

ERRATA SHEET

Envision SeaTac 2044 Comprehensive Plan, Volumes 1 & 2

Date: 11/25/2024

This Errata Sheet records changes implemented within the Envision SeaTac 2044 Final Draft (12/10/2024) version of the SeaTac Transportation Master Plan to address incorrect or incomplete information that was included within the Final Review Draft (11/19/2024) documents. Revisions were implemented as follows:

- To correct errors and omissions,
- To clarify or add context to existing information, and
- To address comments received from various public agency reviews of the Envision SeaTac 2044 periodic update proposals conducted in order to ensure consistency between City and regional guidance. This includes changes made related to comments received from the King County Affordable Housing Committee’s “housing-related” policy review, and from the Puget Sound Regional Council’s review of the Envision SeaTac 2044 Comprehensive Plan for consistency with PSRC’s Vision 2050 multi-county planning policies. (Comments from the Washington State Department of Fish and Wildlife and Department of Natural Resources were also received, but provided only suggested recommendations that staff felt were already addressed within the Envision proposals, or could be addressed at a later time.)

CORRECTION OF SCRIVENER’S ERRORS/OMISSIONS

Scriveners’ errors were corrected within all Final Draft documents. This includes clerical and unintentional errors such as incorrect words, letters, numbers, formatting, or omissions of words.

ALL FINAL DRAFT DOCUMENTS: CORRECTION OF SCRIVENER’S ERRORS/OMISSIONS

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COMPREHENSIVE PLAN, VOLUMES 1 & 2: CORRECTIONS/CLARIFICATIONS

Comprehensive Plan Volume 1: Goals, Policies & Implementation Strategies

Ch.2 Land Use Element:

- **Clarification to Policy 2.2A:** The words “transportation choices” were added to Policy 2.2A to clarify that transportation choices are a complete neighborhood criteria. (Revisions highlighted in yellow.)
 - **Policy 2.2A:** Provide opportunities for varied and affordable housing options, shops, services, **transportation choices**, parks and recreation, and access to healthy food sources within one-half mile walking distance of homes, and within walking or bicycling distance of workplaces, and other gathering places.

Ch. 3 Urban Center:

- **Corrections to Policy 3.5B:** Errors were identified in calculations of Urban Center growth targets that were addressed within the revised targets as follows (revisions highlighted in yellow):

Policy 3.5B: Create and plan to accommodate population, housing unit, and employment targets specific to the Urban Center in alignment with PSRC’s Vision 2050 and Regional

Growth Strategy, and ensure the targets help implement PSRC’s goal of attracting 65% of regional population growth and 75% of employment growth within designated centers. SeaTac’s allocated growth targets for the Urban Growth Center are identified in the below table:

Table 3.1 – SeaTac Urban Center existing conditions and allocated growth target.				
Growth Targets	Existing (Baseline) Conditions 2022	Adopted Urban Center Target 2044	Adopted Citywide Growth Target 2044) (See Land Use Element)	Urban Center Growth Target as % of Citywide Target
Population	12,580	+9,402	N/A	N/A
Housing Units	5,170	+4,031	+5,900	68%
Employment	21,070	+6,983	+14,810	47%

As shown above, the Urban Center adopted growth targets do not meet the 75% of citywide job growth. This is due to the fact that the numbers above do not incorporate the projected 4,900 job growth that the SeaTac International Airport expects to see by 2044, and the airport is located outside of the Urban Center. With the addition of these jobs to the Urban Center growth targets, the job growth target would total 11,883 jobs, or 80% of the Citywide job growth target.

- **Revisions Made in Response to Comments from Puget Sound Regional Council:** PSRC commented that the Urban Center Element is required to include a transportation “mode-split” goal. To address this comment, the following revisions are proposed. (Revisions highlighted in yellow.)

Policy 3.10A: Achieve a mode-split goal that promotes less reliance on single-occupancy vehicles and advances more transit, and non-motorized trips.

The Urban Center’s mode-split goals are included in the following table:

Table 3.2 – SeaTac Urban Center mode-split goals Forecast Daily Mode Shares by Trip Purpose for SeaTac Residents Living within Urban Growth Centers								
PURPOSE	WALK	BIKE	TRANSIT	TNC*	SOV**	HOV2	HOV3+	SCHOOL BUS
Escort	11.5%	1.7%	1.4%	0.1%	28.8%	32.1%	23.8%	0.6%
Home	12.9%	1.3%	13.4%	0.3%	29.1%	24.2%	17.3%	1.7%
Meal	17.1%	0.8%	3.2%	1.4%	27.7%	34.5%	15.1%	0.3%
Personal Business	11.1%	0.9%	3.7%	0.4%	29.5%	37.3%	16.9%	0.2%
School	11.0%	1.0%	5.1%	0.1%	4.9%	26.0%	34.8%	17.2%
Shop	11.8%	0.9%	3.1%	0.4%	31.9%	37.1%	14.6%	0.3%
Social / Recreational	25.6%	1.4%	2.0%	0.4%	23.0%	30.3%	17.2%	0.1%
Work	9.1%	1.5%	9.4%	2.5%	46.0%	25.3%	6.1%	0.0%
* TNC is Transportation Network Company or ridesharing organizations. ** SOV is Single-Occupancy Vehicle								

Table BR3.3 in the Urban Center Background Report summarizes the modes of travel to work trends in 2012, 2017, and 2022. Over the span of ten years, the percentage of people driving to work alone has decreased from 60.8% in 2012 to 55.1% in 2022. The mode split goals above, establish a goal of 46% for people driving to work alone, furthering the trend to reduce the number of single-occupancy vehicle trips.

Ch. 4 Neighborhoods Element

- **Correction to Policy 4.2A:** Revision to remove reference to number of stories inadvertently not removed and was corrected. (See revision in yellow highlights.)
 - **Policy 4.2A Establish Neighborhood Villages that generally encompass the following characteristics:**
 - **Location:** Located on important intersection and arterial corridors.
 - **Size:** Several blocks.
 - **Zoning/Development Pattern:** Contains mixed use development with multi-story ≈4–8 story buildings, and pedestrian-oriented development pattern.
 - **Transportation:** Focused on providing accessible pedestrian, bike, and transit access and connectivity to and from the greater networks.

Ch. 7 Transportation Element

- **Correction to Policy 7.6A:** Policy language changed to clarify that complete neighborhood access to transit is citywide and not limited to neighborhood villages to ensure consistency with our complete neighborhood policy language throughout Comprehensive Plan as follows:
 - **Policy 7.6A Ensure that transit may be accessed within a half mile walkshed of ~~Neighborhood Village centers—homes~~ citywide to provide choices of travel mode and support complete neighborhoods. Pedestrian routes to transit stops should be supported with appropriate facilities including sidewalks and crossings.**
- **Correction to Figure 7.6: Proposed Pedestrian Network:** Map data corrected to remove private road sidewalks west of Orillia Road South from “existing sidewalk” facilities references.
- **Revisions Made in Response to Comments from Puget Sound Regional Council:** PSRC comment indicated that the City should establish a transit level of service standard for SeaTac. The following new implementation strategy is proposed to address that comment. (See revisions in yellow highlights.)
- **New Policy 7.6A implementation strategy:** Work with King County Metro to establish a Transit Level of Service standard for SeaTac that addresses access to transit and/or transit amenities at bus stops.

Ch. 9 Environment Element

- **Revisions Made in Response to Comments from Puget Sound Regional Council:** PSRC made two comments:
 - **Correct References to PSRC and King County Emission Reduction Goals:** PSRC commented that policy 9.5A references to King County emission reduction goals should be consistent with updated emissions reductions goals in PSRC’s Vision 2050 and updated King County countywide planning policies. Revisions were made to the discussion language that supports Policy 9.5A to reflect the Vision 2050 and King County updated emission reduction goals.
 - **Address Impacts to Vulnerable Populations and Areas that are/will be Disproportionately Affected by Climate Change:** PSRC commented that the Comprehensive Plan should identify specific climate change hazards and vulnerable populations disproportionately affected by climate change. To respond to this comment, an additional implementation strategy was added to Policy 9.6D which states “Prioritize work to reduce impacts to vulnerable populations and communities that have historically been disproportionately affected noise and air pollution, climate change, or other environmental impacts.”

Comprehensive Plan Volume 2: Background Reports

Ch. 2 Land Use Background Report

- **Existing Land Use Data Updated:** As noted in the Final Review Draft (11/19/2024) document, data in the Existing Land Use Patterns section has been updated to reflect current conditions.
- **Airport-Related Data Updated:** As noted in the Final Review Draft (11/19/2024) document, data in the Airport/Airport-Related sections has been updated to reflect current conditions.

Ch. 4 Neighborhoods Background Report

- **Contextual Information on Complete Neighborhoods Added:** Additional explanatory text and figures added to provide background information on complete neighborhoods policies and an overview of “complete neighborhood” infrastructure and services currently in SeaTac neighborhoods.

Ch. 5 Housing & Human Services Background Report

- **Revisions Made in Response to Comments from King County Affordable Housing Committee (AHC) Housing-focused Draft Comprehensive Plan Review:** The AHC comment letter included one recommendation: Complete the housing inventory and analysis (CPP H-3) and add data points and analysis that are responsive to CPP H-3(d), (e), (f), (h), (i), (j). To respond to these comments, data that complies with the CPPs sub-policies identified above have been added to the Ch. 5 Housing & Human Services Background Report.