

Proposed substantive changes to the Plan are entirely new goals or policies, or an update in policy direction or emphasis. These would result in changes to the way our community develops, or in how the City does business.

You may see new goal and policy statements in the July Draft that are changes, but not considered *substantive* in nature. These may include existing goals or policies that have been edited for readability, moved to a new section of the Plan, or added to reflect current City practice.

Example: An element of the City Council adopted Scope of the Update is to *Revise the Public Involvement chapter; especially with respect to use of new technology to inform and receive input from the public.* Although the number of goals in the Public Participation chapter has been increased from one to four, these are not all *substantive* changes. A new goal states: “people of all ages, backgrounds and physical abilities can access public meetings and information.” The goal statement may be new to the Plan, however, this is something the City currently strives for in practice and is not a substantive change in how the City does business.

There are some substantive changes from the April Draft that have been revised to reflect new language or corrections made for the release of the July Draft. Wherever possible, these instances have been noted in **red text**. There are also some changes that were noted in the April Draft Substantive Change List that have been removed from this list because after further consideration, they did not fully meet the definition of ‘substantive’ as described above.

Substantive changes that are new to the **July Draft** include a note under the “Chapter” column: ***New! (July Draft)***

	Chapter	Change	Reason/Comment
1	Olympia’s Vision	Goal SEC4 in the existing Sustainable Economy chapter states: “set a positive example of sustainable business practices.” Because the existing goal is more of a policy statement, the goal has been updated to express a desired end state: “Olympia is recognized as a model sustainable city through the leadership of the City and other partners (GO1).” The goal has also been moved to the <i>Olympia’s Vision</i> chapter to stress the importance of sustainability in all elements of the Plan.	During outreach, we heard strong feedback that community members want Olympia to be a model sustainable city and they want the City to provide leadership toward that end.

2	Olympia’s Vision	New policy: Evaluate environmental, economic and social factors, and compare and prioritize relative costs and benefits when making major policy decisions and capital investments. (PO1.1).	As recommended by the Utility Advisory Committee and staff, a consistent approach is needed across departments to ensure and communicate the City is making balanced decisions. Language was revised with the July Draft to reflect public comment.
3	Public Participation and Partners	New goal: The City, individual citizens, other agencies and organizations all have a role in helping accomplish the vision and goals of the Comprehensive Plan (GP1).	This is a major new emphasis of the Plan. The City will focus on partnerships as a method of Plan implementation. This will help the community find creative solutions and pool resources to achieve our vision and goals.
4	Public Participation and Partners	New policy: Engage partners with development and regular updating of an implementation strategy (or action plan) to fulfill Comprehensive Plan goals. This strategy will include a monitoring and reporting process.(PP1.1)	An action plan or implementation strategy is part of the City Council adopted scope of the update.
5	Public Participation and Partners New! (July Draft)	New policy: Encourage City staff and other community leaders to strengthen their ability to design and implement effective public involvement strategies (PP3.1).	Added in response to public comments on the April Draft.
6	Public Participation and Partners	New policy statement: Provide opportunities for citizens, neighborhoods, and other interested parties to get involved early in the land use decision-making processes. Encourage applicants to meet with affected community members and organizations (PP3.3).	The City strives to do this currently, so the policy may not be a complete substantive change; however, we heard strong feedback from the public that implementation of this policy needs to be improved so proposed addition of a new policy statement is highlighted here.

7	Public Participation and Partners	New goal and policies: Sub-area planning is conducted through a collaborative effort by community members and the City and is used to shape how neighborhoods grow and develop. (GP4 and policies)	This is part of the City Council adopted scope of the update. During outreach, we heard strong feedback from the public that they want more opportunities to shape how neighborhoods grow and develop. This is a tool to increase the public’s level of impact.
8	Natural Environment <i>New! (July Draft)</i>	Open Space and Environmentally Sensitive Areas Map revised to incorporate “Possible Open Space Corridors” and “Possible Future Trails.”	Revisions were made to the “Possible Open Space Corridors” to more accurately reflect current land use conditions. “Possible Future Trails” were revised to align with the adopted 2010 Parks, Arts, and Recreation Plan.
9	Natural Environment	Coordinate critical areas ordinances and stormwater management requirements regionally based on best available science (PN1.2).	This policy recognizes a city effort to coordinate with partner jurisdictions on critical area protection and stormwater management; recognizing that these are issues that are often regional and cross political boundaries.
10	Natural Environment	Preserve the existing topography on a portion of new development sites; integrate the existing site contours into the project design and minimize the use of grading and other large scale land disturbance (PN1.5).	Integrates existing site contours into the project design and minimizes and use of grading and other engineered methods to preserve natural hydrology, soil structure, and tree tracts in designated areas with a project site.
11	Natural Environment <i>New! (July Draft)</i>	New policy added: Limit hillside development to site designs that incorporate and conform to the existing topography (PN1.7).	One element of amendments originating from land development issues in the Ken Lake Basin. The new policy language is intended to apply to hillside development citywide.

12	Natural Environment	Increase the use of low impact and green building development methods through a combination of partnerships, education efforts, technical assistance, incentives, regulations, and grant funding opportunities (PN 1.8 and PN1.9).	Preserves and restores water absorption on site, saves energy, and encourages the reuse and recycling of materials.
13	Natural Environment	Design, build, and retrofit public projects to incorporate sustainable design and green building methods, require minimal maintenance, and fit naturally into the surrounding environment (PN1.11).	Reduce the environmental impact of city facilities through materials used, energy usage, maintenance, etc.
14	Natural Environment	Prioritize acquiring and preserving land by a shared set of priorities that consider the environmental benefits of the land, such as stormwater management, wildlife habitat, and access to recreation opportunities (PN2.1).	Sets the stage for establishing a consistent method citywide for how land is prioritized for acquisition and/or preservation (can be inclusive of a variety of methods). Prioritization scheme intended to weigh heavily towards the environmental benefits of preservation.
15	Natural Environment	Identify, remove, and prevent the use and spread of invasive plants and wildlife. (PN2.3)	Restores the environment and protects intact ecosystems from existing or new invasive plants and wildlife (ex. English ivy, New Zealand mud snails.)
16	Natural Environment	Conserve and restore habitat for wildlife in a series of separate pieces of land, in addition to existing corridors (PN2.6).	In response to a 1994 Wildlife Study that found that corridors are not effective for wildlife habitat in Olympia; focus should be on habitat “islands.”
17	Natural Environment	Practice maintenance and operations that reduce the City’s environmental impact (PN2.7).	Minimize the use of toxic substances and production of greenhouse gases in City maintenance practices.
18	Natural Environment	Measure the tree canopy and set a citywide target for increasing it (PN3.2).	Focuses tree preservation and planting on a citywide scale that considers the environmental benefits of tree canopy.
19	Natural Environment	Evaluate the environmental benefits of the urban forest (PN3.4).	Determine and incorporate into future management decisions the ecological benefits of trees.

20	Natural Environment	Provide new trees with the necessary soil, water, space, and nutrients to grow to maturity, plant the right size tree where there are conflicts, and protect the natural structure and growing conditions of trees. (PN3.5 and PN3.6).	Create planting spaces, select, and plant trees to grow to maturity, and manage trees for long-term establishment and health in the landscape.
21	Natural Environment	Support the process for determining a balanced and sustainable approach to the management of Capitol Lake; participate when the opportunity is available as a party of significant interest in the outcome (PN4.3).	The City has an interest in the health and condition of Budd Inlet, as well as in a balanced approach (consideration of the environmental, social, and economic impacts) and process for deciding the future management of Capitol Lake (recognizing that the City is not the decision-maker).
22	Natural Environment	Protect Olympia from the potential impacts of sea-level rise (PN4.4).	The City will protect those areas at risk from sea-level rise and urban flooding; details will be established in the “Action Plan” or other Master Plan or Strategic Plan document based on PW studies.
23	Natural Environment	Retrofit existing infrastructure for stormwater treatment in areas of the City with little or no treatment (PN5.3).	Treat currently untreated stormwater runoff, a leading cause of pollutants threatening fresh and marine waters.
24	Natural Environment	Retain and restore floodways in a natural condition to the extent necessary for flood insurance (PN6.5).	Language changed to reflect current practice and regulations.
25	Natural Environment	New efforts to coordinate with partners to reduce the use of fossil fuels, as well as measure, track, and potentially offset greenhouse gas emissions, including making a determination of a City target for reduction (GN8, PN8.1, PN8.2, PN8.3, and PN8.5).	New efforts to coordinate with partners to monitor and reduce City and community sources and levels of greenhouse gas emissions as a leading contributor to climate change.
26	Natural Environment	Plan to adapt, mitigate, and maintain resiliency for changing environmental conditions due to climate change, such as longer periods of drought and increased flooding (PN8.6).	Promotes a future planning process or strategic plan to consider likely community impacts of climate change and how to prepare and respond to them.
27	Natural Environment	Artificial sources of nighttime light are minimized so as to protect wildlife and vegetation and preserve views of the night sky (GN9, PN9.1, and PN9.2).	Expands Council-initiated and OPC work on moving towards a darker community at night; commonly referred to as “dark skies.”

28	Natural Environment	Rely on the appropriate agencies to monitor, while the City minimizes its purchase, use, and disposal of harmful toxics, pollution, or other emerging health threats (GN10 and PN10.1.)	Resolution M-1621; Reduce the amount and kinds of toxic materials the City produces, uses, and disposes of into the environment.
29	Land Use & Urban Design	Future Land Use Map amended to consolidate 34 categories into 14 with less definite boundaries. High-Rise Multi-family category within Heritage Park deleted. South Bay Road area proposed to change from Light Industrial to Auto Services. Capitol Campus proposed to change from Cap Campus/Commercial Services High Density (CC/CSHD) to Planned Development. Henderson Park to change from CC/CSHD to General Commercial. Two Professional Office blocks in vicinity of City Justice Center changing to City Center. LOTT treatment plant changing from Industry to Urban Waterfront. Description of “Auto Services” added to text. (Page 2 of text and PL1.3 and PL5.5.)	Specific zoning would change little, but could be more readily refined in response to new information. Future Land Use Map would establish parameters for any zoning changes.
30	Land Use & Urban Design <i>New! (July Draft)</i>	Future Land Use Map revised: ‘Light Industry’ designation for area southwest of the intersection at Kaiser Rd. and Highway 101 changed to ‘General Commercial.’	Proposal is due to the proximity to Allison Springs wellhead and a proposed future highway on-ramp. This amendment originated as an element of the “Ken Lake Basin” annual amendments.
31	Land Use & Urban Design	Policies added of using zoning, building codes, and other regulations to require functional, efficient and sustainable development (PL1.4) Require 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 ; and require existing development to be gradually improved to such standards (PL1.5)	Long-standing practices that were not in the Plan.
32	Land Use & Urban Design	Requiring bike parking at new businesses added to policy of encouraging bike parking. (PL1.13)	Consistent with regulatory practice.
33	Land Use & Urban Design	Policy added to require clustering of housing (PL13.3)	Allows for extreme or macro-clustering while preserving open space in areas like Green Cove Basin; one component of amendments proposed originally for the Ken Lake Basin, but intended for citywide.

34	Land Use & Urban Design	New policy: In all residential areas, allow small cottages and townhouses, and one accessory housing unit per home—all subject to siting, design and parking requirements that ensure neighborhood character is maintained (PL13.9).	Policy added to allow cottages and townhouses everywhere, not just in multi-family areas. This is consistent with current practice.
35	Land Use & Urban Design	<p>New policy revised so that the mix of housing requirement applies to multi-family projects of five-acres or more. The original policy only required a mix of housing for projects over 10 acres.</p> <p>New policy: Require a mix of single-family and multi-family structures in villages, mixed residential density districts, and apartment projects exceeding five acres; and utilize a variety of housing types and setbacks to transition to adjacent single-family areas. Mix of housing mandate reduced from multi-family ten to five acre threshold (PL10.12).</p>	Lowering the minimum threshold avoids large apartment-complex-only areas.
36	Land Use & Urban Design	Provide opportunities for light industrial uses in commercial areas consistent with the commercial and multi-family uses of those areas, such as low-impact production within buildings with retain storefronts (PL8.8)	This new policy allows more economic flexibility and more ‘walk to work’ options.
37	Land Use & Urban Design	New policy: Encourage efficient use and design of commercial parking areas, reduce parking requirements (but avoid significant overflow into residential areas) and support parking structures, especially downtown and in urban corridors, and designate streets for on-street parking where safe. (PL9.5)	Policy changed to allow on-street parking even if it “unduly slows traffic flow.” This change also accommodates a ‘less suburban’ vision.

38	Land Use & Urban Design	New policy: Require highly visible development—such as commercial development adjacent to freeways and public streets, in urban corridors, downtown, and at the Port, and all housing except detached homes on conventionally sized lots (5,000 square feet or larger) outside areas developed before WWII—to be designed to maintain or improve the character and livability of each area or neighborhood (L6.1).	To avoid the ‘NAPA on Fones’ appearance from public spaces, the design review directive is extended to almost all commercial structures adjacent to public streets.
39	Land Use & Urban Design	Revised policy emphasis for views: Identify and designate significant public-viewpoints and –with consideration of trees and other enhancing landscaping- protect, preserve, and enhance particular views of the Capitol Campus, Budd Inlet, Downtown skyline, Mount Rainier, the Black Hills, Capitol Lake, and surrounding treed slopes, and the Olympia Mountains. (Reference PL6.10 for the proposed list of viewpoints.)	Broad view protection rules difficult to administer. New policy is a shift in emphasis from protecting certain views from public streets to protection and enhancement of views from public gathering places.
40	Land Use & Urban Design	New policy: Preserve and enhance water vistas by retaining public rights-of-way that abut or are within one block of water bodies by not siting public buildings within associated view corridors (PL6.9).	Preservation of water views from street ends expanded from Budd Inlet and Capitol Lake; and current policy inconsistent with state law.
41	Land Use & Urban Design	Urban agriculture support policy added: Support local food production including urban agriculture, and provide for a food store with a transit stop within one-half mile of all residents (PL17.4).	Supported by City Council and public comments.
42	Land Use & Urban Design	Encourage healthy and active lifestyles by addressing the relationship between land use patterns and physical activity. New policy language: Encourage development and public improvements consistent with healthy and active lifestyles (PL17.5)	Consistent with new GMA goals.
43	Land Use & Urban Design	Discourage ‘fortress-style’ and unnecessarily secure designs that isolate developments and separate neighborhoods (PL17.6).	An additional policy consistent with the design regulation concept of not isolating areas.

44	Land Use & Urban Design	“Planning Areas” added – section describing new process for public involvement in subarea planning. (Subarea Planning text – begins page 24, GL16 & PL16.1, 16.2, and 16.3)	Revival of this approach is to provide new opportunities for public involvement at neighborhood scale.
45	Land Use & Urban Design	Downtown Plan moved to separate, mandated, “Master Plan” (Downtown Olympia section of plan – begins page 21)	Separate document will provide more flexibility for focusing on key part of City.
46	Land Use & Urban Design	Policy of coordination with GA campus plan and Port plan added. (PL9.6& 11.5)	To clarify relationships of Comprehensive Plan to land use planning by Port and State.
47	Land Use & Urban Design	Port Plan summary deleted. (Focus Area text – page 16.)	Port Plan within City Comprehensive Plan for background info has led to misunderstandings.
48	Land Use & Urban Design	Stoll Road area identified for a special area plan.(PL9.4)	Proposal enlarges the similar former “Urban Center” area east of Lilly to include this area.
49	Land Use & Urban Design	Policy added re opportunity for 20-acre campus plans (SPSCC, St. Peter’s, etc.) (PL9.6)	To provide predictability, this policy would support new regulation by which City would approve long-term large-area land use plans.
50	Land Use & Urban Design	Policy allowing private use of public right-of-way expanded to include public lands. New policy: Design streets with landscaping, wide sidewalks, underground utilities and a coordinated pattern of unifying details; and provide for private use of public lands and rights-of-way when in the best interest of the community (PL15.4)	This new policy allows opportunities to rent and lease public spaces for private use.
51	Transportation	A new policy requires an analysis when a street connection is opposed. Based on the assumption that all planned street connections are needed, this evaluation asks an opponent to describe why a proposed connection is not valuable to the street network. This analysis will occur at the development-review level (PT 4.21).	Consistent with the <i>Olympia Transportation Mobility</i> .
52	Transportation	The capacity of a transportation system is traditionally the space needed on our streets to move cars. The street system can move more people when more trips are made by walking, biking, or riding the bus. New goals and policies throughout relate to relieving traffic congestion and increasing	Consistent with the <i>Olympia Transportation Mobility Strategy</i> .

		capacity on major corridors by adding bicycle and pedestrian facilities, and improving transit services. (See GT9 and GT10 and related policies.)	
53	Transportation	Bus corridors are selected major streets with high-quality, frequent transit service. The City’s role in developing bus corridors includes: modifying traffic signals so that buses are not stuck in traffic, providing pedestrian facilities to enhance people’s access to transit, and encouraging a mix of land uses and increased densities along these corridors (GT16 and related policies).	Consistent with the <i>Olympia Transportation Mobility Strategy</i> .
54	Transportation <i>New! (July Draft)</i>	New policy added to address electric vehicles: Work with the region to support the infrastructure needs of electric vehicles or other alternative fuel vehicles.	Added in response to BPAC comment on the April Draft.
55	Economy	The City achieves maximum economic, environmental and social benefit from public infrastructure (GE4). Design infrastructure investments to balance economic, environmental, and social needs, support a variety of potential economic sectors, and shape the development of the community in sustainable patterns (PE4.1)	Addition of the words “environmental and social” address triple bottom line of value to the City.
56	Economy	Base public infrastructure investments on analysis determining the lowest life-cycle cost and benefits to environmental, economic and social systems. (PE4.3)	Addition of the words “and benefits to environmental, economic and social systems” address triple bottom line of value to the City.
57	Economy <i>New! (July Draft)</i>	New policy: The City acknowledges that uncertainty associated with contamination can be a barrier to development in downtown. The City will identify potential tools, partnerships, and resources that can be used to create more certainty for developments that fulfill public purposes in the downtown (PE4.6)	Policy should have been included in the April Draft; added in response to public comments and policy discussions with OPC. Intent is to promote, or otherwise make easier, beneficial development in downtown.
58	Economy	Allow for more home based businesses (PE12.2)	From Imagine Olympia public process.
59	Utilities	New goal and policies pertain to protecting downtown from the future impacts of sea level rise (GU 11).	This topic was not addressed in the ’94 plan.

60	Utilities	Clarify that the EDDS will be updated regularly. (PU1.5)	This is consistent with current practice and will promote establishing a regular update timeline.
61	Utilities	Private Utilities are located underground to protect public health, safety and welfare, and to create a more reliable utility system (GU16).	This goal reflects current practice of placing new private utility distribution lines underground wherever practical. This should be based on sound engineering judgment, on consideration of health and safety, and in accordance with the regulations and tariffs of the WUTC and the City’s Engineering Development and Design Standards.
62	Utilities <i>New! (July Draft)</i>	New goal: The City should make provisions in its policies, regulations, and Engineering Design and Development Standards (EDDS) for a fiber optic conduit system as part of its municipal infrastructure (GU22).	Some of this is already a practice of the City.

Chapters

Olympia’s Vision

Introduction

Public Participation and Partners

Merger/update of existing Urban Growth and Annexation and Public Involvement chapters

Natural Environment

Merger/update of existing Environment and Urban Forestry chapters; some portions of the Energy chapter; Shoreline Master Program goals and policies

Land Use & Urban Design

Merger/update of existing chapter; portions of housing chapter related to land use; introduction of concepts linked to other chapters, such as the HDC link to transportation. Also now includes Historic Preservation.

Transportation

Update of existing chapter

Utilities

Update of existing chapter

Parks, Arts, Recreation

Merger/update of Parks, Arts & Recreation

Economy

Update of existing chapter

Public Services

Merger/update of existing Public Services, Public Safety and portions of the Housing chapter

Capital Facilities Plan

Placeholder; waiting to be updated