



City of Burien
400 SW 152nd Street
Suite 300
Burien, WA 98166-1911

P 206.241.4647
F 206.248.5539

burienwa.gov

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To: Paul Inghram, Director of Growth Management

From: Burien City Council

Thank you for the opportunity to comment on VISION 2050. We recognize the importance that this document has in helping to inform regional growth for the next 30 years in ways that will help ensure a high quality of life. It is towards this end, ensuring a continued and improving quality of life for all the residents of our communities, that we offer the following comments.

1. Overall: We suggest inclusion of a glossary to clearly define terms that can cause confusion such as: designated regional growth centers, high-capacity transit centers, local centers (MPP-RC-7), transit corridors (and the relationship to centers), transit station areas, high-capacity transit station areas, energy management technology,
2. Overall: It is unclear what the criteria are for the various call-out boxes in different sections. Some appear to be policy oriented, while others discuss tools. Some have titles and some do not. Is it possible to provide consistency in these highlights?
3. Page 1: We very much appreciate the comprehensiveness of this vision, especially recognizing the need to address climate impacts as the region grows, the importance of working to address inequities faced in our communities, and the role that the environment plays in the quality of our lives.
4. Page 5: We support PSRC using Vision 2050 as a means to help further the region's goals in reducing climate impacts. Helping to set the policy guidelines to meet the goal of reducing greenhouse gas emissions and to promote regional resilience is critical. We support all that you can do in this regard.
5. Page 12: We recognize the value of the Regional Transportation Plan and Regional Economic Strategy, but also suggest that the region would benefit by having a "Regional Sustainability/Climate Action Plan" that could serve as a "detailed functional implementation plan" and that PSRC consider taking action to address such a need.
6. Page 16: In the "Equity Box:" Consider changing the language to make this stronger. It does not seem to go far enough. If, as a region, we will truly address equity concerns, we must prioritize those who have less. Suggested language: All people *are equipped with the means* to attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Communities of color, historically marginalized communities, and those affected by poverty are engaged in decision-making processes, planning, and policy-making *and have priority access to resources.*
7. Page 18: MPP-RC-2: This should go further than simply "Improve services and access to opportunity," to say: "*Prioritize services and access to opportunities for people of color...*"
8. Page 19: MPP-RC-8: We suggest changing the last sentence to read: Give *higher* priority to projects and services that advance affordable housing.

9. Page 20: RC-Action-3: We suggest a 4th bullet: Identifying mechanisms to prioritize access to funding to address inequities.
10. Page 21: RC-Action-5: In the list of things to investigate for existing and new funding add: marginalized communities.
11. Page 26: In the box definition of high capacity transit – clarify if this is about “centers” or “corridors” (may be done in a glossary)
12. Page 44: “Regional Growth Strategy Policies:” We realize that issues of annexation and incorporation are addressed in other areas of the document, but suggest inclusion of an additional regional growth strategy policy that state: PSRC will identify strategies, incentives, and approaches to ensure that all unincorporated areas within the UGA are annexed or incorporated within cities.
13. Page 44: MPP-RGS-7, 8, and 9: Perhaps these can be combined and clarified. To say “focus significant ...employment growth” in “designated regional growth centers” and “designated regional manufacturing centers” and 75% of the employment growth in “high-capacity transit station areas” makes it unclear where most of the employment growth is expected to occur. Additionally, clarify whether “high-capacity transit” refers to centers or corridors.
14. Page 49: In the middle of the third paragraph change the sentence to read: Public health in some areas in the region is impacted by environmental conditions such as proximity to major roadways, *airports*, and lack of access....
15. Page 54: Under the discussion about Air Quality, last sentence in the first paragraph change: “...live near major roadways, *airports*, or other pollution sources.”
16. Page 54: Second paragraph under Air Quality: Change second sentence to read: “However, fine particles, *ultrafine particles*, air toxics, and ground-level ozone continue to be a concern, especially for communities close to highways, *airports*, and industrial areas.”
17. Page 55: MPP-En-3: This policy could be strengthened with more specificity. For example: “Reduce the impacts of transportation on air and water quality and climate change *through development of sustainability plans*.”
18. Page 55: MPP-En-4: Add a second sentence to emphasize the need to address marginalized communities: *Provide a priority focus on marginalized communities such as people of color and low income.*
19. Page 56: Mpp-En-15: Rather than using the term “walking distance,” specify a distance such as ¼ mile or 10 minutes.
20. Page 56: MPP-En-17: Reference work of other agencies such as the Puget Sound Partnership and goals and actions they have established. At the end of the sentence add: “...Puget sound *based on guidelines and strategies identified by the Puget Sound Partnership*.”
21. Page 57: MPP-En-21: Change the sentence as follows: “...including through the use of cleaner fuels in vehicles *and aircraft, changes in frequency and timing of flights*, and alternatives to driving alone, as well as land use *and airport siting*.” Remove the word “design” or clarify its meaning.
22. Page 57: En-Action-1: Clarify whether golf courses are considered open space.
23. Page 59: CC Goal: Change to read: The region substantially reduces emissions of greenhouse gases that contribute to climate change *in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 by 2030 and 80% below 1990 by 2050)* and prepares for climate change impacts.

24. Page 61: First paragraph under Four-Part Greenhouse Gas Strategy: We suggest the need for PSRC to be as forceful as possible in directing counties and cities to set and achieve greenhouse gas reductions from transportation and land use. We suggest the word “meaningful” be changed to “significant.”
25. Page 65: MPP-CC-1: Consider stronger language in this policy: Advance *the adoption and implementation of actions* that substantially reduce greenhouse gas emissions to meet the goals of state, regional, and local plans and targets adopted by the Puget Sound Clean Air Agency.
26. Page 65: MPP-CC-2: Add language to this policy (or create another) that supports changes in building codes by local jurisdictions to reduce greenhouse gas emissions from buildings. For example: “Provide guidelines and actions for local jurisdictions to support changes in building codes that will reduce building energy use through green building development and retrofit of existing buildings. Consider use of building materials known to sequester carbon.”
27. Page 66: CC-Action-1: Change to the following: PSRC will advance the implementation of the region’s Greenhouse Gas Strategy, including future versions, *to equitably achieve its greenhouse gas emissions reduction targets* throughout the region....”
28. Page 66: Add an Action as follows: **Concurrency and Climate Change:** *PSRC will review and approve comprehensive plans and select and fund transportation projects in the Regional Transportation Plan through the lens of their contributions to meeting the greenhouse gas emission reduction targets as well as other concurrency guidelines.*
29. Page 66: Add an Action as follows: **Equity:** *PSRC will ensure, as it addresses approaches to reducing greenhouse gas emissions through the tools available, including the developing Regional Equity Strategy, that those who are disproportionately harmed by climate change will be centered in mitigation and adaptation activities.*
30. Page 66: CC-Action-3: We are very supportive of this policy. We suggest a change as follows: “Cities and counties will *develop and implement climate friendly building codes* and will incorporate emission reduction policies and activities...”
31. Page 72: last sentence: change as follows: “...parks and open space, access to fresh fruits and vegetables or farmers’ markets, quality grocery stores...” Also, to last sentence in the paragraph add: “Local plans should identify and address *community-specific* health disparities...”
32. Page 75: Call-out box: Clarify the meaning of “bus rapid transit stations.” Does this include all stops along a Rapid Ride route? (Could be included in glossary.)
33. Page 82: As part of the concurrency requirements, PSRC should address how development occurs with respect to reducing climate emissions.
34. Page 87: MPP-DP-47: This needs to also reflect the opposite. Add the following: “...adjacent land *and protect communities surrounding general aviation airports from expanding uses that will degrade the health and quality of life in those communities.*”
35. Page 87: MPP-DP-48 and 49 should be similar to comment #30 – also protect surrounding communities from incompatible uses of military and industrial facilities.
36. Page 89: DP-Action-7: Does “underused land” include golf courses? Clarify.
37. Page 94: Figure 28 would be more useful if it not only showed “anticipated households in 2050,” but also showed current household distribution (a variation on Fig 27).
38. Page 97: MPP-H-8: define “walking distance”

39. Page 120: MPP-T-28: Addressing demand management should be identified as a component of this policy. Change the policy to read: *Promote coordinated planning and effective management to optimize the existing aviation system, while minimizing health and noise impacts in communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones.*
40. Page 129: MPP-PS-7: This could be stated as a stronger role for PSRC to help coordinate and facilitate better consolidation and integration of services from multiple service providers. Suggest: *"PSRC will identify strategies and approaches to help cities, counties, and special service districts, including sewer, water, and fire districts, to move toward consolidation of services to improve costs and public experiences. These entities are encouraged to coordinate planning efforts for optimal provision of services."*
41. Page 129: MPP-PS-17: Modify this to read: Coordinate, design, and plan for public safety services and programs, including emergency management. These efforts may be inter-jurisdictional.

Thank you again for the opportunity to comment.

Sincerely,

Members of the Burien City Council:



Jimmy Matta
Burien Mayor



Austin Bell
Burien Deputy Mayor



Nancy Tosta
Burien Councilmember



Krystal Marx
Burien Councilmember



Bob Edgar
Burien Councilmember



Pedro Olguin
Burien Councilmember

A handwritten signature in blue ink, appearing to read "Lucy Krakowiak". The signature is fluid and cursive, with a large initial 'L' and 'K'.

Lucy Krakowiak
Burien Councilmember