urban corridors.

Changes to Narrative

Significant changes to the narrative in this draft include:

- Added introductory text to clarify the implementation timeline of the comprehensive plan and emphasize the City's role in inspiring broader climate action.
- Clarified language around environmental justice to emphasize the importance of prioritizing co-benefits and minimizing unintended impacts on closely related issues such as environmental pollution and housing affordability.
- Added new narrative to the introduction summarizing how climate is integrated in each chapter of the comprehensive plan.
- Added new narrative to the Natural Environment section acknowledging the impact of climate change on ecosystems, including critical areas and biodiversity, and the commitment toward nature-based solutions.

- Added new narrative to the Land Use and Urban Design section to better describe how building upgrades support preparedness for climate hazards, such as extreme heat and wildfire smoke.
- Moved EV charging narrative and policies into the Transportation section to improve clarity and organization of the chapter.
- Added new narrative to the Utilities section to describe the importance of working with PSE to ensure sufficient electricity is provided to meet growing demand.
- Added new narrative to the Public Safety section recognizing that risk mitigation for extreme weather events requires a collaborative approach with regional partners and proactive strategies in the built environment to ensure safe shelter for all residents.

Comments that were not addressed were either outside of the scope of the Climate Element, already addressed in other comprehensive plan chapters, or determined to be better suited for the forthcoming Climate Element Implementation Plan.

Survey Responses

19 March 2019 - 22 July 2025

Draft Climate Element

Engage Olympia

Project: Olympia 2045: Climate Action & Resilience



VISITORS					
55					
CONTRIBUTORS			RESPONSES		
12			12		
12	0	0	12	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



Respondent No: 1

Login: Registered

Responded At: May 23, 2025 11:00:29 am

Last Seen: May 23, 2025 17:46:38 pm

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Disagree

Q2. **Why did you answer the way you did?**

Not strong enough practical changes with lots of vague statement of direction stuff ...

Q3. **Would you like to see any changes to this draft of the Climate Element?** Yes

Q4. **What changes would you like to see?**

Institute directly real and practical change initiatives example ... move all possible employees to work from home status underwrite...pay for ...electric bicycles and trikes for workers who do office work to get to workandcove them pay bump for each day they do so move to durable high density cement roadways instead of blacktop ... move workers to 14 hour work days 3 days a week ... underwrite employee cars for those who use motorcycles to work require all public building to have 300 year life expetency ...etc



Respondent No: 2

Login: Registered

Responded At: May 23, 2025 11:38:45 am

Last Seen: May 23, 2025 18:33:46 pm

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Strongly disagree

Q2. **Why did you answer the way you did?**

This is nothing but a virtue signaling ideological driven agenda. I am all for lessening our environmental impact when it is not framed around race and environmental justice, but is framed around how we as humans can better steward our natural resources.

Q3. **Would you like to see any changes to this draft of the Climate Element?** Yes

Q4. **What changes would you like to see?**

Delete and start over. See my comment above. Let's take ideology and politics out of the discussion and actually talk about our impact on our environment.



Respondent No: 3

Login: Registered

Responded At: May 23, 2025 13:31:54 pm

Last Seen: Jul 07, 2025 16:00:34 pm

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Strongly agree

Q2. **Why did you answer the way you did?**

I think the goals are great and the element has the right amount of detail.

Q3. **Would you like to see any changes to this draft of the Climate Element?** Yes

Q4. **What changes would you like to see?**

Define "GC" and "PC" somewhere in the document. I couldn't find it.



Respondent No: 4

Login: Registered

Responded At: Jun 11, 2025 18:17:57 pm

Last Seen: Jun 12, 2025 01:08:50 am

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Agree

Q2. **Why did you answer the way you did?**

The Climate Element has many good policy goals. However, in terms of resilience, I don't see any reference to developing Resilience Hubs throughout Olympia. This would provide critical Resilience infrastructure and would encourage community based orgs to take a lead role as it seems unrealistic to expect the city to develop the Resilience infrastructure we need.

Q3. **Would you like to see any changes to this draft of the Climate Element?** Yes

Q4. **What changes would you like to see?**

Including Resilience Hubs as a key part of building resilience into our communities. Also, including policies to address the serious environmental justice issues currently in the city today. Resilience Hubs should be located in such neighborhoods and part of their mission would be to effectively address the injustice being experienced by certain neighborhoods in Olympia.



Respondent No: 5

Login: Registered

Responded At: Jun 17, 2025 11:00:02 am

Last Seen: Jun 17, 2025 17:58:45 pm

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Strongly agree

Q2. **Why did you answer the way you did?**

It is THE issue that effects every single one of us....though, as always, disproportionately, the poor and the vulnerable; and LOCAL governments can help!

Q3. **Would you like to see any changes to this draft of the Climate Element?** Not sure/don't know

Q4. **What changes would you like to see?**

not answered



Respondent No: 6

Login: Registered

Responded At: Jun 17, 2025 11:16:53 am

Last Seen: Jun 17, 2025 18:08:44 pm

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Strongly agree

Q2. **Why did you answer the way you did?**

I am in favor of whatever it takes for our community to be more resilient as the planet warms and our spring and summer droughts get longer and more severe. Would also like to see an emphasis on climate friendly housing and density, along with a push for more bike lanes.

Q3. **Would you like to see any changes to this draft of the Climate Element?** Not sure/don't know

Q4. **What changes would you like to see?**

not answered



Respondent No: 7

Login: Registered

Responded At: Jun 17, 2025 13:48:38 pm

Last Seen: Jul 05, 2025 15:06:47 pm

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Agree

Q2. **Why did you answer the way you did?**

The plan is inadequate in the resilience component for preventing mass casualties from extreme heat events. A serious discussion is needed to implement the plans which are needed. I have offered to lead this discussion, but have been rebuffed. Please take this more seriously! It is by far our highest risk for mass mortality in Olympia.

Q3. **Would you like to see any changes to this draft of the Climate Element?** Yes

Q4. **What changes would you like to see?**

1. Heat event education and outreach plans are inadequate. Plans for getting cooling into vulnerable residents homes is not adequately addressed. In Vancouver BC in 2021 98% of the 619 documented heat stroke deaths occurred in peoples own home, generall in their own beds. 28% of heat stroke victims never even called 911. Additionally there were thousands of deaths from illnesses such as heart attacks related to the heat event which could have been prevented. None of this is addressed adequately. We will experience worse heat events centered more over Olympia, and potentially thousands will die unnecessarily.



Respondent No: 8

Login: Registered

Responded At: Jun 19, 2025 14:45:23 pm

Last Seen: Jun 19, 2025 21:38:57 pm

Q1. Do you agree or disagree with the general direction of the Climate Element? Agree

Q2. Why did you answer the way you did?

Our members at Olympia Master Builders have been pioneers in efficiency and sustainable construction. The industry is inevitably making improvements consistently to build better homes. We also value the ability to have input on what works and what doesn't on the ground level of the industry. The current draft displays the desire for balance between environmental protection and growth.

Q3. Would you like to see any changes to this draft of the Climate Element? Yes

Q4. What changes would you like to see?

- Ensuring cost impact analysis and clear implementation guidance for new development standards
- Structuring electrification and retrofit goals to avoid disproportionate impacts on small-scale and affordable housing.
- Encouraging flexibility in material use and tree retention to support infill feasibility.
- Prioritizing permit streamlining and incentives for climate-aligned housing projects.

Specific Recommendations:

1. Barrier: Overly prescriptive development standards under PC8.1 – Land Use may delay or block infill housing by increasing design and cost burdens without clarity or phased implementation. Recommendation: Revise PC8.1 to state: "Development standards shall balance climate risk reduction with feasibility for infill housing and affordability goals. New requirements shall include cost impact analysis and be phased with clear guidance."
2. Barrier: Mandatory electrification policies (PC14.1) may be implemented without verifying infrastructure readiness, increasing project risk and costs. Recommendation: Amend PC14.1 to include: "Ensure utility infrastructure capacity and affordability are evaluated prior to implementing mandatory electrification requirements."
3. Barrier: Electrification upgrade mandates in PC14.3 and PC14.5 may disproportionately affect small-scale or affordable housing projects without adequate support or flexibility. Recommendation: Revise PC14.3 and PC14.5 to state: "Provide technical support, rebates, or offsets for electrification and energy upgrades, with exemptions or phased compliance options for small-scale and affordable housing projects."
4. Barrier: Restrictions on embodied carbon (PC15.3) may limit access to traditional, cost-effective construction materials without clear or viable alternatives. Recommendation: Revise PC15.3 to read: "Encourage efficient material use and provide technical guidance on lower-carbon materials. Do not restrict traditional construction materials unless suitable, cost-effective alternatives are available."
5. Barrier: Lack of incentives for climate-aligned infill housing may result in underproduction of efficient, resilient housing types in urban areas. Recommendation: Add a new Infill Housing Incentive Policy: "Prioritize permit streamlining, fee reductions, and expedited review for infill housing projects that meet climate-resilient and energy-efficient standards."
6. Barrier: Tree retention standards in PC3.4 – Urban Forest may conflict with the physical and economic feasibility of infill housing projects on constrained sites. Recommendation: Revise PC3.4 to state: "Promote tree retention while providing flexibility for infill development through offset, fee-in-lieu, or replanting options where space is constrained."



Respondent No: 9

Login: Registered

Responded At: Jun 20, 2025 12:29:58 pm

Last Seen: Jun 21, 2025 00:19:00 am

Q1. Do you agree or disagree with the general direction of the Climate Element? Agree

Q2. Why did you answer the way you did?

The Climate Element is mostly consistent with the Thurston Climate Mitigation Plan. That said, more could be done to address resilience in the Climate Element. We will be requesting a meeting with Resilience climate planning staff to address our concerns in greater detail.

Q3. Would you like to see any changes to this draft of the Climate Element? Yes

Q4. What changes would you like to see?

Thank you for addressing TCAT's earlier comments on the draft Climate Element. I would like to address some of your answers in the Public Comment Summary Report, to our feedback on the Climate Element's consistency with the TCMP: 1) "EV purchase incentives. Partner with car sale and lease dealerships to provide incentives for purchase of electric vehicles by Thurston County residents. Pilot with those neighborhoods, individuals with greatest VMT potential. o Addressed by the following policy: Seek ways to encourage people to replace gaspowered vehicles with electric vehicles." This policy partially addresses the TCMP action, but we would like to seem more here that specifically includes this part of the action, "Pilot with those neighborhoods, individuals with greatest VMT potential." 2) "Other actions in the TCMP fall outside of the scope of the City to address and are better addressed by other entities, such as Thurston County, Intercity Transit or LOTT, including: • Increase transit. Increase local public transit routes/frequency with a focus on expanding transit service before and after traditional business hours and on weekends." With the eventual development into the city's Urban Growth Area (UGA) we want to ensure that any new developments in the UGA have easy access to public transit. There is some concern at TCAT, that residential areas within the UGA will not have the same access to services that those in the urban core enjoy.



Respondent No: 10

Login: Registered

Responded At: Jun 20, 2025 14:46:06 pm

Last Seen: Jun 20, 2025 20:18:56 pm

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Strongly agree

Q2. **Why did you answer the way you did?**

not answered

Q3. **Would you like to see any changes to this draft of the Climate Element?** Yes

Q4. **What changes would you like to see?**

Comments on Olympia Comp Plan Climate Element Climate Chapter: Though there are some policies and goals that point to community engagement for designing and implementing programs, there appears to be no policy or goals for broad based community education and engagement on climate change, its underlying causes, its effects, and why major local action is urgently needed. This is an important activity to ensure the success of the other goals and policies. For example, the level of funding required will require significant public understanding and support. In addition, climate related policy changes and actions required by individuals will also require lots of public understanding and support. So I believe this is a major missing element within the climate chapter for this Comp. Plan update. It needs to be added. This will require funding and adequate city staffing along with partnering with local community based organizations. Natural Environment Chapter: Add a sentence to item 1.4, to direct new development to urban areas, away from rural areas, in order to promote density and preserve habitat. Add a policy to goal 3 that calls for expanding tree canopy and other carbon-sequestering vegetation where there are opportunities within the city to do that. Land Use & Urban Design Chapter: Policy 14.3 and 14.4 The city must go beyond considering EE standards for rentals, multi-family and commercial buildings. They must establish and require them, for new and existing buildings, phased in over time. It will also be necessary to provide financial supports (incentives, etc.) to promote compliance (as indicated in 14.5). Policy 14.7 calls for phasing out natural gas only in public buildings and infrastructure. This is completely inadequate for achieving goal 14, which calls for electrifying all buildings by 2040. We need to phase out fossil gas use in all buildings. Some type of requirement will be necessary. Policy 16.7 says "evaluate and identify opportunities" for EE and renewable energy projects in historic buildings. Again, we need to go beyond studying the problem; make this a requirement, where feasible. Transportation Chapter Policy 25.2 should read "Provide incentives" rather than "Seek ways". Action rather than study. For Goal 25 (100% of light-duty vehicles ... will be electric by 2040), the phrase "green fuels" is used. "Zero emissions" might be more directly applicable and specific to addressing climate change. For Goal 29 (support net-zero emissions by 2040), there is a single very broad policy statement: "Reshape the transportation system..." This is true, but more specific guidance will be necessary in order to make the necessary on-the-ground changes. Policy 32.1: Add local incentives to the list of supports listed to encourage people to get e-bikes. Add a policy to the parking goal (37) that establishes one or more car free zones in the downtown area. Fostering Community Connection and Belonging Add a goal for establishing community assemblies or community councils to expand the connection between community members and public policy decisions on climate change policies and programs. <https://peopleseconomylab.org/how-three-community-assemblies-addressed-climate-and-economic-justice/> Economy Chapter Add to Goal 64 (thriving and diversified economy) a policy that Olympia seeks businesses that will help reduce its GHG emissions and promote climate resilience.



Respondent No: 11

Login: Registered

Responded At: Jun 20, 2025 15:37:46 pm

Last Seen: Jun 20, 2025 22:33:36 pm

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Agree

Q2. **Why did you answer the way you did?**

It addresses climate change in a mostly comprehensive, effective and thoughtful manner. It implements many of the tenets of the Thurston Climate Mitigation plan.

Q3. **Would you like to see any changes to this draft of the Climate Element?** Yes

Q4. **What changes would you like to see?**

I believe the Sea Level Rise plans are insufficient, and would encourage stronger action on energy and water management. I will submit a document today with comments and suggestions, if anyone still has the energy and patience to review it. I do applaud the planning commission for the work they've done. thankyou.



Respondent No: 12

Login: Registered

Responded At: Jun 21, 2025 07:55:27 am

Last Seen: Jun 21, 2025 14:29:48 pm

Q1. **Do you agree or disagree with the general direction of the Climate Element?** Strongly agree

Q2. **Why did you answer the way you did?**

We need more jobs that are geared for climate change and solutions. We also need a lot of jobs for enforcement. Jobs for enforcement are very important to assure legal action is being taken against environmental infractions. I think building community around this area is much needed so people work together but education is very important to understand the impacts and work together on proper solutions. We definitely need a more sustainable way of living or all of us face major crisis within weather and changes to our planet that will be deadly to all of us and ultimately be out own extinction. Change is needed to prevent further damage and loss of land and to protect the natural resources and wildlife.

Q3. **Would you like to see any changes to this draft of the Climate Element?** Yes

Q4. **What changes would you like to see?**

I did not see any solutions or mentions of the meat industry and the impact of global warming. The meat industry is the number one cause of global warming and I really didn't see it mentioned at all. Sadly , I had mentioned this and one of the climate action conventions I went to. We definitely need to touch bases and educate on the consumption of meat And dairy products that is definitely affecting our global temperatures and also creating mass amounts of pollution in our waters and our lands. I would like to also see more on illegal burning. There is a huge issue with pollution and illegal burning within the houseless community. I respect all houseless people and I feel the city and state needs to do more because it is adding to Forest Fires, destruction of our waters, pollution and biohazard contamination to our lands. Illegal plastic burning happens regularly in the camps and pollutants dumped into the waters by the houseless that the city neglects to clean or address effecting wildlife, fish, land, water etc. Not allowing more trash recepticals to the houseless community promotes illegal burning of plastics and other hazardous material to the environment and community. More trash receptacles is one solution and building proper housing for the houseless keeps them out of the elements of heat and cold extreme weather and helps with the illegal burning. I would like to see more environmental protections and also clean ups to prevent illegal burning. The burning is a widespread issue as well as it causing fire hazards in the dryer months. I have witnessed my apartment complex almost go up in flames due to illegal burning in the woods by the train tracks.

Natalie Weiss

From: Joyce Phillips
Sent: Monday, June 2, 2025 4:57 PM
To: Pamela Braff; Natalie Weiss; Jaron Burke
Subject: FW: Olympia's Comprehensive Plan Amendments (2025-S-8426): WGS comments

Passing along comments received from DNR staff on the climate chapter. 😊

From: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>
Sent: Monday, June 2, 2025 3:27 PM
To: Joyce Phillips <jphillip@ci.olympia.wa.us>
Cc: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>; Vanegas, Ted (COM) <ted.vanegas@commerce.wa.gov>
Subject: Olympia's Comprehensive Plan Amendments (2025-S-8426): WGS comments

You don't often get email from tricia.sears@dnr.wa.gov. [Learn why this is important](#)

Hello Joyce,

In keeping with the interagency correspondence principles, I am providing you with comments on Olympia's Comprehensive Plan Amendments (2025-S-8426).

For this proposal submitted via Planview, I looked at the proposal and focused on areas related to WGS work. Of note, but not limited to, I look for language around the geologically hazardous areas, mineral resource lands, mining, climate change, and natural hazards mitigation plans.

Specifically in this proposal, I reviewed the Climate Chapter Draft w Goals and Policies_20250520.pdf aka Draft Climate Action and Resilience Chapter of the Olympia 2045 Comprehensive Plan.

It's great to see this section on page 1, Collaboration with the Squaxin Island Tribe. And the Introduction on pages 2-3, with the history and description of related plans and climate resilience work, is useful.

Great to see the policy on page 6 that mentions geologically hazardous areas. Excellent to see the An Integrated Approach section on page 10 and the subsequent pages related to it.

In the Natural Environment and the Planning for Density and Future Climate Conditions, suggest mentioning critical areas specifically and the relationship of climate with those.

Overall, the Draft Climate Action and Resilience Chapter is well written, nice work!

Interestingly, there is no mention of the term critical areas, and only one mention of geologically hazardous areas. There is mention of emergency management but no mention of the Hazard Mitigation Plan. Suggest mentioning the Hazard Mitigation Plan, critical areas (and the categories of critical areas), and how the climate changes are connected to these areas, as well as the other areas you mention. Mentioning other plans provides further connection of the interrelatedness the plan mentions in the An Integrated Approach section. Some jurisdictions have listed other plans in their resilience chapter.

Below, I include our usual language for this and future endeavors.

Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in current or future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general:

- Consider adding a reference to the definition of geologically hazardous areas, WAC 365-190-120, in other areas besides the CAO. In addition, consider adding a reference to WAC 365-196-480 for natural resource lands.
- Consider adding a reference to the WGS Geologic Information Portal in other areas besides the CAO. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. [Geologic Information Portal | WA - DNR](#)
- If you have not checked out our Geologic Planning page, you may wish to do so. [Geologic Planning | WA - DNR](#)

Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 7/20/25.

Have a great day!

Cheerio,
Tricia

Tricia R. Sears (she/her/hers)

Geologic Planning Liaison

Washington Geological Survey (WGS)

Washington Department of Natural Resources (DNR)

Cell: 360-628-2867 | Email: tricia.sears@dnr.wa.gov

Comments for Olympia Climate Element

We recognize that the draft climate element demonstrates a high level of consistency with Commerce's Climate Element Intermediate Planning Guidance including:

- *Goals and policies to protect and enhance natural areas, community resiliency, and address natural hazards to foster resiliency to climate impacts.*

Our guidance recommends a goal and supportive policy for each climate-exacerbated hazard that is relevant to your jurisdiction. The draft climate element identifies climate hazards most significant to Olympia and includes a supportive goal and policy for each and includes policy to prioritize overburdened communities.

- *Goals and policies to reduce greenhouse gas emissions and vehicle miles traveled.*

The draft plan includes a goal of reducing community-wide GHG emissions by 59% below 2019 levels by 2030 and achieves net-zero by 2040. The draft also includes a goal that vehicle miles travelled will be 25% lower than 2021 levels by 2040.

Commerce recommends that jurisdictions should, at a minimum, include goals and policies within the following sectors: Transportation; Buildings & Energy; and Zoning & Development. The draft plan has included supportive goals and policies within these three sectors. The draft also includes policy language to prioritize overburdened communities, and maximize co-benefits and environmental justice.

Natalie Weiss

From: Casey Schaufler
Sent: Wednesday, June 18, 2025 4:08 PM
To: Pamela Braff; Natalie Weiss
Subject: FW: Climate Action Ellement

Good afternoon, Dr. Braff and Natalie –

Please see comments below regarding the Climate Element. I replied to inform them that their comments were received and shared with Climate Program staff. Thank you.

Kind regards,
Casey Schaufler (he/him)
Associate Planner
City of Olympia | Community Planning & Economic Development
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967
360.753.8254 | cschauf@ci.olympia.wa.us

Please note all correspondence is subject to public disclosure.

From: Tom Reynolds <tomnoir@seanet.com>
Sent: Wednesday, June 18, 2025 3:19 PM
To: Olympia2045 <Olympia2045@ci.olympia.wa.us>
Subject: Climate Action Ellement

You don't often get email from tomnoir@seanet.com. [Learn why this is important](#)

I finally had time to look at the Thurston County Climate Element. Here are my comments:

The Plan does not mention public Transit at all. Living in West Olympia I can and do use the bus service. But I would use it a lot more if most of the buses had 15 minute routes, at least on weekdays until 10PM and on Saturdays during the day.

My wife and I are retired and our one car is only 5 years old. Getting us to purchase an EV would require a big price drop. Your plan, which focuses primarily, on EV charging stations does nothing to encourage us to in the future purchase an EV, particularly with the federal government likely to cut all federal support for EV's in the near future. In the end, this plan will only be successful if you can get more people into public transportation, and also lower the cost of EV's to where they are affordable for low and moderate income people.

My wife and I would like to go all electric in out house. But getting a rebate to purchase a heat pump so we can get off natural gas has been difficult. We had hoped to get a rebate from the from state Climate Commitment Act funds for a heat pump purchase, but found we couldn't qualify because of the 120% income cap. In theory, the state is suppose to have funds available through the Inflation Reduction Act for heat pump rebates for families below the 150% income cap. We would qualify for these rebates. But in my conversations with the Home Energy Rebates Team they have told me that the federal Department of Energy has not yet given them approval to start providing heat pump rebates. Implementation of the IRA in Washington has take two years, and given the current situation in DC I wonder if we will ever see Washington receive approval.

Please consider these comments as you develop your plan.

Thanks,
Tom Reynolds

Natalie Weiss

From: Jessie Simmons <GA@omb.org>
Sent: Thursday, June 19, 2025 2:38 PM
To: Natalie Weiss
Cc: Jaron Burke
Subject: RE: Full Draft Available for Olympia's Climate Action & Resilience Element
Attachments: OMB_Climate_Chapter_Comment_Letter_June2025.docx

Hello Natalie (and Jaron),

I have attached the recommendations I received from our membership, in letter form, and am sending the final copy to you for consideration. I appreciate all your hard work on this and for considering the voice of our industry. We look forward to future engagement on many other items impacting our members. I'm also adding some comments to the survey section on the Engage Olympia program website.

Best Regards,

Jessie W Simmons

Government Affairs Director

P: 360.754.0912 ext. 102

C: 360.525.4142



77% of Thurston County residents cannot afford the median priced home.

68% of Mason County residents cannot afford the median priced home.

68% of Lewis County residents cannot afford the median priced home.

71% of Grays Harbor County residents cannot afford the median priced home.

70% of Pacific County residents cannot afford the median priced home.

Find more information at the [Washington Center for Housing Studies](#).

From: Natalie Weiss <nweiss@ci.olympia.wa.us>
Sent: Thursday, May 22, 2025 8:52 AM
To: Jessie Simmons <GA@omb.org>
Cc: Jaron Burke <jburke@ci.olympia.wa.us>
Subject: Full Draft Available for Olympia's Climate Action & Resilience Element

Hi Jessie,

I hope you are well. I am reaching out to let you know that we recently published a full draft of the Climate Action & Resilience Element of the City's Comprehensive Plan.

You can find the [draft Climate Element](#) on our Engage Olympia page along with a [short survey](#) to submit any comments you have. The survey will be open for comments through June 20.

I encourage you to view the draft Climate Element, provide any comments you might have, and share widely with your networks. We appreciate the comments and feedback you have shared with us throughout the process and have done our best to incorporate your suggestions into this draft.

Please let me know if you have any questions.

Thank you!

Natalie

Natalie Weiss (she/her)

Climate Resilience Coordinator

City of Olympia

(360) 570-5828

nweiss@ci.olympia.wa.us

June 19, 2025

Natalie Weiss
Climate Resilience Coordinator
City of Olympia – Climate Program
PO Box 1967
Olympia, WA 98507
Email: nweiss@ci.olympia.wa.us

RE: Public Comment on Draft Climate Chapter of the Olympia Comprehensive Plan

Dear Ms. Weiss:

On behalf of Olympia Master Builders and our 500 member companies representing the residential construction, remodeling, and development industry throughout Thurston County and the surrounding region, I respectfully submit the following comments on the May 20, 2025 draft of the Climate Chapter of the Olympia Comprehensive Plan.

We commend the City of Olympia for its leadership in addressing the risks of climate change and for taking an integrated, forward-looking approach to resilience, emissions reduction, and environmental equity. Our members share Olympia's vision of a sustainable, livable community and are committed to supporting housing solutions that meet both climate and affordability goals.

As drafted, several of the proposed policies may create unintended barriers to housing production and reinvestment—particularly in the areas of electrification mandates, infill feasibility, material limitations, and permitting complexity. These challenges are especially acute for smaller builders and housing providers working to meet rising demand in Olympia's urban corridors.

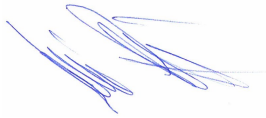
We have identified targeted policy language improvements that will better align climate action with housing capacity and affordability. Our recommendations are included in Attachment A and focus on the following priorities:

- Ensuring cost impact analysis and clear implementation guidance for new development standards
- Structuring electrification and retrofit goals to avoid disproportionate impacts on small-scale and affordable housing.
- Encouraging flexibility in material use and tree retention to support infill feasibility.

- Prioritizing permit streamlining and incentives for climate-aligned housing projects.

We appreciate the City's ongoing engagement with stakeholders and the opportunity to provide these comments. Olympia Master Builders stands ready to continue partnering with the City to advance both climate resilience and housing opportunity for our community.

Sincerely,



Jessie W. Simmons
Government Affairs Director
Olympia Master Builders
ga@omb.org

Attachment A: Homebuilding Barriers and Policy Recommendations

1. **Barrier:** Overly prescriptive development standards under PC8.1 – Land Use may delay or block infill housing by increasing design and cost burdens without clarity or phased implementation.

Recommendation: Revise PC8.1 to state: “Development standards shall balance climate risk reduction with feasibility for infill housing and affordability goals. New requirements shall include cost impact analysis and be phased with clear guidance.”
2. **Barrier:** Mandatory electrification policies (PC14.1) may be implemented without verifying infrastructure readiness, increasing project risk and costs.

Recommendation: Amend PC14.1 to include: “Ensure utility infrastructure capacity and affordability are evaluated prior to implementing mandatory electrification requirements.”
3. **Barrier:** Electrification upgrade mandates in PC14.3 and PC14.5 may disproportionately affect small-scale or affordable housing projects without adequate support or flexibility.

Recommendation: Revise PC14.3 and PC14.5 to state: “Provide technical support, rebates, or offsets for electrification and energy upgrades, with exemptions or phased compliance options for small-scale and affordable housing projects.
4. **Barrier:** Restrictions on embodied carbon (PC15.3) may limit access to traditional, cost-effective construction materials without clear or viable alternatives.

Recommendation: Revise PC15.3 to read: “Encourage efficient material use and provide technical guidance on lower-carbon materials. Do not restrict traditional construction materials unless suitable, cost-effective alternatives are available.”
5. **Barrier:** Lack of incentives for climate-aligned infill housing may result in underproduction of efficient, resilient housing types in urban areas.

Recommendation: Add a new Infill Housing Incentive Policy: “Prioritize permit streamlining, fee reductions, and expedited review for infill housing projects that meet climate-resilient and energy-efficient standards.”
6. **Barrier:** Tree retention standards in PC3.4 – Urban Forest may conflict with the physical and economic feasibility of infill housing projects on constrained sites.

Recommendation: Revise PC3.4 to state: “Promote tree retention while providing flexibility for infill development through offset, fee-in-lieu, or replanting options where space is constrained.”

Pamela Braff

From: karen karenmessmer.com <karen@karenmessmer.com>
Sent: Thursday, June 19, 2025 2:03 PM
To: Pamela Braff; Joyce Phillips
Subject: Climate Comp Plan Chapter comments

Pamela and Joyce,

I have listed comments below for the Climate Chapter draft. Note that some of my comments relate to existing goals and policies. I made my comments here as I thought of how they relate to climate.

Strike out and underline for editorial changes. Bold for comments and additions.

Karen Messmer

18.7 - POLICY: Require direct and convenient pedestrian access to commercial and public buildings from streets, bus stops and parking lots, and encourage sheltered seating and other uses of vacant sections of the street edge. **[Add - require direct pedestrian connections between commercial and public buildings when they are not within convenient distance from the public sidewalk.]**

18.10 POLICY: Require new, and encourage existing, businesses to provide bicycle parking. ~~Encourage~~ Require the provision of secure bicycle parking for employees.

19.2 POLICY: ~~Maintain a stable~~ Maintain or reduce the size of the urban growth area to reduce development pressure on natural and working lands within Thurston County.

Goal 22: A healthy and diverse urban forest is protected, expanded, and valued for its contribution to the environment and community. **[Comment: Expanding the urban forest could reduce the capacity for urban density. The City should support forest preservation and expansion efforts by the County to retain and expand an overall forest cover in our region. This means the City should advocate for reduced density and reduced development in the rural areas outside the urban area.]**

29.1 POLICY: Provide parks in close proximity (within ½ mile safe walking distance) to all residents. **[Measure the distance by walking routes that include sidewalks, trails, safe crossings at streets.]**

32.1 POLICY: ~~Encourage~~ Provide walking, bicycling and other non-vehicular access for recreation and transportation purposes by linking parks to multi-modal routes, streets and trails in coordination with the Transportation Master Plan.

Goal 51 - GOAL: The stormwater and wastewater systems are resilient to the impacts of sea level rise and increased precipitation intensity

Additional policy

51.5 Policy - Analyze the costs and benefits of complete or partial retreat for downtown properties as a response to sea level rise. Make a comparison with the costs to protect all or part of downtown.

54.3 POLICY: Encourage Intercity Transit's transition to green fuel buses. **[Comment: There is currently no such thing as green hydrogen for transportation. Use terms with definition here that will not**

included green-washed 'fuels' such as hydrogen or 'clean diesel, for example. Same language comment for 54.4, 54.5. 54.7, please be specific and clear about zero emissions and clean fuels. The language matters.]

Policy 59.1: Coordinate with Intercity Transit in requiring developers to provide facilities that help transit riders easily walk, roll, or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting. **[The city should require these since Intercity Transit may not have authority to do this.]**

Natalie Weiss

From: Olympia2045
Sent: Monday, June 23, 2025 8:27 AM
To: Pamela Braff; Natalie Weiss
Subject: FW: Comment on TCAT Climate Action and Resilience Chapter
Attachments: WA Coal Act one pager 14may2025.pdf

Good morning,
Please see the comment below and accompanying document attached. Thank you.

Kind regards,
Casey Schaufler (he/him)
Associate Planner
City of Olympia | Community Planning & Economic Development
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967
360.753.8254 | cschaufl@ci.olympia.wa.us

Please note all correspondence is subject to public disclosure.

From: barbmcoly@comcast.net <barbmcoly@comcast.net>
Sent: Friday, June 20, 2025 6:48 PM
To: Olympia2045 <Olympia2045@ci.olympia.wa.us>
Cc: Donna Albert <donna.albert@gmail.com>; Kristin Edmark <kristinedmark@hotmail.com>
Subject: Comment on TCAT Climate Action and Resilience Chapter

You don't often get email from barbmcoly@comcast.net. [Learn why this is important](#)

Dear TCAT Staff,

The Climate Action and Resilience Chapter looks very well thought out and comprehensive. One element that may not fit neatly into the TCAT planning and emissions reduction assessment, but one that has a big impact on climate, is the ~\$210 billion WA State Investment Board (WSIB), where the pensions of a large portion of Olympia's workers is invested.

Our WSIB has a minimum of \$4 billion invested in fossil fuels which contributes to increasing carbon global emissions. Perhaps the Climate and Resilience chapter could recommend the City of Olympia actively collaborate with legislators and climate groups to persuade the WSIB to adopt a net zero emissions plan and quickly reduce its investments in fossil fuels.

The City of Olympia could also support SB5439, the Washington Coal Act, that would require the WSIB to rebalance its portfolio to get out of its \$2 billion of coal investments. See the attached Fact Sheet.

I would welcome a chance to talk with you about this and appreciate your good work.

Sincerely,

Barbara Carey
360-888-2224

Fact Sheet: Washington Coal Act, SB 5439

Sponsored by Washington State Senator Noel Frame at noel.frame@leg.wa.gov

1. The Washington Coal Act directs the Washington State Investment Board (WSIB) to stop investing in coal. Coal is a public health disaster. No matter where on earth coal is burned, it makes climate-driven fires and floods worse for all Washingtonians.

2. WSIB oversees about \$200 Billion in state Treasury funds. It is the sixth largest public pension fund in the U.S.

3. \$2.6 Billion of WSIB's portfolio was invested in coal in 2022 (about 1.3% of their \$200 Billion fund) — but WSIB claimed their coal investments totaled only \$114 Million in 2022.

4. Other West Coast pension funds profited from phasing out coal:

- **California gained an estimated \$598 Million** as of 2022, after removing coal from its CalPERS portfolio in 2015.
 - **Oregon lost \$340 Million** over 10 years due to their coal investments, according to an analysis by Divest Oregon. The Oregon State Legislature passed a law in 2024 directing the Oregon pension fund to phase out its coal holdings.
-

5. The State of Washington is a climate leader.

- All Washington State electric utilities will stop burning coal to generate electricity by 2025 as stipulated in the 2019 Clean Energy Transformation Act (CETA).
 - The last remaining coal plant in Washington State closes by the end of 2025.
 - **Why is WSIB, a Washington State agency, still investing in coal?**
-

Supported by organizations and pension fund beneficiaries across the state:

- | | |
|---|--|
| • <i>Divest Washington</i> | • <i>UW Institutional Climate Action</i> |
| • <i>Third Act Washington</i> | • <i>Lower Columbia Stewardship Committee</i> |
| • <i>PSARA, Puget Sound Advocates for Retirement Action</i> | • <i>Cascadia Climate Action Now</i> |
| • <i>350 Seattle</i> | • <i>Olympia Green Faith</i> |
| • <i>350 Wenatchee</i> | • <i>Olympia Unitarian Universalist Congregation</i> |
| • <i>350 Yakima</i> | • <i>Washington Conservation Action</i> |
| • <i>Sierra Club Washington</i> | |
| • <i>Physicians for Social Responsibility</i> | |
| • <i>Stop the Money Pipeline</i> | |
| • <i>Climate Safe Pension Network</i> | |

Pension Board statements hide coal investments

UNDERSTATING COAL INVESTMENTS

*WSIB claimed their coal investments totaled **\$114 Million** in 2022 (2023 Sustainability report).*

OUR RESPONSE: WSIB has identified only a small fraction of their coal investments. According to the **Global Coal Exit List**, WSIB had **\$2.6 Billion** invested in coal in 2022. The internationally recognized Coal Exit List is used by large investors to exclude coal companies from their portfolios. **The Coal Exit List identifies 90% of global thermal coal.**

TRANSPARENCY AND ACCOUNTABILITY

*WSIB's Climate Blueprint allows them to invest in **NTPC, a company in India with large coal holdings and renewables.***

OUR RESPONSE: In terms of coal burning capacity, **NTPC is equivalent to 92 Centralia TransAlta coal plants (2024).** NTPC is currently **expanding** its coal burning capacity by about 11 Centralia TransAlta coal plants. No matter how much renewable energy NTPC buys, they are still burning **huge and increasing amounts of coal.**

NTPC is only one of the Global Coal Exit List companies WSIB is invested in. Some of the world's largest coal players are **diversified companies where coal is hidden in a relatively small percentage of their revenue**, but this doesn't make that coal any less harmful.

By using the Global Coal Exit List, the WSIB would enable legislators and beneficiaries to see the coal in their holdings, and track their progress in removing it.

ENGAGEMENT VS DIVESTMENT

WSIB: Engagement (such as proxy voting) is more effective than divestment from fossil fuels or coal.

OUR RESPONSE: [WSIB was rated D+ and F for their climate proxy voting](#), by Sierra Club/STAND.Earth.

"...engagement is likely to assist Big Oil and Big Coal in postponing the day when governments limit the burning of fossil fuels."

— former SEC Commissioner Bevis Longstreth

FIDUCIARY DUTY

WSIB: Excluding fossil fuel or coal investments would deprive the WSIB of opportunities to diversify the portfolio and to maximize returns which is our fiduciary duty.

OUR RESPONSE: This bill does not conflict with the WSIB's fiduciary duty. The WSIB's estimated \$2.6 Billion in coal make up only about **1.3%** of the **\$200 Billion** fund. **The experience of other West Coast pension funds suggests there are better investment opportunities than coal.**

Pamela Braff

From: Betsy Norton <puckingworth13@gmail.com>
Sent: Friday, June 20, 2025 3:42 PM
To: Pamela Braff
Subject: June 20 2025 comments on climate chapter and policies b norton
Attachments: 20250620 Olympia 2045 Climate comments - B Norton.pdf

You don't often get email from puckingworth13@gmail.com. [Learn why this is important](#)

Hi Pamela,

I wrote up some final comments and suggestions, in case the planning commission is not fully burned out yet 😊

The work to date is pretty good - I appreciate the time and effort that have gone into this.

Thank you

Betsy Norton

puckingworth13@gmail.com

To: Olympia Planning commission
From: Betsy Norton, Olympia resident
Re: Olympia 2045 – Climate Change Chapter/integration
Date: 6/20/2025

Please add in the beginning that even though this is a 20-year plan, climate change will be going on well beyond the end of this century, and the impacts we have now on the natural environment will impact all succeeding generations. This is a time to really think about the legacy we leave to our grandchildren and great-grandchildren: we must be realistic, apply the latest, best available science and innovation, and not get distracted by partisan debates or short-term economic considerations. We should be pursuing the wisest long-term strategies available to conserve our environment and protect wildlife, while resolving equity issues and meeting treaty obligations.

Climate chapter:

1. Sea Level Rise (SLR).
 - a. I find the discussion of sea level rise, in characterizing the problem as one of ‘flooding’ as missing the big point here, which is that SLR will result in permanent loss of shoreline. This entails loss of beachfront for private landowners, loss of frontage for publicly owned lands, and loss of shoreline habitat for wildlife, which will be squeezed out between creeping Mean High Water Mark (MHW) and built structures. This discussion reflects similar shortcomings in the SLR Response Plan.
 - b. The reliance on the SLR Response plan needs revisiting. The SLR response plan immediately excludes consideration of retreat - not on scientific grounds but on financial ones. The current plan seems to pretend that the magnets on the stormwater covers is a sufficient solution to leaving underground wastewater tanks in place while the tides wash over the top of them, incurring no additional risk of contamination to Budd Inlet or degradation/damage to wastewater operations. I would recommend instead you acknowledge the long-term rise projections (5’ by 2100) and start planning *now* to move critical services (like wastewater treatment) to an area that won’t be underwater in 2100¹.
 - c. Please ensure there are plans to conserve as much public shoreline wildlife habitat as possible, since the wildlife (herons, crustaceans, shorebirds in general) will have nowhere to go along a shoreline where private owners do not retreat and the tides come all the way up to the buildings.
 - d. Please prioritize cleanup of hazardous wastes on and under the ground near the shoreline of Budd Inlet since the rising tides will exert pressures on groundwater/underground tanks and pipes. When there’s flooding at high tide, it will wash all those ground-level contaminants back into Budd Inlet. This includes prioritizing shoreline septic tank repair/conversion to sewer.
2. GHG.
 - a. While using US standards for GHG calculations allows you to exclude GHG’s associated with imported goods and services, our community is heavily reliant on imported food/goods. I would recommend (a) tracking an estimate for this carbon

¹ For instance, the Shoreline Master Plan 2.12.E recommends encouraging growth and redevelopment of areas already developed. This should be modified so that remediation and reclamation is the primary response to developed areas where SLR is impacting that area (e.g. the port). 2.11.E specifically cite Percival Landing as an area to “protect” against sea level rise – again, the response to SLR should be to adapt or move built structures based on the aquatic environment changes, not try to preserve developed areas from SLR impacts.

footprint independently and (b) more aggressively promoting local production of food, goods and services. Using standards is good but being realistic and transparent is also good. Tracking these emissions would also allow you another way to track progress on local food independence, supporting climate resilience.

- b. Please add somewhere in here that the city will commit to keeping public transit free. This supports GHG reductions, meets economic equity requirements and the bus is usable by nearly everyone – including kids + disabled + seniors who don't drive.
- c. Please track GHG's for residential vs. business sectors and add impact fees or other disincentives to businesses that rely heavily on diesel-fueled semi's and aviation or other similarly carbon-ghg-intensive supply-chain or distribution mechanisms.

3. Equity

- a. In your housing / land use please ensure that there is some kind of per-capita calculation of greenspace accessibility. Areas which are allowing increased density should be accompanied by a commitment to provide relatively more/larger public parks and green space to avoid overcrowding.
- b. As a factor in housing affordability, please track home and business insurance rates for all neighborhoods to ensure all policies and strategies are effectively addressing what insurers see as risk in all areas, so that home mortgages aren't denied and home and property insurance remains available and attainable for all residents.
- c. In land use, please ensure that green belts, parks, urban farm area is fully reserved/purchased in the UGA's, so that when those areas are annexed, there will be enough public land set aside to provide the same level of parks and greenspace accessibility as is offered in the rest of the city.
- d. Enable multi-family housing to have compostables picked up.
- e. Finally, I would just call out that 'affordability' needs to be real. By my calculations, a single, full time minimum wage earner – even at Olympia's proposed \$20+/hr. level, will be making in the 30% range of the median Thurston county income. The WA Dept of Commerce sets affordability at 80% of median income, so their definition of affordable housing will NOT accommodate minimum wage families, even with 2 earners in the family. In a future where there are a lot of kids and seniors, there will likely be a lot of service sector jobs like this, and those people will be priced out from housing that's built for 80%² and up.

4. Habitat

- a. Please protect critical areas for habitat from being paved over; please do not permit exceptions which allow degradation or loss of wetlands and streams. Climate change is hard on the wildlife too.
- b. Please ensure your commitment to connected habitat makes it into the final version. This is a great improvement.

5. Economic Development

- a. Kudos for promoting re-use of construction materials. I would recommend extending this concept to retail goods and also to retail/wholesale packaging.

² My observation is that developers use the 80% as a *floor*, not a ceiling. This 'affordability' stops at 79% of median income.

Plastics recycling is not and won't be commercially viable in the near future: we should stop using these products and stop filling up landfills with them.

- b. I recommend fostering small businesses, particularly focusing on those which are locally owned and operated, which utilize relatively more labor and lower levels of resources, and which have supply chains and distribution channels which are local.
- c. Not sure how to present this as policy, but I recommend against allowing/promoting highly automated large national or global publicly traded companies where the owners are just investors and the business is aimed purely at P/E ratios instead of providing value to the wider community. In particular, please discourage highly automated businesses which use robotics to replace jobs and demand higher amounts of power, 2 impacts that need to be reversed for the good of the community. 'Advanced manufacturing' and data centers are examples of businesses which create both of these adverse impacts.
- d. I recommend following (c.) for large real estate interests as well. The city should come up with innovative ways for collective/cooperative resident-based ownership and management of multi-family housing so that the profits from real estate are fed back into this community. This is just one example of mechanisms the city could support to keep the 'affordable' in 'affordable housing': it or other strategies should aim at reducing the housing price increases created purely as a result of the real-estate investments market.

6. Homeless Response

- a. Recognize that having a population living in the green spaces and parks is not just bad for them, it's also bad for the environment and the wildlife. Provide policy, strategies and reliable funding that will address this ongoing.
 - i. Assume this is a permanent problem, with volumes that will vary a lot.
 - ii. Build and maintain transitional housing which will accommodate these folks as needed.
 - iii. Build and maintain whatever mental health facilities are needed.
 - iv. Budget to provide the necessary breadth and level of services for them to get back on their feet and be able to move into low-income housing
 - v. Ensure there's enough low-income housing available to accommodate the people who need it – in all neighborhoods.
 - vi. Promote community / volunteer programs to provide neighbor-to-neighbor support as needed for low-income residents.

Goals/Policy

2.7 (new) POLICY: Update land use definitions, zoning and development codes to reflect increased protection against increased risk of contamination of terrestrial and aquatic environments from ground level threats due to more extreme storms and sea level rise.

Contaminants stored at ground level must be properly secured so they don't leak into the environment, especially in likely flooding or SLR impacted areas. Abandoned landfills, petroleum product storage, rubber tires (6-PPD), e.g. pose significant bacterial and chemical risks to ecosystems and wildlife.

2.8 (new) POLICY: Update land use definitions, zoning and development codes to reflect increased protection of surface and groundwater environments against increased risk of contamination from underground infrastructure due to more extreme storms and sea level rise.

Contaminants stored underground - especially near marine shorelines and freshwater bodies (lakes, streams, wetlands) - must be properly secured and maintained so they don't leak into the groundwater and/or local aquatic ecosystems when under pressure by flooding and/or sea level rise. Septic tanks, sewer lines, industrial chemicals, petroleum waste, e.g. which met standards when it was installed may fail to contain contaminants under climate change conditions.

2.9 (new) POLICY: Make regularly scheduled adjustments to boundaries of the shoreline master plan vs. Olympia land use and zoning to maintain and enhance protections for the aquatic environments as the shoreline moves inland due to sea level rise. The marine ecosystem of Budd Inlet³ is already suffering from historic and current industrial and bacterial pollution and biodiversity has already been declining: this trend needs to be reversed.

a) change the mapping of which set of codes is applicable based on new MHW⁴.

b) based on latest best available science, update development code siting criteria and resiliency standards for underground infrastructure and building requirements to meet increased physical demands of built structures in the context of increasing peak stormwater volumes, more drought⁵, higher MHW from sea level rise, saltwater intrusion and groundwater pressures, so that 2.7 and 2.8 above requirements are continually met.

c) Develop policies and programs to regularly measure, analyze and remediate all public and private infrastructure and development which becomes out of compliance with shoreline master plan codes due to the creep inland of MHW/sea level rise.

³ Note also that long-lived industrial contaminants in Budd Inlet (like dioxins and furans) can exist for decades and > century before degrading into less toxic forms. So, any measurements of 'natural' lowering of concentrations of these contaminants in Budd Inlet is not a cleanup: it SHOULD be considered a transfer of these toxins into a different aquatic environment – Puget Sound – without reducing their toxicity.

⁴ the shoreline master plan references the Ordinary High-Water Mark, but sea level rise literature typically uses the MHW – the concept is similar

⁵ Increased drought has impacts on the ability of the soil to absorb stormwater, e.g., which may factor into stormwater system sizing and capacity standards. Saltwater intrusion can increase corrosive effects on underground pipes, e.g., so either the pipe material needs to be resistant to this, or the siting of this infrastructure should be shifted. Hydrological pressures from closer tidal action can impact patterns of groundwater flow. These are just examples of known impacts: your engineers and hydrogeologists can evaluate the size of these risks.

Grandfathering existing locations as 'compliant' is not an option which will meet the 'no net loss of ecosystem function' SMP criterion. Prioritize actions based on risk to the ecosystem.

d) *Prohibit* the use of new armoring to stabilize shorelines or hold back sea level rise. This is maladaptive for marine ecosystems and wildlife. Support and promote the use of living shoreline solutions and other solutions which result in no net loss of ecological function.

Appendix A – Climate goals and Policies

Policy 4.2 to “Support shellfish production... in polluted marine areas.” Please check with the state department of health on this statement. And please be advised that the popular culture narrative that claims oysters clean the seawater is missing a couple of key items:

- a) the part of the lifecycle where oysters leave biodeposits on the seafloor, impacting decomposition cycles and volumes underwater.
- b) the perspective of marine contaminants like industrial toxins and microplastics which, after ingestion by the oyster/geoduck/mussel/clam, may not ‘flush out’ before being consumed by wildlife or by people. Some of these are carcinogenic, some are endocrine disruptors.

Add Policy 4.3/23.3 – POLICY: promote activities which support restoration of biodiversity of wildlife and climate adaptation supports for their existence. Goal should be no net loss of biodiversity.

Add Policy 6.1/25.2 – POLICY: Monitor and enforce environmental protections of aquatic environments from harmful toxins, pollution or other emerging threats with funded public monitoring programs and significant penalties imposed for failure to maintain systems in compliance with code requirements. Cooperate with and hold accountable any state agencies which fail to achieve these protections.

Policy 9.6/18.6 – POLICY – add - that transit must remain free in order to (a) encourage use and (b) meet equity goals.

Policy 9.7/18.7 – Policy – add – that safe crosswalks and sidewalks are needed wherever there are bus stops, and that roadway changes that enable traffic flow should be accompanied by a multi-modal LOS analysis so that people walking, riding or rolling are not disadvantaged by these designs (e.g. roundabouts).

Add Policy 11.5 – POLICY – Track, publicly report on and manage groundwater usage so that surface water levels are maintained and residential demand for drinking water is prioritized over commercial uses. Use Best available science to model groundwater recharge and surface water seep flows to protect both quality and quantity of these water resources. Limit water rights transfers and mitigation arrangements.

14 – GOAL of all new and existing buildings electrified by 2040. Good goal! BUT...

- All policies: Please change all the ‘evaluate and consider’ to “analyze and implement” with appropriate specific timelines. If achieving this goal has a deadline of 2040, actions need to be taken by 2030 and 2035 to achieve that goal by that date. .

15 – Goal – reuse carbon materials. Good goal! But....

- All policies: Please change all the ‘evaluate and address/consider’ to “analyze and implement” with appropriate specific timelines.

Add 15.5 – POLICY: Actively promote job training programs in salvaging and reuse of building materials as a skilled trade in partnership with local unions.

34 – Goal – street design – good goal.

Please add – 34.2 – Street layouts for subarea plans (like Capital Mall Triangle) should be designed with some non-vehicular ‘streets’ especially near high density residential/retail developments, not only as a way to reduce use of vehicles but also to promote community health and enable additional trees, gardens and recreational opportunities.

36- Goal – Support Intercity Transit’s plans – good goal.

Add 36.2: Policy: The city will lobby for a [LINK] light rail hub which is accessible via no more than 1 Intercity Transit bus ride, so that residents and legislators can reach Tacoma, SeaTac, Seattle and beyond with similar turnaround to driving I5.

Revise 39.2 – Update the Olympia Sea Level Rise Response Plan per the latest Best Available Science to more adequately deal with the permanent creep inland of the Mean High-Water Mark/sea level and fully assess from a scientific basis the potential threat of contamination of marine waters, particularly by wastewater systems, including LOTT. These updates are needed (a) because 2019 models are already out of date and (b) this plan is missing prioritization of supporting marine wildlife (on, below and above the water) and conserving shoreline habitat and (c) this plan does not fully consider retreat as a response option.

Add 40.5 – POLICY: Assess changes in zoning rules, siting especially of low-income housing to ensure that lower-income communities are not ghetto-ized next to commercial/industrial zones where air quality, noise and lack of greenspace reduce the livability and health of the residential environment.

Add 40.6 – POLICY: Ensure that MORE greenbelts, parks, urban farms and greenspace is reserved in areas of increased housing density so that there’s equitable access to the green environment for all residents.

Change 41.3 – Ensure that multi-family residents have the same opportunities to engage in city recycling and composting programs that single-family homes have available. Add Glass to curbside collection and remove plastics “recycling”.

Add 41.4 – Ban the use of plastic bags.

Add 41.5 – Promote the transition of retail and wholesale sales from single-use plastics to all compostable and reusable materials by 2030.

Add 61.4 – POLICY: The city will analyze and track energy usage and take appropriate action to prevent/reduce excessive energy demands by business which drives up rates for the community or triggers a need for capital investments in new energy sources⁶. Under no conditions will the city support a business which requires its own nuclear facility to operate⁷.

⁶ See e.g., Georgia situation <https://www.nytimes.com/2025/06/15/us/power-bills-are-squeezing-georgians-voters-could-do-something-about-it.html>

⁷ <https://www.npr.org/2024/09/20/nx-s1-5120581/three-mile-island-nuclear-power-plant-microsoft-ai>

Natalie Weiss

From: Gregory Quetin
Sent: Friday, June 20, 2025 2:57 PM
To: Casey Schaufler
Cc: Natalie Weiss
Subject: Re: OPC Feedback by June 20
Attachments: DraftClimateElement_gqcomments.pdf; Quetin_Comments_DraftClimateElement.docx

Hi Casey and Natalie,

Please find my comments on the Climate Element attached in line as well as a few points of emphasis.

Best,
Greg

From: Casey Schaufler <cschaufl@ci.olympia.wa.us>
Sent: Wednesday, June 11, 2025 11:14 AM
Cc: Natalie Weiss <nweiss@ci.olympia.wa.us>
Subject: FW: OPC Feedback by June 20

Good morning, Commissioners –

Please see the request below from Natalie Weiss. If you have comments or suggestions regarding the Climate Element, please send them directly to Natlie or to me and I will forward accordingly. Comments should be sent by June 20 (next Friday).

Kind regards,
Casey Schaufler (he/him)
Associate Planner
City of Olympia | Community Planning & Economic Development
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967
360.753.8254 | cschaufl@ci.olympia.wa.us

Please note all correspondence is subject to public disclosure.

From: Natalie Weiss <nweiss@ci.olympia.wa.us>
Sent: Wednesday, June 11, 2025 11:11 AM
To: Casey Schaufler <cschaufl@ci.olympia.wa.us>
Subject: OPC Feedback by June 20

Hi Casey,

Would you be able to remind the OPC members that we will be accepting feedback for the Climate Element until June 20? After our briefing, a few of the members were interested in providing written feedback.

Thanks,

Natalie

Natalie Weiss (she/her)

Climate Resilience Coordinator

City of Olympia

(360) 570-5828

nweiss@ci.olympia.wa.us

Climate Action and Resilience



What Olympia Values:

Olympians value innovative, community-driven, and justice-centered climate solutions that (1) achieve net-zero emissions, (2) prepare for and adapt to a changing climate, and (3) promote thriving communities for current and future generations.

Our Vision for the Future:

A thriving, net-zero city that is resilient to the impacts of climate change.

Read more in the Community Values and Vision chapter.

Collaboration with the Squaxin Island Tribe

Early in the planning process, the Squaxin Island Tribe indicated to the City which chapters are of most interest to the Tribe. This chapter represents specific priorities for the Tribe, and as such we sought their consultation and collaboration on its content, as envisioned in the [Accord](#) between both governmental entities. Any future amendments to this chapter should include continued collaboration with the Tribe.

Introduction

The City of Olympia recognizes that greenhouse gas (GHG) emissions from human activity are driving climate change, the consequences of which pose substantial risks to the health, well-being, and prosperity of our community and planet.

Climate change – which manifests through both extreme events and gradual shifts in environmental conditions – is already having profound impacts on the natural environment, built assets, and quality of life in the Pacific Northwest. In Olympia, we are experiencing – and will continue to experience – worsening climate-related challenges. These include rising average temperatures, more days of extreme heat, increased risk of drought and wildfire and greater exposure to wildfire smoke. We also anticipate more frequent flooding from more intense rainfall and rising sea levels. The impacts from these climate shifts threaten public health, the built and natural environment, our economy and cherished ways of life within Olympia.

As of 2023, the State's Growth Management Act requires Olympia to establish a [climate element](#) as part of the City's comprehensive plan. This element must include two sub-elements:

- **A GHG Emissions Reduction Sub-element**, which establishes goals and policies to reduce GHG emissions and per capita vehicle miles traveled (VMT).
- **A Climate Resilience Sub-element**, which establishes goals and policies to strengthen climate preparedness, adaptation, response and recovery efforts.

These two efforts go hand in hand: while reducing emissions helps slow climate change, resilience ensures our community can withstand its unavoidable impacts. Often, solutions for reducing emissions and building resilience provide co-benefits, or outcomes from a policy or program that have positive impacts in multiple areas. Together, these sub-elements aim to maximize economic, environmental and social co-benefits, while prioritizing environmental justice and mitigating health disparities experienced by vulnerable populations and overburdened communities.

Olympia has been a local leader in addressing climate change for decades, publishing our first Climate Plan, *City of Olympia's Response to the Challenge of Global Climate Change*, in 1991. Over the past 30 years, the City's work to prepare for climate impacts and reduce locally generated greenhouse gas emissions has continued to grow; in 2021 the City established a Climate Program to help advance climate action and resilience in Olympia.

The strategic direction outlined in the new climate element builds upon this strong foundation and further advances the City towards achieving Olympia's vision for the future. Many of the goals and policies presented in the climate element were included in previous comprehensive plans. As a part of this update process, we identified existing goals and policies that already support the City's climate goals and modified some

measures to reflect our evolving understanding of climate trends. Other goals and policies were added to address existing gaps and new opportunities. This work was informed by the City's previous climate planning efforts, including the [Olympia Greenhouse Gas Inventory](#) (2021) and [Carbon Wedge Analysis](#) (2021), the [Thurston Climate Mitigation Plan](#) (2020), [Hazard Mitigation Plan](#) (2024), [Olympia Sea Level Rise Response Plan](#) (2019), the [Climate Risk and Vulnerability Assessment](#) (2025), and various City master plans.



Caption placeholder

Reducing GHG Emissions

In 2019, the City of Olympia adopted a [Youth Climate Inheritance Resolution](#), committing to working with the youth of Olympia on the collective actions and strategies necessary to **achieve net-zero emissions by 2040**. Olympia also joined the Cities Race to Zero Campaign in 2021, reaffirming its commitment to inclusive climate action and reducing emissions in line with the goals of the Paris Agreement (2016). In April 2022, Olympia City Council formalized Olympia's Race to Zero [commitment](#), pledging to reduce **community-wide GHG emissions 59% below 2019 levels by 2030 and achieve net-zero emissions by 2040**.

Like many cities across the United States, Olympia's greenhouse gas emissions have continued to grow over time. The City's most recent [GHG inventory](#), completed in 2023

for the year 2021, shows that the primary sources of inventoried GHG emissions in Olympia are:

- Transportation (34%)
- Commercial energy use (27%)
- Residential energy use (22%)

An estimated 616,650 metric tons of carbon dioxide equivalent (MTCO₂e) were emitted community-wide in 2021, which represents a decrease by approximately 22% compared to 2019. Although population growth and hotter summers contributed to an increase in emissions during this time, overall emissions reductions were achieved through changes in electricity fuel mix to cleaner fuels and decreased vehicle miles traveled (VMT) per person. Much of the reduction in VMT during this period can be attributed to reduced travel during the COVID-19 pandemic. However, this reduction in VMT has only been partially sustained, with travel patterns partially rebounding to pre-pandemic levels since 2021.

Olympia's GHG inventory follows the [U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions](#) (USCP), a nationally accepted method for estimating GHG emissions at a community-wide scale. This method focuses on GHG emissions produced by activities occurring within Olympia's city limits, such as transportation, energy use and waste management.

The USCP does not require communities to account for emissions resulting from the production and transportation of goods and services consumed locally but produced elsewhere. These emissions are excluded, since local governments have limited ability to influence them. However, they still represent a significant contributor to global emissions. Research by [C40 Cities](#) suggests that in some cities, nearly 85% of emissions associated with goods and services consumed locally are generated elsewhere. As a result, Olympia's total carbon footprint is likely higher than what is captured in the City's GHG inventory.

Olympia's approach to reducing GHG emissions is guided by our understanding of local emission sources, ongoing trends and the policy tools available to local governments to influence meaningful change. The following goals and policies support the City's efforts to reduce greenhouse gas emissions across sectors.

GC1 Olympia reduces community-wide GHG emissions 59% below 2019 levels by 2030 and achieves net-zero emissions by 2040.

PC1.1 Implement local policies and programs to achieve adopted emissions reduction targets. Prioritize actions that advance high-impact strategies to reduce greenhouse gas emissions, address community priorities, prioritize environmental justice and provide additional co-benefits.

PC1.2 Continue collaborating with regional partners to implement the Thurston Climate Mitigation Plan and coordinate greenhouse gas emissions reduction strategies across Thurston County.

PC1.3 Update Olympia's Greenhouse Gas Inventory at least every 3 years to track progress and refine emissions reduction strategies.

Additional goals and policies to reduce greenhouse gas emissions are integrated across all chapters of the Comprehensive Plan. For more information, see the Climate Element Goals and Policies Index (Appendix A).



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Strengthening Climate Resilience

Climate resilience is “the ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities” (RCW 70A.65.010). In other words, resilience strengthens our community’s ability to withstand and recover from events made worse by climate change. The development of the Resilience Sub-Element fulfills the first part of Olympia's commitment to the [Cities Race To Resilience](#) Campaign, including conducting a Climate Risk and Vulnerability Assessment, integrating climate adaptation

and resilience across all aspects of city planning, and taking action to improve community-wide resilience.

The Resilience Sub-element serves as a roadmap for addressing climate change impacts that threaten public health, the environment, and the economy while also improving Olympia's ability to withstand and recover from climate impacts on our community. Building resilience requires strategic intervention across all sectors of the community. These strategies include forward-thinking planning, operational preparedness, and physical adaptation.

To develop Olympia's Resilience Sub-element, the City evaluated how current and future climate hazards could affect the people, places, and sectors Olympians value most. In 2025, Olympia published a [Climate Risk and Vulnerability Assessment \(CRVA\)](#), which identified the specific community assets most at risk from predicted climate conditions. The CRVA considered:

- **Infrastructure Assets** – Buildings, stormwater and sewer systems, the drinking water system, the transportation network and the energy system
- **Economic and Community Assets** – local businesses, tourism, recreation, community events and community gardens
- **Environmental Assets** – freshwater ecosystems, marine ecosystems and forests
- **Health and Safety Assets** – emergency management and public health

Key findings from the CRVA highlight that Olympia's natural environment, including freshwater, marine, and forest ecosystems, and public health face the greatest threats from rising temperatures, extreme heat, wildfire smoke, and droughts. Flooding from sea level rise also poses a significant challenge to Olympia's emergency response and critical infrastructure over the next 20 years.

Guided by the CRVA, the Resilience Sub-element establishes goals and policies that directly respond to these findings. The goals and policies will help Olympia prepare for and respond to climate hazards that pose a high risk to community assets. While adaptation plays a critical role in minimizing the effects of climate change, not all climate-related impacts or disasters can be predicted or fully prepared for. A resilient Olympia must also be ready to act quickly and recover efficiently, as climate impacts worsen and become more frequent.

The following goals and policies provide a framework to guide the city's efforts to prepare for, adapt and respond to climate change.

GC2 Olympia plans for future climate impacts and takes action to prepare for, adapt and respond to anticipated climate hazards.

PC2.1 Implement local policies and programs to enhance climate resilience. Prioritize actions that reduce significant climate risks, address community priorities, prioritize environmental justice and provide additional co-benefits.

PC2.2 Continue collaborating with regional partners to implement the Olympia Sea Level Rise Response Plan and other strategies to prepare for and adapt to climate impacts.

PC2.3 Monitor the latest climate science and models to assess how climate change is impacting the region.

PC2.4 Update Olympia's Climate Risk and Vulnerability Assessment alongside 10-year Comprehensive Plan updates to reflect the latest understanding of climate trends and their impact on community assets. Adjust resilience strategies as needed to address evolving risks and conditions.

Additional goals and policies to plan, prepare, adapt and respond to climate hazards are integrated across all chapters of the Comprehensive Plan. For more information, see the Climate Element Goals and Policies Index (Appendix A).



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Progressing Environmental Justice

Climate change does not affect all Olympians equally. Some people and groups are already being disproportionately harmed by climate change. These communities, often referred to as frontline communities, are highly exposed to climate risks due to where they live and have fewer resources, safety nets, or political power to respond effectively. People with lower incomes, communities of color, Indigenous peoples, migrants and refugees often experience the consequences of climate change first and worst. Older people, children, people experiencing homelessness, outdoor workers, incarcerated individuals, renters, people with disabilities, and those with chronic illnesses are also particularly vulnerable to negative climate impacts.

Existing social, economic, and environmental challenges, such as lack of affordable housing, rising costs, and pollution, further intensify the effects of more frequent and severe climate-related events. Repeated impacts make it harder for both people and ecosystems to recover from climate disruptions. These interconnected issues can exacerbate financial stress, strain public services, and harm public and environmental health. At the same time, strategic investments, policies and programs to reduce greenhouse gas emissions and improve climate resilience can help address existing inequities in Olympia when structured properly.

During the implementation of the climate element, we will evaluate the costs and benefits of each policy for its climate impact and spillover effects. This includes identifying and mitigating unintended impacts to closely related issues, including but not limited to, environmental pollution and housing affordability.

By considering environmental justice across all phases of policy development, engagement and implementation, we ensure that climate actions support the most vulnerable residents to its impacts. Environmental justice fosters a resilient community where everyone can participate in and benefit from climate action.

GC3 All community members – especially those most affected by climate change – benefit from climate action and have equitable opportunities to influence policy decisions.

PC3.1 Conduct intentional outreach with frontline communities and youth to enable equitable engagement in the development and implementation of climate action and resilience initiatives.

PC3.2 Partner with community-based organizations to engage diverse groups in developing and implementing climate solutions while addressing existing disparities. Support these organizations in building capacity for climate action.

PC3.3 Provide guidance and resources, such as technical support, rebates and other incentives, to reduce barriers to climate action for all community members. Prioritize strategic investments to support frontline communities and address existing disparities in Olympia.

PC3.4 Evaluate and address unintended impacts of policies and programs for Olympians across all income levels.

Building Institutional Capacity for Climate Action

Olympia must continue building institutional capacity to effectively address climate change and ensure long-term resilience. A well-equipped city workforce, with the necessary staffing, resources, and expertise, is critical to implementing climate policies, responding to emerging challenges, and fostering community-wide engagement. By investing in training, professional development, and cross-departmental collaboration, the City can strengthen its ability to integrate climate action across all sectors. Securing sustainable funding and refining strategies through data-driven evaluation will further enhance Olympia's ability to meet climate goals, adapt to changing conditions, and support equitable climate action for all residents.

GC4 Olympia has the staffing, resources, and funding to effectively implement climate action and resilience measures.

PC4.1 Fully staff City positions needed across all departments to support climate-related actions and hazard response.

PC4.2 Develop a comprehensive funding strategy to support the implementation of climate policies and programs.

PC4.3 Develop City-wide staff capacity through training and professional development to enhance expertise in climate resilience, emissions reduction and equitable community engagement.

PC4.4 Integrate climate resilience and emissions reduction efforts across all City departments to ensure a coordinated, comprehensive approach to climate action. Coordinate implementation with regional partners to the greatest extent possible.

PC4.5 Monitor the effectiveness of climate programs and policies, using data-driven evaluation to refine strategies and improve outcomes over time.

An Integrated Approach

Olympia's climate element is not a standalone chapter, but an integrated strategy woven throughout the entire Comprehensive Plan. Recognizing that climate change affects all aspects of our community, and that our community's contributions to global greenhouse gas emissions are influenced by all sectors and systems, climate goals and policies have been embedded across multiple chapters. This method ensures a collaborative, cross-sectoral approach. Because these challenges are interconnected, the solutions must also be comprehensive.

An overview of how each chapter contributes to the climate element is included below. For a complete list of climate goals and policies that have been integrated across all chapters of the Comprehensive Plan, see the Climate Element Goals and Policies Index (Appendix A).

Natural Environment

Strengthening the Environment's Ability to Withstand Climate Change

Freshwater, marine, and forest ecosystems will be strained in the coming 20 years as temperatures increase, droughts become more frequent, rainfall events become more intense, and sea levels rise. Drought and extreme heat could disrupt pollinator cycles, trigger pest outbreaks in forests and agriculture, and cause algal blooms in aquatic ecosystems. Regional trends in ocean acidification and sea level rise will continue to threaten our marine ecosystems. Restoration projects and land management strategies will require more resources to support ecosystems in enduring more extreme weather conditions. Strengthening our natural environment's ability to adapt makes our communities more livable in the face of a changing climate.

Climate goals and policies within the Natural Environment chapter focus on protecting priority species, maintaining sensitive habitats, and enhancing ecosystem structure, function, and processes to help the environment adapt to climate change. These strategies involve changing how we plan, design, and maintain both the built and natural environment to reduce the impact of future climate conditions and support carbon storage.

Supporting goals and policies from the natural environment chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Cultivating a Connection to Nature

Olympians hold a strong connection to our natural environment and value all that it brings to our lives. As climate change puts local ecosystems at risk, we recognize the inherent value our community places on the environment and the potential mental health impacts that climate change may have on our community. Through environmental education programs, public art installations, and collaborations with the Squaxin Island Tribe, we will work to cultivate a sense of connection to and promote stewardship of the natural world.

Supporting goals and policies from the natural environment chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).



Caption placeholder

Land Use and Urban Design

Planning for Density and Future Climate Conditions

Like many communities, Olympia must address cost-of-living, housing supply, and future climate risks over the next 20 years. Decisions about how and where we develop

and redevelop directly impact GHG emissions, our ability to adapt to climate change and other community priorities. At times, these goals may appear to be at odds. For example, maintaining tree canopy cover might seem to conflict with efforts to expand solar energy access or increase housing density. However, these solutions do not need to be applied universally to be effective.

Through smart urban design and development, we can pursue solutions that address multiple community priorities at the same time. By creating denser, walkable neighborhoods, people can more easily access their daily needs without a vehicle. This reduces transportation emissions and improves community bonds. By directing development to urban corridors and supporting infill development, we can provide ample housing, while reducing urban sprawl. This helps preserve agricultural and forest lands in rural areas of Thurston County, reduces exposure to climate hazards along the wildland urban interface, and supports carbon sequestration. As we develop, we can incorporate green infrastructure, such as trees and green spaces throughout our community, to improve air quality, mental health, and overall resilience to climate impacts for current and future generations.

Supporting goals and policies from the land use and urban design chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Adapting the Built Environment to Reduce GHG Emissions and Protect Public Health

Energy use in buildings is a significant source of GHG emissions in Olympia, accounting for 49% of emissions from residential and commercial buildings alone. Local analyses show that we can meet our emissions reduction targets by improving the energy efficiency of new and existing buildings, electrifying heating and cooling to phase out fossil fuels, and supporting the transition to 100% renewable electricity. While the Washington State Building Code already supports high efficiency standards for new buildings, additional work is needed to retrofit and increase the energy efficiency of existing buildings.

At the same time, building upgrades can protect public health and contribute to greater community resilience. Older buildings in Olympia often lack the infrastructure needed to protect the health and wellbeing of our community to extreme heat, wildfire smoke, and flooding. Supporting energy efficiency and preparing our homes for oncoming climate conditions will require significant investment across the community and all levels of government.

In addition to the energy used in buildings, the materials used to construct buildings and infrastructure also contribute to GHG emissions in Olympia. Millions of tons of carbon emissions are released during the lifecycle of common construction materials like concrete, steel and insulation. These materials account for 11% of global GHG emissions. Finding ways to reuse existing buildings and reduce the use of high-embodied carbon materials for new development can support the reduction of GHG emissions.

Supporting goals and policies from the land use and urban design chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).



Caption placeholder

Promoting Local Energy Infrastructure

While energy production and grid resilience are largely the responsibility of our energy utility, Puget Sound Energy, we can support the transition to renewable energy through smaller-scale renewable energy installations. Local solutions, such as rooftop solar and battery storage, reduce energy costs, support grid reliability, and provide backup power during outages.

Supporting goals and policies from the land use and urban design chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Enabling the Transition to Electric Mobility

Reducing vehicle miles traveled (VMT) is the most effective way to reduce greenhouse gas emissions associated with transportation. However, it will take many decades to achieve the land use and transportation infrastructure changes that will make walking, biking, or taking transit the best choice for most trips in Olympia. In the meantime, electric vehicles (EVs) and other types of electric micromobility, such as e-bikes, play an important role in reducing transportation-related GHG emissions.

State [requirements](#) for all new light-duty vehicles to be zero-emission vehicles by 2035 will support an increase in EV ownership in Olympia. However, adequate charging infrastructure is needed to support the transition to electric vehicles. Concerns about the lack of available and sufficient EV charging stations is a commonly cited barrier to EV adoption. This is particularly true for renters, who often face additional challenges in accessing EV charging at home. Ensuring equitable access to low-cost charging stations for all community members, regardless of where they live or work, is a critical step to support the transition to electric vehicles.

Supporting goals and policies from the land use and urban design chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).



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Housing

Addressing Housing and Climate Challenges Together

The challenges and solutions to affordable housing and climate change are directly linked. A lack of affordable housing contributes to urban sprawl, which leads to increasing transportation-related emissions as people need to drive longer distances and depend on personal vehicles to access jobs, services, and amenities. These development patterns also expose more people to climate hazards, particularly along the wildland-urban interface. At the same time, climate hazards also exacerbate the housing and affordability crisis, by reducing the supply of housing, and increasing costs for food, energy, and other basic needs.

Addressing these shared challenges requires a similarly integrated approach. We can address both climate and housing goals by preserving existing housing stock, supporting infill development and adaptive reuse, and retrofitting existing housing to improve energy efficiency and climate resilience. Maintaining naturally occurring affordable housing, or housing that is affordable without federal subsidies, helps prevent displacement of low-income residents, while avoiding the greenhouse gas emissions associated with new construction. Retrofitting existing homes to improve energy efficiency and climate resilience lowers utility costs, while also improving occupant health, safety, and comfort.

Supporting goals and policies from the housing chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Providing Stability and Services during Climate Emergencies

Responding to events worsened by climate change will take both human and financial resources, stretching our existing capacity and personnel. Making sure our community social service providers are prepared for and can respond to unexpected, acute events can save lives. Many public health adaptation strategies focus on sheltering indoors to protect from extreme weather. Emergency providers can fill an immediate gap for unsheltered individuals in the aftermath of a climate-related event. Long-term, we strive for everyone in Olympia to have a stable source of affordable and safe housing. This will protect human health and wellbeing during more frequent and intense climate-related events and reduce the burden on our emergency services in responding to these events. Housing affordability and climate resiliency are one and the same.

Supporting goals and policies from the housing chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).



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Transportation

Supporting Electric Vehicle Adoption

Because the changes to the City's infrastructure needed to support VMT reduction will take time, electric vehicles (EVs) can play an important role in reducing transportation-related GHG emissions. Ensuring 100% of gasoline vehicles and 75% of diesel vehicles are electric or fueled by green hydrogen by 2040 will help Olympia achieve our GHG reduction targets.

Supporting goals and policies from the transportation chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Preparing our Streets for Extreme Weather

Climate hazards, including extreme heat, extreme precipitation and sea level rise, will impact our transportation network over the next 20 years. Rising temperatures and extreme heat may cause street surfacing to crack or buckle. Rising sea levels may flood

critical transportation routes, delaying emergency services and disrupting key transportation infrastructure, like the downtown Transit Center. Heavy rain could flood intersections and increase runoff, polluting local water bodies.

Adapting the transportation network through climate-smart design, maintenance, and planning can help prevent these impacts. A well-connected street grid enables fast emergency response during localized events, like tidal flooding from sea level rise, while promoting cycling, walking, rolling and transit. The City will continue working with regional and state partners to monitor at-risk transportation assets and will make repairs and improvements when needed. These strategies will help reduce economic and community disruptions from both short-term and long-term climate events, ensuring that Olympians can safely and easily get to where they live, work, shop and play.

Supporting goals and policies from the transportation chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Making it Easier to Walk, Roll, Bike, and Take Transit

The single largest contributor of GHG emissions in Olympia is the transportation sector, making up 34% of inventoried emissions. Among transportation-related emissions, passenger vehicles are the largest source, followed by heavy duty trucks and other commercial vehicles. One of the most important ways for the transportation sector to reduce GHG emissions is to significantly reduce Olympia's "vehicle miles traveled," or VMT. This refers to the number of miles people travel in Olympia in vehicles in a year. To achieve Olympia's GHG reduction targets, we must reduce annual VMT for on-road gasoline vehicles by 20%, or 93,466,000 miles, by 2040.

Strategies to reduce VMT include improving infrastructure to support walking or rolling, biking, or taking transit. Streets with shaded sidewalks and street trees keep pedestrians and cyclists safer in rising temperatures. More inviting streets make it more enjoyable to walk or roll, instill community pride, and support economic development. As we reshape our city to expand pedestrian-, bicycle- and transit-supportive infrastructure, we must also shorten the distances people travel by concentrating housing and key services along frequent transit routes. We can do this best by continuing our long-standing support for the region's approach of increasing density along urban corridors (see Transportation chapter for more information). Additionally, we must also continue working with regional partners to make it easier to get around the region without driving.

Supporting goals and policies from the transportation chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).



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Parks, Arts & Recreation

Ensuring Parks are Resilient to Climate Impacts and Advance Climate Action

Over the next 20 years, Olympia's parks will face increasing climate pressures, including extreme heat, drought and increasing risk of landslides from extreme precipitation. These conditions will affect the health of our urban forests and may temporarily close park amenities, limiting people's ability to enjoy outdoor activities. Rising temperatures may increase the use of parks, while wildfire smoke and extreme heat episodes may impact the accessibility and enjoyment of parks, trails and public spaces.

To address these challenges, we will need to change how we design and manage Olympia's parks and recreation activities. We will make sure future investments support timely recovery of our park infrastructure and environment to potential climate disruptions. **At the same time, we will identify opportunities for our parks to contribute to broader community-wide resilience and climate action.** This includes designing public

spaces that are ready for climate challenges and mitigate hazards and building new trail networks to make it easier to get around without a car.

Supporting goals and policies from the parks, arts and recreation chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).



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Fostering Community Connection and Belonging

Building community and creating a sense of togetherness are critical but often overlooked components of climate resilience. Fostering community and belonging helps to combat climate anxiety and feelings of helplessness, while also strengthening our collective capacity to respond to climate challenges. Resilient communities know their neighbors, care about their wellbeing, and are better prepared to face climate challenges together.

Olympia's parks, arts and recreation programs play an important role in achieving these goals. Parks provide spaces for people to gather, play and celebrate. Public art, cultural events and recreation programs strengthen shared connections, while multimodal trails encourage walking, rolling, and biking, making it easier to get around while spending

meaningful time outdoors. Nature parks provide opportunities to experience the outdoors and contribute to the protection of urban forests.

Supporting goals and policies from the parks, arts and recreation chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Utilities

Supporting the Transition to a Zero-Waste City

In many communities, a large portion of greenhouse gas emissions come from the consumption of goods and services, rather than direct activities occurring within the community. While these emissions are challenging to measure on a community scale, national trends suggest that they are often larger than the sector-based emissions typically measured by cities. Addressing these emissions is an important part of local climate action, including here in Olympia.

We can work towards reducing these consumption-based emissions by transitioning toward a circular economy, which minimizes material use, redesigns materials and products to be less resource intensive, and recaptures “waste” as a resource to manufacture new materials and products. While local governments have limited influence over global supply chains and individual consumer behavior, there are still steps we can take to advance this goal. This includes implementing programs and policies to reduce waste generation for businesses and individuals, while increasing capacity for waste diversion through material reuse, recycling and composting programs.

Supporting goals and policies from the utilities chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Monitoring and Protecting Water Resources

As rainfall events become more intense, existing impervious surfaces can lead to water runoff, reduce groundwater recharge and transport pollutants to streams and water bodies. These impacts threaten water quality and aquatic ecosystems. While our drinking water supplies already have significant resilience built in, hotter and drier summers mean we must actively monitor potential impacts to drinking water systems and aquatic ecosystems to ensure they remain protected.

The City will focus on integrating nature-based "green infrastructure" solutions to manage stormwater; encourage water conservation, reclamation and reuse; and prevent excess water from entering stormwater and wastewater systems.

Supporting goals and policies from the utilities chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Reducing Flooding from Extreme Rainfall and Sea Level Rise

Heavy rainfall and rising sea levels pose a substantial challenge for Olympia. Extreme rainfall events could overwhelm the combined stormwater and sewer system, leading to flooding, localized backups and discharge of untreated wastewater into Budd Inlet. Rising sea levels will increase the frequency of tidal flooding events, threaten critical infrastructure located downtown and require City resources to respond to the events.

We will need to invest significant financial and staff resources to address these impacts. The City will identify emerging challenges, improve our response and upgrade vulnerable infrastructure to prepare for future climate conditions. We will stay updated on new scientific findings to improve how we design and manage stormwater, sewer and drinking water systems. At the same time, the City will continue to be an active member of the Olympia Sea Level Rise Collaborative, working to reduce the risk of flooding due to sea level rise in downtown Olympia.

Supporting goals and policies from the utilities chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).



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Securing the Energy Grid

More frequent extreme heat and higher wildfire risks could threaten our energy supply in several ways. On hot days, increased demand could overload the power grid, causing blackouts that disrupt homes, businesses and essential services. During extreme heat and drought events, utility operators may need to shut off power lines to reduce wildfire risk.

These power outages and shutoffs can have serious effects on health and daily life. Our strategies focus on working closely with Puget Sound Energy (PSE) to strengthen our energy infrastructure and add backup systems to keep essential services running while expanding renewable energy production in line with state requirements. Burying utility lines underground also helps make our energy systems less vulnerable to extreme weather events. Supporting the development and installation of distributed energy grids can further add redundancy to energy for critical infrastructure systems and protect the health of vulnerable populations.

Supporting goals and policies from the utilities chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).



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Economy

Developing a Climate-Smart Economy and Workforce

The shift to a low-carbon economy is underway, spurring the adoption of climate-friendly businesses practices and growth of the workforce to support climate action. Fueled by public and private investment, along with strong state and local climate goals, we anticipate the need for hundreds of skilled workers, such as solar installers and electric vehicle technicians, and new industries to help us transition to a net-zero community and circular economy. Olympia's youth value businesses and professions that align with climate action and resilience. By supporting local sectors that bring these values to life, we can build a sustainable economy that future generations will be proud to call their own.

The City will partner with local workforce development organizations and schools at all levels to ensure that Olympia and our youth are prepared for the next generation of "green jobs". We will also work with local and regional partners to encourage the

establishment of local **circular economy hubs**, which enable the collection, processing, and distribution of re-used and recycled materials.

Supporting goals and policies from the economy chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Supporting Businesses in Preparing for Climate Impacts

Climate change presents growing challenges for local businesses, including disruptions from extreme weather, supply chain uncertainties and rising costs. Brick-and-mortar businesses may experience reduced foot traffic during extreme heat and smoke events, while outdoor events could see a decline in visitors and tourists. Industries that rely on outdoor labor, such as construction, may need to shift work schedules to accommodate hotter summers. More frequent flooding due to sea level rise will also impact downtown Olympia, the economic and cultural heart of our city and region.

Managing these climate impacts may be particularly challenging for small, locally owned businesses that may have fewer resources to bounce back after disruptions. As extreme heat, heavy rainfall and flooding from sea level rise become more common over the next 20 years, it's important for businesses and community events to plan and prepare for potential impacts. We will build and maintain a strong and diverse economy that is resilient to climate hazards and provide planning support to ensure that local businesses are prepared for and can recover from climate impacts.

Supporting goals and policies from the economy chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

Public Safety

Protecting Public Health through Emergency Preparedness and Response

Extreme heat, wildfire smoke and extreme precipitation pose serious public health risks, particularly for children, older people and people experiencing homelessness. Extreme heat can cause heat stroke, and wildfire smoke can worsen pre-existing respiratory and cardiovascular conditions. During extreme events, both heat and smoke can make it unsafe to be outside for long periods of time, and increased emergency calls and hospitalizations during these events can strain our healthcare and emergency systems.

Protecting public health and well-being is at the heart of our City's mission. Through proactive planning, outreach and investment, we can reduce the impact of extreme

heat and smoke events. When these events happen, we'll have the resources and plans in place to communicate with our partners, agencies, and organizations to protect community wellbeing. The City will support existing community centers and social service providers to deliver vital services and assist those who are most vulnerable. Ensuring that residents know how to stay safe, what resources are available, and how to access them, are key to building resilience.

Supporting goals and policies from the public safety chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).



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Capital Facilities Plan

Making Climate-Smart Investments in Public Infrastructure

Heavy rainfall, sea level rise, and extreme heat events can strain the engineering and design capacities of our public infrastructure. As these events become more frequent and intense, we must ensure that public infrastructure and capital facilities are designed, engineered, and constructed to withstand future conditions. Systematically

accounting for climate projections across the lifespan of capital projects in the design and development phases will ensure that we are making smart investments for the future and reducing failure risks. Capital projects can also provide additional GHG emissions reduction benefits by supporting development priorities, such as urban infill and [street connectivity](#).

Supporting goals and policies from the capital facilities plan chapter will be listed here. For more information, see the Climate Element Goals and Policies Index (Appendix A).

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For More Information

- The Climate Element Implementation Plan provides additional guidance for implementing climate measures, including the implementation lead, timeframe, and examples of implementation actions. *The Implementation Plan is still under development and will be linked here when complete.*
- The [2021 GHG Emissions Inventory](#) provides a more detailed assessment of greenhouse gas emissions in the City of Olympia.
- The [2021 Emissions Reduction Analysis](#) describes sector-based targets necessary for the City of Olympia to reduce community-wide greenhouse gas emissions.
- The [Climate Risk and Vulnerability Assessment](#) outlines the current and future impacts of climate change on the Olympia community and prioritizes actions to reduce those impacts.
- The [Olympia Sea Level Rise Response Plan](#) provides comprehensive strategies for minimizing and preventing flooding downtown.
- The [Thurston Climate Mitigation Plan](#) serves as a road map for ongoing regional collaboration to reduce local contributions to climate change.
- The [Race to Resilience Challenge](#) is a commitment by city governments to improve resilience.

Appendix A: Climate Element Goals and Policies Index

To capture the collaborative approach that is needed to address climate action in the City of Olympia, the Climate Element goals and policies are integrated throughout the Comprehensive Plan. The draft goals and policies below include **existing** language from each of the Comprehensive Plan chapters as well as **new** language to strengthen the City's efforts. Some of the existing language has been **modified** to better address the City's climate goals. Where existing language has been modified, proposed changes are shown as redline edits.

Each goal and policy can be referenced using their unique ID below. These IDs do NOT correspond to existing goal and policy identifiers in the Comprehensive Plan. The previous IDs from the Climate Element draft published on February 18, 2025 are included for reference. Based on public comment feedback, some language has been modified and new goals and policies added to this draft. The new IDs will be used for this draft only.

Changes to Draft based on Public Comment:

The most significant change to this draft is the inclusion of Climate specific goals and policies. The Climate goals and policies will only be shown in the Climate Element and are meant to provide overarching guidance for climate action across all chapters. These goals and policies focus on tracking overall progress in meeting greenhouse gas reduction targets and resilience goals as well as prioritizing justice in our work. Housing goals and policies have also been cross-listed in this draft in response to concerns about housing affordability. We have also grouped all goals and policies under key themes to more clearly communicate climate priorities.

The [Public Comment Summary](#) report provides a full accounting of feedback we received and how it was incorporated into this draft.

Acronym List:

TCMP - Thurston Climate Mitigation Plan

SLRP – Sea Level Rise Response Plan

OMC – Olympia Municipal Code

WWMP - Wastewater Management Plan

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Natural Environment Chapter

Climate goals related to habitat restoration, preservation, enhancement, and connectivity are well addressed throughout the Natural Environment chapter and accompanying Shoreline Master Program. While many goals and policies within the natural environment chapter support climate action and resilience, only high-level habitat restoration, protection, and connectivity measures are cross-listed with the Climate Element (shown below).

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Strengthening the Environment's Ability to Withstand Climate Change			
1	20	GOAL: Important ecosystem structure, function, and processes are protected by Olympia's planning and regulatory activities.	Existing; TCMP
1.1	20.1	POLICY: Promote programs and policies that protect and restore natural systems such as wetlands, streams, riparian areas, shorelines, and stands of mature trees.	Existing; TCMP
1.2	20.2	POLICY: Increase the use of low impact development and nature-based ("green") infrastructure methods through education, technical assistance, incentives, regulations, grants, and private-public partnerships.	Existing
1.3	20.3	POLICY: Design, build, and retrofit public projects using sustainable design and green building methods that require minimal maintenance, fit naturally into the surrounding environment, and reduce greenhouse gas emissions.	Existing; TCMP
1.4	N/A	Limit development in areas that are environmentally sensitive, such as steep slopes and wetlands. Direct development and redevelopment to less-sensitive areas.	Existing
2	21	GOAL: Prioritized land is preserved and sustainably managed.	Existing
2.1	21.1	POLICY: Evaluate, acquire and manage land by a set of priorities that considers the full spectrum of environmental, social, cultural, and economic benefits. These priorities include Tribal treaty rights, stormwater management, wildlife habitat, access to nature, recreation opportunities, environmental justice, and climate resilience .	Existing - modified
2.2	21.2	POLICY: Preserve land and acquire new parcels when there are opportunities to reduce habitat fragmentation, expand and connect habitat , and protect the most environmentally sensitive or socially important landscapes.	Existing - modified
2.3	21.3	POLICY: Identify, remove, and prevent the use and spread of invasive plants and wildlife.	Existing

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
2.4	21.4	POLICY: Design improvements to public land using vegetation that is attractive, adapted to a changing climate, supports a variety of wildlife, and requires minimal, long-term maintenance.	Existing
2.5	21.5	POLICY: Conserve and restore wildlife and aquatic habitat in both existing habitat corridors and other ecologically important sites. Consider salmon, amphibians, migratory birds, and other similarly protected or prioritized species.	Existing
2.6	21.6	POLICY: Increase awareness of the importance of pollinator species for food security and habitat health. Promote landscaping, gardening, and habitat stewardship practices that support pollinators.	Existing
3	22	GOAL: A healthy and diverse urban forest is protected, expanded, and valued for its contribution to the environment and community.	Existing; TCMP
3.1	22.1	POLICY: Consider climate resilience and adaptation strategies when developing planting plans, including species selection, planting locations, stock type, invasive pest susceptibility, and materials sourcing and maintenance.	Existing
3.2	22.2	POLICY: Provide new trees with the necessary soil, water, space, and nutrients to grow to maturity, and plant the right size tree where there are conflicts, such as buildings, overhead utility wires or sidewalks.	Existing
3.3	22.3	POLICY: Adopt and promote vegetation management practices that decrease climate-exacerbated risks to both human and ecosystem health from severe wildfires.	New
3.4	N/A	POLICY: Protect the natural structure and growing condition of trees to minimize necessary maintenance and preserve the long-term health and safety of the urban forest.	Existing
4	23	GOAL: The waters and natural processes of Budd Inlet and other marine waters are protected from degrading impacts and significantly improved through upland, riparian and shoreline preservation and restoration.	Existing
4.1	23.1	POLICY: Remain engaged as a key stakeholder through future phases of planning and implementation toward restoring habitat and adapting the Deschutes Estuary and surrounding shorelines of Budd Inlet.	Existing
4.2	23.2	POLICY: Support shellfish production and eelgrass planting that promotes bio nutrification in polluted marine areas.	New
5	24	GOAL: Healthy aquatic habitat is protected and restored.	Existing
5.1	24.1	POLICY: Maintain or improve healthy stream flows and wetlands that support a diverse population of aquatic life. Manage beaver	Existing - modified

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
		populations using least invasive strategies and only when threats exist to public health, safety, or infrastructure. Increase aquatic habitat resilience to low summer flows by increasing water residence time, storing water on the landscape, conserving water, protecting groundwater, riparian restoration, and protecting water quality.	
6	25	GOAL: Risk to human health and damage to wildlife and habitat due to harmful toxins, pollution, or other emerging threats is tracked by appropriate agencies and significantly reduced or eliminated.	Existing
6.1	25.1	POLICY: Maintain City land and properties using non-chemical methods whenever possible; use standard <i>Integrated Pest Management</i> practices and other accepted, natural approaches to managing vegetation and pests.	Existing
Cultivating a Connection to Nature			
7	26	GOAL: All members of the community can experience the natural environment through meaningful volunteer experiences, active recreation, and interactive learning opportunities.	Existing
7.1	26.1	POLICY: Give all members of our community opportunities to experience, appreciate, and participate in volunteer stewardship of the natural environment. Ensure that the many benefits and opportunities provided by this work reaches all Olympia's communities equitably.	Existing
7.2	26.2	POLICY: Honor and incorporate Indigenous history, knowledge, stewardship practices, cultural connections to the land, and promote outcomes related to Tribal treaty rights.	Existing
7.3	26.3	POLICY: Foster a sense of place and community pride by carefully stewarding the trees, plants, and wildlife unique to Puget Sound. Preserve the Indigenous history of stewardship on these lands since time immemorial.	Existing

Land Use and Urban Design Chapter

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Planning for Density and Future Climate Conditions			
8	10	GOAL: Development standards and site designs reduce exposure to climate hazards, enhance climate resilience and improve livability.	New
8.1	10.1	POLICY: Require new development to meet appropriate minimum standards, such as landscaping and design guidelines, stormwater and other engineering standards, and building codes, and address risks, such as geologically hazardous areas, extreme weather, and climate-exacerbated hazards ; and require existing development to be gradually improved to such standards.	Existing – modified
8.2	10.3	POLICY: Establish and update development standards that incorporate best practices for reducing the risk and impacts of wildfire and smoke, extreme heat, intense rainfall, and sea level rise.	New
8.3	10.5	POLICY: Incentivize new commercial and residential construction to include on-site rainwater harvesting facilities, exceed required low impact development standards, and incorporate green stormwater infrastructure approaches. Encourage de-paving on properties where applicable.	New
8.4	10.6	POLICY: Encourage shoreline development and waterfront attractions that are consistent with the Sea Level Rise Response Plan.	New
8.5	10.9	POLICY: Encourage and sometimes require buildings and site designs that result in energy efficiency, passive survivability , and/or use of solar and other renewable energy. This includes street and lot orientation at the time property is subdivided or developed.	Existing - modified
8.6	10.10	POLICY: Consider and evaluate current and future wildfire risk when updating future land use maps and development standards to mitigate the risk to lives and property posed by wildfires.	New
9	18	GOAL: Land use patterns, densities and site designs are sustainable and support increased urban density, reduce urban sprawl, and decrease automobile reliance.	Existing – modified; TCMP
9.1	18.1	POLICY: Ensure that new development is built at urban densities or can be readily modified to achieve those densities; and require that development lacking municipal utility service be designed to cost-effectively transform when services become available.	Existing; TCMP
9.2	18.2	POLICY: Focus development in locations that will enhance the community and have capacity and efficient supporting services, and where adverse environmental impacts can be avoided or minimized.	Existing

9.3	18.3	POLICY: Direct high-density development to areas with existing development where the terrain is conducive to walking, bicycling and transit use, where sensitive drainage basins will not be impacted and impacts from climate hazards are low or cannot be mitigated.	Existing
9.4	18.4	POLICY: Require functional and efficient development by adopting and periodically updating zoning consistent with the Future Land Use Map.	Existing; TCMP
9.5	18.5	POLICY: Provide for a compatible mix of housing and commercial uses in commercial districts and village sites that enables people to walk or roll to work and shopping, supports transit, and includes convenience businesses for residents. Integrate adjacent uses with walkways and bike paths leading from residential areas to commercial districts and neighborhood-oriented businesses.	Existing; TCMP
9.6	18.6	POLICY: Prioritize frequent transit service, support housing, utilize existing infrastructure, provide public improvements and concentrate new major shopping, entertainment and office uses downtown, in the medical services area of Lilly Road, near the Capital Mall, and in the urban corridors.	Existing; TCMP
9.7	18.7	POLICY: Require direct and convenient pedestrian access to commercial and public buildings from streets, bus stops and parking lots and encourage sheltered seating and other uses of vacant sections of the street edge.	Existing; TCMP
9.8	18.8	POLICY: Require businesses along transit routes to accommodate transit use by including building entrances near bus stops or other features such as transit shelters or on-site bus access.	Existing; TCMP
9.9	18.9	POLICY: Encourage major commercial projects to include display windows, small shops with separate entrances, and plazas with seating and other well-landscaped gathering spaces.	Existing
9.10	18.10	POLICY: Require new, and encourage existing, businesses to provide bicycle parking. Encourage the provision of secure bicycle parking.	Existing; TCMP
9.11	18.11	POLICY: Increase the number of 10-minute neighborhoods through zoning and code changes that support an easily accessible environment, and destinations that serve a range of basic living needs.	New; TCMP
10	19	GOAL: Infill development and the redevelopment of underutilized areas are prioritized to prevent urban sprawl, preserve agricultural lands and forests in rural areas of Thurston County, and reduce emissions associated with transportation and land conversion.	New

10.1	19.1	POLICY: Participate in a County-wide “transfer of development rights” program in which a density bonus and climate resilience benefits are achievable through purchase of transferred development rights from agricultural lands in the rural portion of the county.	Existing
10.2	19.2	POLICY: Maintain a stable urban growth area to reduce development pressure on natural and working lands within Thurston County.	New; TCMP
11	12	GOAL: Land management and landscape practices increase the resilience of the built environment, ecosystems and communities to climate change.	New
11.1	12.1	POLICY: Collaborate with private landowners to follow best management practices, particularly for properties abutting park, forest land, and environmentally sensitive areas.	New
11.2	12.2	POLICY: Provide resources to community members living in Wildland-Urban Interface (WUI) areas to implement fire prevention (e.g., Firewise) practices and support application of such practices through incentives, outreach, and development standards.	New
11.3	12.3	POLICY: Encourage residents to install landscape design features and to keep storm drains clear to reduce risks from changes in seasonal precipitation.	New
11.4	N/A	POLICY: Promote installation of building and landscape design features that encourage water conservation in new and existing construction.	New
Adapting the Built Environment to Reduce GHG Emissions and Protect Public Health			
12	11	GOAL: Improvements are made to the built environment to withstand future climate conditions, improve energy efficiency, and protect public health.	New
12.1	11.1	POLICY: In pedestrian-oriented commercial areas, require sidewalk awnings, shading features , or other weather protection on new and substantially remodeled buildings.	Existing - modified
12.2	11.2	POLICY: Support development of local microgrid solar and battery storage facilities, especially for critical infrastructure and community centers.	New
12.3	11.3	POLICY: Prioritize equity by incentivizing weatherization upgrades and energy redundancy for homes and facilities serving vulnerable populations.	New
13	13	GOAL: Local Thurston County food production is encouraged and supported to increase self-sufficiency, reduce environmental impact, adapt to future climate conditions, promote health, and the humane treatment of animals, and support the local economy.	Existing - modified
13.1	13.1	POLICY: Encourage home gardens as an alternative to maintaining a lawn.	Existing

13.2	13.2	POLICY: Partner with community organizations to help educate community members who are interested in urban agriculture on how to address and plan for climate impacts such as drought and extreme heat and encourage the production of climate-friendly foods.	Existing
14	14	GOAL: All new and existing buildings are electrified by 2040. New buildings achieve minimum energy efficiency standards, and all existing buildings receive energy efficiency retrofits by 2040.	New
14.1	14.1	POLICY: Support state building and energy code development and implementation to improve energy efficiency and electrify new buildings. Adopt local policies to support energy efficiency and electrification of new and existing buildings to the greatest extent feasible .	New; TCMP
14.2	14.2	POLICY: Partner with regional jurisdictions to develop and implement a local policy for assessment and disclosure of residential energy performance ratings at the time sale , lease, or rent.	New; TCMP
14.3	14.3	POLICY: Evaluate and consider establishing baseline energy efficiency standards for rental properties while minimizing displacement and financial burden for renters.	New; TCMP
14.4	14.4	POLICY: Evaluate and consider establishing building performance standards for multifamily and non-residential buildings that exceed state minimum standards.	New; TCMP
14.5	14.5	POLICY: Provide resources, such as technical support, rebates and other incentives to electrify and reduce energy consumption in existing buildings. Prioritize retrofits in overburdened communities and include protections to avoid displacement and financial burden on renters and small businesses.	New; TCMP
14.6	14.6	POLICY: Foster partnerships with organizations serving overburdened communities to ensure building electrification outreach and incentive programs build capacity and alleviate cost burdens for all residents.	New; TCMP
14.7	14.8	POLICY: Reduce energy use and phase out natural gas use in existing city-owned facilities and public infrastructure. Require new city-owned and funded facilities to be built all-electric.	New; TCMP
15	15	GOAL: New construction and redevelopment prioritize reuse of existing buildings and reduce the use of high-embodied carbon materials to the greatest extent feasible.	New
15.1	15.1	POLICY: Encourage and incentivize the preservation and reuse existing buildings and building materials.	New
15.2	15.2	POLICY: Evaluate and address development regulations that may pose barriers to reuse and adaptive reuse of existing buildings.	New
15.3	15.3	POLICY: Evaluate and consider mechanisms to encourage efficient use of building materials and reduce high-embodied carbon materials in new construction and building retrofits.	New

15.4	15.4	POLICY: Evaluate and consider opportunities to encourage design for deconstruction and reuse of materials rather than demolition.	New
Promoting Local Energy Infrastructure			
16	16	GOAL: The production of local renewable energy increases communitywide.	New
16.1	16.2	POLICY: Install solar photovoltaics on all available and feasible city-owned properties, including but not limited to building rooftops, municipal water pump sites, parking lots and fences.	New; TCMP
16.2	16.3	POLICY: Facilitate the development of community-owned, small-scale renewable energy generation projects, such as solar and geothermal energy.	New
16.3	16.4	POLICY: Incentivize or require solar panels, when feasible, on new buildings with large rooftops, as well as within or over parking areas.	New; TCMP
16.4	16.5	POLICY: Evaluate and identify opportunities to support energy efficiency and renewable energy projects in historic buildings.	New
16.5	16.6	POLICY: Encourage the use and development of bidirectional energy systems to support renewable energy production and manage peak demand on the electric grid.	New
Enabling the Transition to Electric Mobility			
17	17	GOAL: Electric vehicle charging infrastructure is sufficient to support the transition to electric vehicles.	New; TCMP
17.1	17.1	POLICY: Continue to require EV charging infrastructure and EV-ready parking in new and renovated buildings and parking lots.	New; TCMP, OMC
17.2	17.2	POLICY: Evaluate barriers to equitable access to EV charging and develop a strategy to ensure all community members can access low-cost EV charging regardless of where they live or work.	New; TCMP
17.3	17.3	POLICY: Provide public EV charging at city-owned facilities and parking lots.	New; TCMP
17.4	17.4	POLICY: Encourage and incentivize the provision of low-cost EV charging for multifamily housing.	New

Housing Chapter

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Addressing Housing and Climate Challenges Together			
18	N/A	GOAL: The range of housing types and densities are consistent with the community's changing population needs and preferences.	Existing
18.1	N/A	POLICY: Require that multi-family structures be located near a collector street with transit, or near an arterial street, or near a neighborhood center, and that they be designed for compatibility with adjacent lower density housing; and be 'stepped' to conform with topography.	Existing
18.2	N/A	POLICY: Encourage adapting non-residential buildings for housing.	Existing
18.3	N/A	POLICY: Encourage preservation of existing houses.	Existing
18.4	N/A	POLICY: Encourage new housing on transportation arterials and in areas near public transportation hubs.	Existing
18.5	N/A	POLICY: Consider energy affordability alongside other fixed housing costs in affordable housing policies and programs.	New
18.6	N/A	POLICY: Ensure future climate-exacerbated hazards and their impacts are mitigated in new and existing construction.	New
19	N/A	GOAL: The existing low-income housing stock is preserved.	Existing
19.1	N/A	POLICY: Continue to fund the repair and rehabilitation of single-family and multi-family housing using federal, state, and local funding sources.	Existing
20	N/A	GOAL: Affordable housing is available for all income levels throughout the community.	Existing
20.1	N/A	POLICY: Take steps to ensure housing will be available to all income levels based on projected community needs.	Existing
Providing Stability and Services during Climate Emergencies			
21	N/A	GOAL: Special needs populations, such as people with developmental disabilities, the homeless, the frail elderly, and others who have difficulty securing housing, have adequate, safe, and affordable housing.	Existing
22	N/A	GOAL: Our community is safe and welcoming and social services are accessible to all who need them.	Existing
22.1	N/A	POLICY: Support non-profit and faith-based charitable organizations that provide funding and/or oversight for social service funding.	Existing

22.2	N/A	POLICY: Support programs and projects that assist low-income people and those at risk of homelessness with public funding.	Existing
23	N/A	GOAL: There is enough emergency housing, transitional housing, permanent housing with supportive services, and independent affordable housing.	Existing
23.1	N/A	POLICY: Evaluate regulations so the City can be more flexible in locating shelters and increasing capacity.	Existing
24	N/A	GOAL: New low-income housing is created to meet demand.	Existing
24.1	N/A	POLICY: Support non-profit and faith-based organizations in their efforts to provide emergency homeless shelters.	Existing

Transportation Chapter

Climate goals related to VMT reduction and vehicle electrification are well addressed throughout the Transportation chapter. While many goals and policies within the Transportation chapter support climate action and resilience, only high-level VMT reduction and vehicle electrification measures are cross-listed with the Climate Element (shown below).

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Supporting Electric Vehicle Adoption			
25	54	GOAL: 100% of light-duty vehicles within Olympia will be electric by 2040. 75% of heavy-duty vehicles will be either electric or fueled by green hydrogen by 2040.	Existing; TCMP
25.1	54.1	POLICY: Support the state of Washington’s law that all new light-duty passenger vehicles sold, purchased, or registered will be electric starting with the model year 2030.	Existing; TCMP
25.2	54.2	POLICY: Seek ways to encourage people to replace gas-powered vehicles with electric vehicles.	Existing; TCMP
25.3	54.3	POLICY: Encourage Intercity Transit’s transition to green fuel buses.	Existing
25.4	54.4	POLICY: Encourage the Port of Olympia to transition diesel-powered freight vehicles serving the Port to green fuels.	Existing
25.5	54.5	POLICY: Encourage the school district to transition diesel-powered school buses to green fuels.	Existing
25.6	54.6	POLICY: Convert City fleet to zero-emission vehicles and develop supporting infrastructure and programs.	New; TCMP
Preparing our Streets for Extreme Weather			
26	60	GOAL: The local transportation system — including infrastructure, routes, and travel modes — is able to withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change.	New
26.1	60.1	POLICY: Use the most up-to-date hazard data to map transportation infrastructure that is vulnerable to repeated floods, sea level rise, and other physical hazards. Designate alternative travel routes for critical transportation corridors when streets must be closed. Align with regional planning efforts.	New
26.2	60.2	POLICY: Facilitate quick recovery of the whole multimodal transportation system after disruption from disasters or extreme weather events.	New

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
26.3	60.3	POLICY: Continue to collaborate with WSDOT on bridge monitoring, maintenance, and impacts from extreme heat and extreme weather.	New
26.4	60.4	POLICY: Factor climate impacts into management and maintenance of streets and transportation assets.	New
27	57	GOAL: As new streets are built and existing streets are reconstructed, add multimodal features consistent with the policies in this plan and specified in the City of Olympia Engineering Design and Development Standards.	Existing
27.1	57.1	POLICY: Use innovative designs to reduce or eliminate stormwater run-off.	Existing
27.2	57.2	POLICY: Seek opportunities to add shade and cooling features with sidewalk and street projects.	New
28	58	GOAL: The street network is a well-connected system of small blocks, allowing short, direct trips for pedestrians, bicyclists, transit users, drivers, and service vehicles.	Existing
28.1	58.1	POLICY: Build new street connections so that emergency vehicles, transit, and other service vehicles have direct and efficient access.	Existing
Making it Easier to Walk, Roll, Bike, and Take Transit			
29	52	GOAL: The transportation system will support meeting the target of net-zero greenhouse gas emissions by 2040.	Existing; TCMP
29.1	52.1	POLICY: Reshape the transportation system so that it's easier to walk or roll, bike, or take transit than to drive.	Existing; TCMP
30	53	GOAL: Vehicle miles traveled will be 25% lower than 2021 levels by 2040.	Existing
30.1	53.1	POLICY: Build and retrofit streets to support walking, rolling, biking, and taking transit.	Existing; TCMP
31	N/A	GOAL: A mix of strategies is used to encourage infill development in the city, which both supports and is supported by walking, rolling, biking, and transit.	Existing
31.1	N/A	POLICY: Increase allowed densities in the downtown core and along parts of the urban corridors, where walking, rolling, biking, and transit are more viable for the majority of trips people need to make.	Existing; TCMP
32	N/A	GOAL: Bicycling is safe and inviting, and many people use their bikes to both travel and stay active.	Existing

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
32.1	N/A	POLICY: Seek ways to encourage people to replace vehicles with e-bikes by helping them access financing, rebates, grants, or other resources.	New; TCMP
32.2	N/A	POLICY: Support education and encouragement programs to promote and improve the safety of bicycling	Existing; TCMP
32.3	N/A	POLICY: Educate the public about street safety and behaviors that ensure the safety of bicyclists and pedestrians.	Existing
33	56	GOAL: Streets are designed to reduce the urban heat island effect.	Existing
33.1	56.1	POLICY: Include street trees in street design to shade sidewalks, protect asphalt from heat, and buffer pedestrians. Proper selection, care, and placement are critical to long-term maintenance of trees along streets, pavement, and sidewalks	Existing; TCMP
33.2	56.2	POLICY: Include vegetation in street designs to reduce heat island and stormwater impacts and to improve the visual appeal of streets.	Existing
33.3	56.3	POLICY: Where feasible, use pavement and sidewalk materials that reduce heat island and stormwater impacts.	Existing
34	61	GOAL: All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale and encourage safe driving.	Existing
34.1	61.1	Create attractive streetscapes with sidewalks, trees, planter strips, and pedestrian-scale streetlights. In denser areas, provide benches, building awnings, and attractive and functional transit stops and shelters.	Existing
35	N/A	GOAL: Urban corridors have high-quality transit service, allowing people to ride the bus spontaneously and easily replace car trips with trips by bus.	Existing
35.1	N/A	POLICY: Develop a system with fast, frequent, and predictable service on urban corridors. Transit service should operate at least every 15 minutes on weekdays where surrounding land uses support it.	Existing
36	59	GOAL: Intercity Transit's short- and long-range plans are supported.	Existing
36.1	59.1	POLICY: Coordinate with Intercity Transit in requiring developers to provide facilities that help transit riders easily walk, roll, or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.	Existing
37	55	GOAL: Parking is provided in a way that makes its costs more clear to the driver, so people can make better informed choices about whether to drive.	Existing

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
37.1	55.1	POLICY: Manage the cost and supply of parking to prioritize on-street parking for customers over commuters.	Existing
37.2	55.2	POLICY: Where paid parking exists, develop policies to ensure that people pay for parking the day or hour they use it. Avoid the sale of weekly, monthly, or yearly parking permits, so that people make the decision to drive on a daily basis. This may make them more inclined to walk, roll, bike, or take transit.	Existing
37.3	55.3	POLICY: Work with the state of Washington on consistent parking strategies to help meet the commute trip and vehicle miles reduction goals of the region.	Existing
37.4	55.4	POLICY: Allocate curb space strategically. Repurpose some vehicle parking stalls for active uses that complement adjacent land uses.	Existing
37.5	55.5	POLICY: Limit parking spaces near transit-oriented development to encourage use of transit and decrease single-occupancy vehicle travel.	New

Climate Chapter

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Reducing Greenhouse Gas Emissions			
38	N/A	GOAL: Olympia reduces community-wide GHG emissions 59% below 2019 levels by 2030 and achieves net-zero emissions by 2040.	New
38.1	N/A	POLICY: Implement local policies and programs to achieve adopted emissions reduction targets. Prioritize actions that advance high-impact strategies to reduce greenhouse gas emissions, address community priorities, prioritize environmental justice and provide additional co-benefits.	New
38.2	N/A	POLICY: Continue collaborating with regional partners to implement the Thurston Climate Mitigation Plan and coordinate greenhouse gas emissions reduction strategies across Thurston County.	New
38.3	N/A	POLICY: Update Olympia's Greenhouse Gas Inventory at least every three years to track progress and refine emissions reduction strategies.	New
Strengthening Climate Resilience			
39	N/A	GOAL: Olympia plans for future climate impacts and takes action to prepare for, adapt and respond to anticipated climate hazards.	New
39.1	N/A	POLICY: Implement local policies and programs to enhance climate resilience. Prioritize actions that reduce significant climate risks, address community priorities, prioritize environmental justice and provide additional co-benefits.	New
39.2	N/A	POLICY: Continue collaborating with regional partners to implement the Olympia Sea Level Rise Response Plan and other strategies to prepare for and adapt to climate impacts.	New
39.3	N/A	POLICY: Monitor the latest climate science and models to assess how climate change is impacting the region.	New
39.4	N/A	POLICY: Update Olympia's Climate Risk and Vulnerability Assessment along-side 10-year Comprehensive Plan updates to reflect the latest understanding of climate trends and their impact on community assets. Adjust resilience strategies as needed to address evolving risks and conditions.	New

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Progressing Environmental Justice			
40	N/A	GOAL: All community members – especially those most affected by climate change – benefit from climate action and have equitable opportunities to influence policy decisions.	New
40.1	N/A	POLICY: Conduct intentional outreach with frontline communities and youth to enable equitable engagement in the development and implementation of climate action and resilience initiatives.	New; TCMP
40.2	N/A	POLICY: Partner with community-based organizations to engage diverse groups in developing and implementing climate solutions while addressing existing disparities. Support these organizations in building capacity for climate action.	New; TCMP
40.3	N/A	POLICY: Provide guidance and resources, such as technical support, rebates and other incentives, to reduce barriers to climate action for all community members. Prioritize strategic investments to support frontline communities and address existing disparities in Olympia.	New
40.4	N/A	POLICY: Evaluate and address unintended impacts of policies and programs for Olympians across all income levels.	New
Building Institutional Capacity for Climate Action			
41	N/A	GOAL: Olympia has the staffing, resources, and funding to effectively implement climate action and resilience measures.	New
41.1	N/A	POLICY: Fully staff City positions needed across all departments to support climate-related actions and hazard response.	New
41.2	N/A	POLICY: Develop a comprehensive funding strategy to support the implementation of climate policies and programs.	New
41.3	N/A	POLICY: Develop city-wide staff capacity through training and professional development to enhance expertise in climate resilience, emissions reduction and equitable community engagement.	New
41.4	N/A	POLICY: Integrate climate resilience and emissions reduction efforts across all City departments to ensure a coordinated, comprehensive approach to climate action. Coordinate implementation with regional partners to the greatest extent possible.	New
41.5	N/A	POLICY: Monitor the effectiveness of climate programs and policies, using data-driven evaluation to refine strategies and improve outcomes over time.	New

Parks, Arts & Recreation Chapter

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Ensuring Parks are Resilient to Climate Impacts and Advance Climate Action			
42	30	GOAL: A lively public waterfront contributes to a vibrant Olympia.	Existing
42.1	30.2	POLICY: Incorporate the Olympia Sea Level Rise Response Plan strategies into future design, maintenance, and operations of Percival Landing and West Bay Park.	Existing – modified; SLRP
43	32	GOAL: An urban trails system interconnects parks, schools, neighborhoods, open spaces, historical settings, neighboring jurisdictions’ trails systems, important public facilities, and employment centers via both on- and off-street trails.	Existing
43.1	32.1	POLICY: Encourage walking, bicycling and other non-vehicular access for recreation and transportation purposes by linking parks to multi-modal routes, streets and trails in coordination with the Transportation Master Plan. Where appropriate, add facilities that support people arriving by various modes, such as a bicycle repair facility or additional bicycle parking facilities	Existing; TCMP
44	28	GOAL: The City leverages its investments in parks, arts and recreation programs and facilities.	Existing
44.1	28.1	POLICY: Identify and plan for climate impacts, including extreme precipitation, drought, and sea level rise, to valued community assets such as parks, trails, and recreation facilities. These strategies may include relocation, replacement, or adaptive design.	New
44.2	28.2	POLICY: Consider climate-exacerbated hazards in all siting, planning, and life cycle assessments of new and redeveloped capital Park assets.	New
44.3	29.3	POLICY: Consider how acquisition and management of new and existing Parks properties can contribute to community-wide resilience and greenhouse gas emissions reduction.	New
45	33	GOAL: Olympia’s park system is resilient and provides climate mitigation and adaptation benefits.	Existing
45.1	33.1	POLICY: Cooling Restore and plant climate resilient vegetation and trees utilizing scientific best practices. Maintain and support Olympia’s street trees to help cool streets and neighborhoods.	Existing - modified

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
45.2	33.2	POLICY: Implement tree selection, care and maintenance best practices that account for drier and hotter future climate conditions.	New; TCMP
45.3	33.3	POLICY: Enhance protection of parks from wildfire by periodically updating wildfire protection standard operating procedures based on evolving climate conditions and best practices for proper mitigation of wildfire risk.	New
45.4	33.4	POLICY: Absorb—Conserve forested areas that provide carbon sequestration and use best practices for stormwater management. Identify opportunities for using existing and new parks and open space for stormwater management to the extent possible while providing recreational opportunities.	Existing - modified
45.5	33.5	POLICY: Protect - habitat, restore natural areas, manage shorelines, and plan for climate change impacts.	Existing - modified
45.6	33.6	POLICY: Practice water conservation measures and implement water-smart designs in park properties and operations.	New
45.7	30.1	POLICY: Encourage the acquisition of saltwater shoreline property and easements to create more public access to the waterfront <u>while restoring and enhancing shoreline ecosystems.</u>	Existing - modified
45.8	N/A	POLICY: Seek opportunities for installing constructed and natural cooling features in parks, such as park shelters and splash pads.	New
45.9	33.7	POLICY: Continue to support urban agriculture such as community gardens and pollinator gardens on Parks owned properties.	New
Fostering Community Connection and Belonging			
46	27	GOAL: Unique facilities, public art, events, and recreational programming encourage social interaction, foster inclusive and collaborative community building, and enhance the visual character and livability of Olympia.	Existing
46.1	27.1	POLICY: Continue to provide extraordinary parks and community activities that contribute to our high quality of life and attract tourism and private investment to Olympia.	Existing
47	29	GOAL: A vibrant park system that meets current and future community needs.	Existing
47.1	29.1	POLICY: Provide parks with gathering spaces in close proximity (within ½ mile) to all residents. The distance should be measured by following an accessible travel route suitable for walking or small mobility device	Existing
47.2	29.2	POLICY: Ensure that Olympia's park system includes opportunities for its residents to experience nature.	Existing

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
48	31	GOAL: Community members gather and recreate together.	Existing
48.1	31.1	POLICY: Support contingency planning for outdoor events, programming, and recreation potentially disrupted by climate-exacerbated hazards.	New
48.2	31.2	POLICY: Encourage timely recovery, reopening, and reconstruction of damaged park assets after a natural disaster to ensure continuity of high-quality services.	New
49	34	GOAL: Olympia's parks and public art support environmental stewardship and awareness of climate change.	New
49.1	34.1	POLICY: Educate parks visitors and the community about environmental stewardship, conservation, and climate change impacts and solutions.	Existing; TCMP
49.2	34.2	POLICY: Inspire community members to act by leading through example in environmental stewardship, visible changes in the way we do business and how we plan for the future.	Existing

Utilities Chapter

Climate goals related to low impact development and drinking water, stormwater, and wastewater systems infrastructure upgrades are well addressed throughout the Public Utilities chapter. While many goals and policies within the utilities chapter support climate action and resilience, only high-level flood and drought mitigation measures are cross-listed with the Climate Element (shown below).

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Supporting the Transition to a Zero-Waste City			
50	39	GOAL: Reliable utility service is provided at the lowest reasonable cost, consistent with the City's aims of environmental stewardship, social equity, economic development and the protection of public health.	Existing
50.1	39.1	POLICY: Ensure that utility fees, such as rates and general facility charges, are structured to reasonably reflect the actual cost of providing services to each customer rate-service class. Fees must also encourage customers to conserve water, reduce their demand on our wastewater treatment system, <u>reduce waste generation, and maximize waste diversion</u> to the greatest extent feasible.	Existing – modified
51	40	GOAL: Solid waste is managed as a resource to provide environmental, economic, and social benefits.	Existing
51.1	40.1	POLICY: Maintain and update the Waste ReSources Management Plan, Engineering Design and Development Standards, and Olympia Municipal Code to ensure sanitary conditions are realized, solid waste collection operations are safe and efficient, <u>waste prevention and diversion are optimized, and programs and services support a circular system where all waste is diverted from landfills.</u>	Existing – modified; TCMP
51.2	40.2	POLICY: Support state legislation to establish extended producer responsibility policies and programs, increase reuse and repair of consumer goods and materials, improve/increase recycling and composting, reduce natural resource consumption, and reduce household hazardous waste and harmful chemicals.	Existing; TCMP
52	41	GOAL: Solid waste disposed of in landfills is 75% lower than 2021 levels by 2040.	New; TCMP
52.1	41.1	POLICY: Reduce waste associated with city operations and encourage recycling through the City's purchasing, recycling and disposal policies.	Existing

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
52.2	41.2	POLICY: Follow the solid waste management hierarchy established in federal and state legislation, which sets waste reduction as the highest priority management option, followed by reuse, recycling/composting and responsible disposal.	Existing
52.3	41.3	POLICY: Expand the City's recycling, composting, and waste reduction programs, to the greatest extent feasible, to ensure all community members have access to waste reduction, reuse, composting, and recycling programs and services. Prioritize programs and services that maximize community-wide waste reduction and diversion of material from disposal into remanufacture and reuse.	Existing; TCMP
53	42	GOAL: Olympia reduces waste associated with construction, renovation, and demolition of buildings and infrastructure.	New
53.1	42.1	POLICY: Develop and implement a comprehensive strategy to minimize waste associated with all phases of building construction, including demolition.	New
53.2	42.2	POLICY: Collaborate with local businesses and public agencies to develop local facilities and programs to enable reuse and recycling of construction and demolition debris.	New
53.3	42.3	POLICY: Develop incentives and technical assistance programs to encourage reuse and recycling of construction and demolition debris.	New
Monitoring and Protecting Water Resources			
54	44	GOAL: Use Olympia's water resources efficiently to meet the needs of the community, reduce demand on facilities, and protect the natural environment.	Existing; TCMP
54.1	44.1	POLICY: Encourage and allow re-use techniques, including: rainwater collection, greywater systems, and the use of Class A reclaimed water as alternatives to the use of potable water. This can enhance stream flows or recharge aquifers, while also protecting water quality consistent with local and State regulations.	Existing; TCMP
54.2	44.2	POLICY: Support conservation programs and resources that provide incentives to urban farmers to implement best management practices that address impacts of climate change and invest in solutions to adapt to future climate conditions.	New
55	45	GOAL: Adequate supplies of clean drinking water are available for current and future generations and instream flows and aquifer capacity are protected.	Existing

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
55.1	45.1	POLICY: Maintain and implement a comprehensive drought resilience strategy that factors in projected climate impacts and sets action levels for different drought stages	New
55.2	45.2	POLICY: Develop and maintain multiple, geographically dispersed sources of water to supply to increase the reliability and redundancy of the system	Existing
55.3	45.3	POLICY: Continue water level monitoring of existing City-owned production and monitoring wells and expand monitoring well network as may be needed. Maintain numerical groundwater models to better define aquifer characteristics and impacts, if any, from climate change and to accurately evaluate the impacts of the City's withdrawals.	Existing
55.4	45.4	POLICY: Assess and mitigate the risk wildfire poses to drinking water utility systems.	New
Reducing Flooding from Extreme Rainfall and Sea Level Rise			
56	43	GOAL: Utility and land use plans are coordinated so that utility services can be provided and maintained for proposed future land uses.	Existing
56.1	43.1	POLICY: Evaluate land use plans and utility goals periodically to ensure growth is guided by our knowledge of current environmental constraints. This includes risks from climate change and the latest available utility technology and up-to date growth and development projections, including those that incorporate climate migration considerations.	Existing
56.2	43.2	POLICY: Make necessary improvements to utility facilities that do not currently meet minimum standards. Prioritize capital improvements to existing systems based on age, condition, risk of failure, and capacity to support infill development and increase climate adaptation , while also balancing the fair distribution of services and benefits to the entire community.	Existing - modified
57	46	GOAL: The wastewater collection system is designed and operated as to minimize long term costs, provide sufficient capacity for projected demand, promote equity, and protect the natural environment.	Existing
57.1	46.1	POLICY: Separate combined wastewater/stormwater pipes in conjunction with stormwater and road improvements or residential repairs, when economically feasible.	Existing
58	47	GOAL: The frequency and severity of flooding are managed and hazards are eliminated, except during major storm events.	Existing
58.1	47.1	POLICY: Prioritize City upgrades and retrofits to improve stormwater systems in areas that are vulnerable to overland flooding and sea level rise.	Existing - modified

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
58.2	47.2	POLICY: Emphasize the importance of emergency preparedness.	Existing
58.3	47.3	POLICY: Support knowledge sharing with private stormwater system owners about ways to upgrade or retrofit systems for increased precipitation intensity expected under future climate conditions.	New
58.4	47.4	POLICY: Prioritize solutions to flooding that serves overburdened neighborhoods.	Existing
58.5	N/A	POLICY: Prioritize solutions that reduce flooding from sea level rise to the transportation system, especially for transportation corridors used in emergency management.	New
58.6	47.5	POLICY: Reduce the volume of sewer overflows annually.	New; WWMP
58.7	47.6	POLICY: Evaluate and assess approaches to appropriately size stormwater facilities for increased precipitation intensity expected under future climate conditions.	New
58.8	47.7	POLICY: Adapt wastewater infrastructure to accommodate forecast precipitation trends.	New; WWMP
59	48	GOAL: The Utility considers the interrelationship and complexity of its three missions to manage flooding, improve water quality and protect and enhance aquatic habitat in its decisions and involves other City departments in this effort.	Existing
59.1	48.1	POLICY: Where feasible, retrofit existing streetscapes with water quality and quantity stormwater system improvements to minimize pollution from roadway runoff to natural drainage systems and the waters of Puget Sound.	Existing
59.2	48.2	POLICY: Implement a Capital Improvement Program that maintains and improves the municipal separate storm sewer system in a manner that enhances and protects the City's natural environment, mitigates flooding problems, improves water quality, adapts to future climate conditions , promotes a reliable and safe transportation network and provides the community a safe and healthy place for living, working and recreating.	Existing - modified
60	51	GOAL: The stormwater and wastewater systems are resilient to the impacts of sea level rise and increased precipitation intensity.	New; SLRP
60.1	51.1	POLICY: Continue to implement sea level rise adaptation measures, such as flood gates and stormwater pumps, to reduce the risks and impacts of flooding to infrastructure systems and operations.	New; SLRP
60.2	51.2	POLICY: Continue to support and partner with the Olympia Sea Level Rise Response Collaborative members to implement the long-term adaptation strategies identified in the Olympia Sea Level Rise Response Plan.	New; SLRP

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
60.3	51.3	POLICY: Establish new partnerships to design, plan, and adapt Olympia's infrastructure systems to prepare for sea level rise.	New; SLRP
60.4	51.4	POLICY: Continue to implement flow reduction programs through partnership with LOTT Clean Water Alliance and Cities of Lacey and Tumwater for single family, multi family, and industry and commercial customers who receive LOTT services.	New; SLRP
Securing the Energy Grid			
61	49	GOAL: Cooperation and coordination exists among jurisdictions and private utility providers.	Existing
61.1	49.1	POLICY: Olympia and Thurston County will coordinate with each other and the cities of Lacey and Tumwater on emergency management related to utility services by following the Natural Hazards Mitigation Plan for the Thurston Region.	Existing
61.2	49.2	POLICY: Collaborate with Puget Sound Energy to ensure continuity of operations and service provision during climate-exacerbated emergencies, including extreme heat and wildfire events.	New
61.3	16.1	POLICY: Support the transition of utility energy fuel mixes to renewable sources.	New
62	50	GOAL: Private utilities are located underground whenever possible to protect public health, safety and welfare, and to create a more reliable utility system.	Existing
62.1	50.1	POLICY: Coordinate the undergrounding of both new and existing private utility lines consistent with policies PU 3.1 and PU 3.2 (<i>refers to Public Utilities Chapter policies outside of the Climate Element</i>).	Existing

Economy Chapter

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Developing a Climate-Smart Economy and Workforce			
63	4	GOAL: Olympia supports development of the workforce necessary for implementing community-wide climate action and adopting climate-friendly businesses practices.	New
63.1	4.1	POLICY: Support local workforce development partners and trade schools to develop technical job training programs that support climate action within Olympia. Prioritize opportunities for frontline communities, youth, college students, and unemployed people.	New
63.2	4.2	POLICY: Promote local industrial and workforce development to support a zero-waste economy that increases demand for reused and recycled materials and reduces demand for new raw materials.	New
Supporting Businesses in Preparing for Climate Impacts			
64	5	GOAL: Olympia has a thriving and diversified economy with pathways to prosperity available to everyone.	Existing
64.1	5.1	POLICY: Support initiatives that help diversify the local economy to supplement our stable public sector base and reduce reliance on goods and services from outside the community.	Existing
65	6	GOAL: Businesses and entrepreneurs thrive in Olympia and contribute to Olympia’s economic diversity.	Existing
65.1	6.1	POLICY: Celebrate Olympia businesses for their support of community goals such as sustainability, climate action and equity. <u>Continue to support and celebrate Olympia businesses pursuing climate resiliency, greenhouse gas reductions, and environmental justice.</u>	Existing – modified
66	7	GOAL: Olympia collaborates with partners to maximize economic opportunity.	Existing
66.1	7.1	POLICY: Collaborate with regional economic development partners and business leaders to prepare for future economic disruptions and emergencies, <u>including climate-exacerbated hazards</u> , and implement effective disaster recovery.	Existing - modified
66.2	7.2	POLICY: Collaborate with regional economic development partners and business leaders to support a circular economy that increases demand for	New

		reused and recycled materials, reduces solid waste generation, and reduces demand for extraction of new raw materials.	
67	8	GOAL: Downtown is a popular destination that contributes to Olympia's economic vibrancy.	Existing
67.1	8.1	POLICY: Encourage and partner with adjacent property owners and private businesses along the waterfront to contribute to sea level rise adaptation.	New; SLRP
68	9	GOAL: Olympia is well prepared to withstand future economic disruptions and emergencies, including extreme weather and climate hazards.	Existing
68.1	9.1	POLICY: Provide resources, technical assistance and guidance for developing contingency plans for community events disrupted by climate-exacerbated hazards.	New
68.2	9.2	POLICY: Develop public-private partnerships to ensure adequate indoor facilities are available for outdoor events impacted by extreme heat or wildfire smoke to continue.	New
68.3	9.3	POLICY: Ensure the local economy is resilient to climate disruptions and fosters business opportunities associated with climate mitigation and adaptation <u>local businesses have access to resources to recover from climate disruptions in a timely manner. Support local businesses in assessing climate risks within their business operations.</u>	Existing - modified

Public Safety Chapter

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Protecting Public Health through Emergency Preparedness and Response			
69	35	GOAL: The community has a high level of fire protection, emergency medical services equal to or exceeding the industry standard and community expectations.	Existing
69.1	35.1	POLICY: Ensure equipment and other assets are adequate in capacity to serve the safety needs of our evolving community and changing climate.	Existing – modified
69.2	35.2	POLICY: Continue training and financial support for mutual aid partnerships with neighboring jurisdictions to ensure proper resources to fight wildfires regionally, while maintaining local levels of service.	New
70	36	GOAL: The community proactively prepares for major disasters and is in position to quickly and successfully respond and recover to a wide range of emergency scenarios	Existing
70.1	36.1	POLICY: Coordinate the City’s preparation, mitigation, response and recovery to disasters through an all-hazard Emergency Management program that includes planning for major catastrophic events.	Existing
70.2	36.2	POLICY: Maintain role as a participating agency for post-disaster and pandemic recovery through the coordination of disaster cost recovery, and the facilitation of our community’s short- and long-term recovery goals.	Existing
70.3	36.3	POLICY: Coordinate with regional partners to develop and implement extreme heat and wildfire smoke strategies. Prioritize actions and resources towards populations most vulnerable to extreme heat and wildfire and smoke events.	New
70.4	36.4	POLICY: Support existing and recruit new community centers and social service providers to act as resource hubs (also known as resilience hubs) during emergencies and climate-exacerbated hazards. Ensure these facilities have redundant infrastructure systems and are prepared with necessary resources to protect public health.	New
71	37	GOAL: The community proactively provides emergency preparedness education and training to help prepare our community for catastrophic emergencies and respond to climate change.	New
71.1	37.1	POLICY: Educate community members on how to sustain their households without outside assistance for a minimum of 72 hours during an emergency event or power outage, and that some events, such as a	Existing

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
		severe earthquake, may require them to sustain themselves for five to ten days or more.	
71.2	37.2	POLICY: Work with County partners to expand notification alerts to reduce exposure to climate-exacerbated hazards, including wildfire smoke, tidal flooding, and extreme heat. Encourage the community to sign up for notification alerts through education and outreach.	New
71.3	37.3	POLICY: Prioritize emergency preparedness education, outreach, and resources towards communities most vulnerable to climate-exacerbated hazards and emergencies.	New
71.4	N/A	POLICY: Provide resources and alerts in the most common languages spoken in Thurston County to reach people with limited English proficiency.	New
72	38	GOAL: The City maintains a well-trained, resilient, safe and sustainable Emergency Management organization.	Existing
72.1	38.1	POLICY: Factor climate-exacerbated hazards into the planning and coordination of emergency preparedness, response, and recovery among first-responders and partners. Anticipate and modify staffing and resource needs before projected hazard event for effective and timely response.	New
72.2	38.2	POLICY: Maintain capacity and staff time for emergency management, planning, and preparedness across the City.	New
72.3	N/A	POLICY: Train emergency management professionals and adjacent service providers on trauma informed care and mental health support for preparedness, response, and recovery in extreme weather emergency events and crises.	New

Capital Facilities Chapter

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
Making Climate-Smart Capital Investments			
73	1	GOAL: The Capital Facilities Plan provides the public facilities needed to promote orderly compact urban growth, protect investments, maximize use of existing facilities, encourage economic development and redevelopment, promote private investment, increase public well-being and safety, protect and improve the natural environment and implement the Comprehensive Plan.	Existing
73.1	1.1	POLICY: Evaluate and prioritize proposed capital improvement projects using the following long-term financial strategy principles and guidelines: <u>Consider climate projections in life cycle assessments, planning, and design capacities for all capital projects.</u>	Existing - Modified
73.2	1.2	POLICY: Give priority consideration to projects that: <u>Reduce greenhouse gas emissions, increase climate resiliency, and implement adaptation strategies.</u>	Existing – Modified; TCMP
74	2	GOAL: As urbanization occurs, the capital facilities needed to direct and serve future development and redevelopment are provided for Olympia and its Urban Growth Area.	Existing
74.1	2.1	POLICY: Plan and coordinate the location of public facilities and utilities to accommodate growth in advance of need, and in accordance with the following standards: - Proactively seek opportunities to combine capital facilities projects that are identified in facilities master plans or other City plans, such as sewer and water main extensions, transportation connections/improvements, and <u>projects to address sea level rise.</u> - Prioritize capital facilities projects that provide multiple benefits for the public. Rework any capital projects that may result in <u>maladaptation</u> or interfere with environmentally sensitive areas, contribute to hazards, or <u>would exacerbate current climate vulnerabilities.</u>	Existing - Modified
74.2	2.2	POLICY: When planning for public facilities, consider expected future economic activity, goals for <u>responding to the impacts of climate change</u> , and the need for housing affordable at all income levels as projected in the Comprehensive Plan.	Existing - Modified

ID	ID 2/18 Draft	Goal or Policy Language	New or Existing Measure?
75	3	GOAL: Public facilities constructed in Olympia and its Growth Area meet appropriate safety, construction, durability, sustainability, accessibility, and equity standards.	Existing
75.1	3.1	POLICY: Ensure that the Engineering Development and Design Standards are consistent with the Comprehensive Plan, including its goals for <u>adapting to and mitigating climate change</u> , and projected need for housing affordable at all income levels.	Existing - Modified

Comments: Olympia 2045 Climate Element and Chapter

I found this to be a very well written, detailed, and clear chapter for the comprehensive plans. I have included some notes and comments throughout the chapter but I wanted to highlight a few points here.

1. A number of the broader policies around greenhouse gas reduction and VMT reduction suggest a deep transformation of how the City of Olympia does business and how residents of Olympia live. While the numbers are there, I do not think that this transformation, the short and shrinking timeline, and the commitment to this transformation is fully captured in the narrative.
2. As a small city, Olympia can only do so much for the global reduction of greenhouse gases. However, as we succeed, we can have an outsized effect by both 1) showing bold leadership and creativity in our actions, and 2) welcoming as many people as possible to live a climate friendly life in Olympia. While I interpret the goals and policies to support this, I think some narrative to this effect would be beneficial.
3. There seems to be more emphasis on policies on private development compared to the public realm, particularly in land use. For example, “de-paving” is part of policy is part of ID 8.3 but a similar policy is not included for public right of way or publicly owned surface parking. Realizing that there are lots of policies included for implementation by the City of Olympia, I suggest making sure some policies like the de-paving one incorporate City actions and the public realm, or that additional policies are added for that.
4. I think the chapter generally succeeds in capturing that every city action should include consideration for both climate change mitigation and adaptation (e.g. ID 41 and ID 73.1 and ID 73.2). It may not be possible to capture in the comprehensive plan, but I believe applying this lens should have an impact many projects across the city (e.g. the US 101/West Olympia Access Project, or the annexation of the Urban Growth Area into Olympia (related to goal ID 9).

Pamela Braff

From: Paris McClusky <paris@thurstonclimateaction.org>
Sent: Friday, June 20, 2025 5:29 PM
To: Pamela Braff
Subject: Wasn't able to submit my survey twice so attached is the second half of my comments
Attachments: Paris McClusky of TCAT_Comments for Olympia Climate Element Draft 6_20_2025.docx

Hi Pamela, sorry to send this to you in this way, but I submitted my survey before I had all of my comments on Olympia's Climate Element done. I have attached all of my comments to this email since only the first half of my comments made it through the survey. Sorry! I hope you can still accept them this way.

Paris McClusky, MES
(He/Him)
Community Organizer
Thurston Climate Action Team
paris@thurstonclimateaction.org
717-580-0425
<https://thurstonclimateaction.org/>



TCAT Comments on Olympia's Climate Element Draft 6/20/2025
By Paris McClusky

Public Comment Summary Report:

I would like to address some of your answers in the Public Comment Summary Report, to our feedback on the Climate Element's consistency with the TCMP:

1) "EV purchase incentives. Partner with car sale and lease dealerships to provide incentives for purchase of electric vehicles by Thurston County residents. Pilot with those neighborhoods, individuals with greatest VMT potential. o Addressed by the following policy: Seek ways to encourage people to replace gaspowered vehicles with electric vehicles." This policy partially addresses the TCMP action, but we would like to see more here that specifically includes this part of the action, "Pilot with those neighborhoods, individuals with greatest VMT potential."

2) "Other actions in the TCMP fall outside of the scope of the City to address and are better addressed by other entities, such as Thurston County, Intercity Transit or LOTT, including: • Increase transit. Increase local public transit routes/frequency with a focus on expanding transit service before and after traditional business hours and on weekends." With the eventual development into the city's Urban Growth Area (UGA) we want to ensure that any new developments in the UGA have easy access to public transit. There is some concern at TCAT, that residential areas within the UGA will not have the same access to services that those in the urban core enjoy.

Draft Climate Element:

I second the following general comment about the Climate Chapter of the comp plan update from Tom Crawford, "Though there are some policies and goals that point to community engagement for designing and implementing programs, there appears to be no policy or goals for broad based community education and engagement on climate change, its underlying causes, its effects, and why major local action is urgently needed. This is an important activity to ensure the success of the other goals and policies. For example, the level of funding required will require significant public understanding and support. In addition, climate related policy changes and actions required by individuals will also require lots of public understanding and support. So I believe this is a major missing element within the climate chapter for this Comp. Plan update. It needs to be added. This will require funding and adequate city staffing along with partnering with local community based organizations." More public buy in for the City's climate policies will require more broad-based education and outreach.

Organizations like TCAT can help with this effort, but this needs to be prioritized throughout the climate element of the comp plan in order to be able to add the necessary resources to make it happen.

Appendix A: Climate Element Goals and Policies Index: Land Use and Urban Design Chapter, Pg. 7, ID 9.6: If more residential development is going to be slated for the Urban Growth Area (UGA), public transit also needs to increase in the UGA along with more frequent stops in the urban cores.

Appendix A: Climate Element Goals and Policies Index: Housing Chapter, Pg. 11, ID 19.1: While this is a good policy, you need to include weatherization of these existing housing structures to update them and make them energy efficient and resilient to climate change.

Appendix A: Climate Element Goals and Policies Index: Housing Chapter, Pg. 11, ID 20.1: Ensuring affordable housing is definitely important, but ensuring that affordable housing is available within a 10 minute walk of urban cores and all needed goods and services is equally important.

Appendix A: Climate Element Goals and Policies Index: Housing Chapter, Pg. 11: There is nothing here that says this low income, or subsidized housing will be weatherized and resilient to climate change. The most vulnerable members of our community need to be able to heat and cool their homes in a changing climate.

Appendix A: Climate Element Goals and Policies Index: Transportation Chapter: Pg. 13, IDs 25.2,25.3,25.4,25.5: The word “Encourage” in these policies seems like it might not get us anywhere. We know that you can’t use “Require” here because we are talking about agencies that are not directly controlled or administered by City of Olympia, but something stronger than “Encourage” would help to make these policies potentially more binding.

Appendix A: Climate Element Goals and Policies Index: Climate Element, Pg. 17, Strengthening Climate Resilience: This is a pretty high level assessment, we hope to see more specifics in the implementation plan around climate resilience.

Pamela Braff

From: Rompa, Kristine <Kristine.Rompa@pse.com>
Sent: Friday, June 20, 2025 3:11 PM
To: Pamela Braff
Subject: Puget Sound Energy Comments on Draft Climate Element
Attachments: Olympia Climate Chapter Draft response Final.pdf

Hi Pamela,

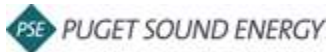
Attached is Puget Sound Energy's comments on the climate chapter.

Let me know if you have any questions.

Thank you,

Kristine Rompa

Sr. Local Government Affairs Representative
Thurston and Lewis Counties
PUGET SOUND ENERGY
(360) 742-2800
Kristine.Rompa@pse.com
<http://pse.com>





June 20, 2025

Pamela Braff
City of Olympia Community Planning & Development
601 4th Avenue East
P.O. Box 1967
Olympia WA 98507-1967

RE: Olympia Comprehensive Plan- Climate Chapter

Dear Ms. Braff:

Puget Sound Energy (PSE) would like to offer comments for consideration on the draft Climate Chapter of the 2045 Olympia Comprehensive Plan.

PSE and the City of Olympia share a common goal to work towards the clean energy transition. Olympia's draft Climate Chapter supports goals and policies for a carbon-neutral city that is resilient to the impacts of climate change. We also know that Olympia residents are responsive in doing their part for clean energy. The City is a Green Direct subscriber, purchasing 100 percent of their energy from a dedicated local, renewable resource. Further, Olympia's climate action plan calls for reducing greenhouse gas emissions and increasing climate resilience.

PSE's goals are aligned with the City's. PSE is working to reduce greenhouse gas emissions from our energy supply, implement new and expanded income-qualified discounted billing programs, and make improvements to the grid to increase resiliency in response to extreme weather caused by climate change. The scale of the clean energy transition is unprecedented in terms of the magnitude of the change and the accelerated time frame in which it must be achieved. By working together, we can successfully drive towards our shared clean energy goals.

We offer the following comments for the City's consideration. The policies are referenced by the goal numbers in the document.

Goal 14

“All new and existing buildings are electrified by 2040. New buildings achieve minimum energy efficiency standards, and all existing buildings receive energy efficiency retrofits by 2040.”

Goal 17

“Electric vehicle charging infrastructure is sufficient to support the transition to electric vehicles.”

These goals and the associated policies should explicitly support the need for additional electrical infrastructure. To achieve Goals 14 and 17, Olympia will need policies that support reliability, resiliency, safety, and the provision of low-cost energy.

While Olympia is considering impacts to the environment of non-electric energy consumption, it must also account for the resulting increase in electric demand in Olympia. Energy efficiency and conservation, including demand response technologies, are important tools in managing electric energy consumption, but they will not eliminate the need for additional electrical facilities and energy storage systems to achieve these goals.

Land use, environmental, and natural resource policies cannot preclude the installation and operation of additional utility infrastructure. The other policies contemplated in the proposed Comprehensive Plan update must account for the increased electric load required to achieve Goals 14 and 17. This includes supporting an increase in electric distribution and transmission infrastructure.

Additional electrical facilities could include new and up-sized transmission and distribution lines, transformers, substations, and switching stations to serve new electrical load. Local generation could include the installation of wind, solar, hydrogen, geothermal, hydropower, biomass, and energy storage systems.

We offer the following language for the City’s consideration:

“Effectively meet rapidly increasing electrical demand as the City and the region work to achieve a clean energy transition by adopting codes that support the timely siting of existing and new technologies.”

“Expedite the local permitting and approval process of electric infrastructure projects in order to maintain grid capacity and reliability.”

Goal 62:

“Private utilities are located underground whenever possible to protect public health, safety and welfare, and to create a more reliable utility system.”

PSE operates more than 20,000 miles of electric distribution lines throughout our 6,000 square mile territory; roughly half of them are installed underground. PSE monitors the reliability of our electrical system on a daily basis and develops projects to improve electrical service reliability for our customers.

The solution to a reliability problem is not one-size-fits-all. PSE looks at criteria such as the area's specific outage history and causes, the configuration of the existing electric system, local geography and terrain, environmental impacts of underground solutions, costs, etc. If, after careful analysis, it is determined that a project to underground an existing distribution line is the best and most prudent solution, the project is then reviewed alongside many other potential electric and natural gas infrastructure projects across our service territory. The goal of this project review is to select and construct a portfolio of capital projects that provides maximum value to our customers.

Olympia's policies need to allow flexibility in the use of overhead versus underground infrastructure in the electric distribution and transmission systems and to support reliability, resiliency, safety, and the provision of low-cost energy.

Thank you again for the opportunity to participate in the periodic update to the Comprehensive Plan. Please do not hesitate to contact me on any PSE related issues. I can be reached at Kristine.Rompa@pse.com or (360) 742-2800.

Respectfully,

Kristine Rompa
Local Government Affairs
Puget Sound Energy

Natalie Weiss

From: Gordon Wheat <gwheat12@gmail.com>
Sent: Thursday, July 3, 2025 9:34 AM
To: Pamela Braff
Cc: Paris McClusky; Natalie Weiss
Subject: Re: Meeting to discuss climate resilience sub-element

Dear Pamela and Natalie,

Natalie asked me for the favor of convening the Olympia Physicians for Social Responsibility Climate Task Force to provide a feedback group for the resilience plan early on, as was her request. However, our clear recommendations about prioritization of hazards is not represented in the draft plan, which strikes the physician group and TCAT as a significant error. I have provided specific wording feedback when requested and can provide some more, but I am rather frustrated with the lack of response or willingness to meet. The Thurston County Extreme Heat Emergency Response and Illness Prevention Plan (not yet formally adopted) is ignored despite the formal endorsement by the county Hazard Mitigation Plan and the high prioritization given by the county Emergency Management Council. I recognize that you are generally quite knowledgeable, but the recommendations of the public health authorities and physicians in your community should be incorporated into this plan, if you are focused on the public health of Olympia.

All of the risks are not of equal magnitude from a public health point of view, and the event of highest magnitude is the risk from extreme heat events, the only climate impact that poses a major risk of mass casualty events which we could fairly easily mitigate. The interventions that could save a large number of lives are fairly low hanging fruit and are central to climate justice. This would also reduce the need for crisis management of care when an event occurs, a benefit to the entire community. It won't likely be long before the 2021 heat event mortality figures are eclipsed (619 immediate heat stroke deaths and more than 2,000 total deaths in the greater Vancouver BC area, and 147 immediate heat stroke deaths and 450 total deaths in Washington, which was much less seriously affected). Do we not want to prevent this climate tragedy, when we could?

Respectfully,
Gordon

On Thu, Jul 3, 2025 at 8:58 AM Pamela Braff <pbraff@ci.olympia.wa.us> wrote:

Hi Paris,

At this point, we can't commit to additional meetings outside of the formal public engagement process. That said, we welcome any written input you'd like to share, and we'll be sure to include it in the materials provided to the Planning Commission and City Council.

Best,

Pamela

Pamela Braff, PhD (she/her)

Director of Climate Programs

City of Olympia

360-753-8249

pbraff@ci.olympia.wa.us

From: Paris McClusky <paris@thurstonclimateaction.org>

Sent: Tuesday, July 1, 2025 5:39 PM

To: Pamela Braff <pbraff@ci.olympia.wa.us>

Cc: Natalie Weiss <nweiss@ci.olympia.wa.us>; Gordon Wheat <gwheat12@gmail.com>

Subject: Re: Meeting to discuss climate resilience sub-element

Thanks for this thoughtful response, Pamella. We know that everyone on the climate planning team at Olympia has a lot on their plates right now and, we know that you all have met with many community groups (including TCAT) to inform your work on the climate element of the comp plan update. That said, TCAT would still appreciate a meeting with you and/or Natalie to discuss gaps in the climate resilience element of Olympia's comp plan update. If you are unavailable to meet with us in July given your workload this month, when might you be available to meet with us in August?

Paris McClusky, MES

(He/Him)

Community Organizer

Thurston Climate Action Team

paris@thurstonclimateaction.org

717-580-0425

<https://thurstonclimateaction.org/>



On Wed, Jun 25, 2025 at 2:09 PM Pamela Braff <pbraff@ci.olympia.wa.us> wrote:

Hi Paris and Gordon,

Thank you for your interest in and feedback on the Climate Chapter of the Comprehensive Plan. We appreciate the time you've taken to engage in this process.

As you can imagine, this chapter has generated significant community interest. Throughout our outreach efforts, we have received more than 500 comments on the Climate Chapter. While we would like to meet individually with every commenter, it is not feasible given the volume of responses. In addition to broad engagement activities such as tabling events, surveys, and open houses, we also met directly with nearly 20 community groups to hear more in-depth feedback. This included a meeting with the Olympia chapter of Physicians for Social Responsibility to discuss concerns around extreme heat.

Our team has worked to address all community feedback that aligns with the best available science on climate change and climate hazards, as well as with the intent and purpose of the Comprehensive Plan as a long-range policy document.

If you have specific recommendations for how the City can strengthen its approach in the Comprehensive Plan, we encourage you to submit those comments in writing. If possible, please suggest specific text edits and indicate where in the chapter you believe revisions would be appropriate. This will help ensure we can clearly understand and consider your ideas.

Please also note that the City's climate goals and policies are distributed across multiple sections of the Comprehensive Plan, so a full picture of the City's climate resilience and extreme heat strategies will require reviewing several sections of the climate chapter. To assist in your review, I've attached a copy of the most recent draft with relevant goals and policies related to extreme heat highlighted.

We are currently working under a tight timeline to prepare the next draft of the Climate Chapter, which is scheduled for release in late July. While we will make every effort to review and incorporate new feedback, we cannot guarantee that comments received after the previous public comment deadline of June 20 will be addressed in the upcoming draft. However, all comments received will be shared with the Olympia City Council and Planning Commission as part of the public record and their review process.

Thank you again for your engagement and support of this work.

Best,

Pamela

Pamela Braff, PhD (she/her)

Director of Climate Programs

City of Olympia

360-753-8249

pbraff@ci.olympia.wa.us

From: Paris McClusky <paris@thurstonclimateaction.org>

Sent: Tuesday, June 24, 2025 12:30 PM

To: Natalie Weiss <nweiss@ci.olympia.wa.us>

Cc: Pamela Braff <pbraff@ci.olympia.wa.us>; Gordon Wheat <gwheat12@gmail.com>

Subject: Re: Meeting to discuss climate resilience sub-element

Natalie, this week is pretty jam packed for me, do you all have availability next week?

Paris McClusky, MES

(He/Him)

Community Organizer

Thurston Climate Action Team

paris@thurstonclimateaction.org

717-580-0425

<https://thurstonclimateaction.org/>



On Tue, Jun 24, 2025 at 12:15 PM Natalie Weiss <nweiss@ci.olympia.wa.us> wrote:

Hi Paris,

Thank you for reaching out. We are available Wednesday 6/25 from 2:30-3 pm and Thursday 6/26 from 12:30-1 pm.

Best,

Natalie

From: Paris McClusky <paris@thurstonclimateaction.org>

Sent: Tuesday, June 24, 2025 12:13 PM

To: Pamela Braff <pbraff@ci.olympia.wa.us>; Natalie Weiss <nweiss@ci.olympia.wa.us>

Cc: Gordon Wheat <gwheat12@gmail.com>

Subject: Meeting to discuss climate resilience sub-element

Hello Pamela and Natalie,

Gordon and I would like to meet with you to discuss the draft climate resilience sub-element. When are you available for a meeting?

Paris McClusky, MES

(He/Him)

Community Organizer

Thurston Climate Action Team

paris@thurstonclimateaction.org

717-580-0425

<https://thurstonclimateaction.org/>

