

Seatac - M3 Map Area Amendment – Jag Basra Comments

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Planning Commissioners,

My name is Jagpal Basra; I own property in the M-3 Map amendment area. I am hoping to develop a mixed use senior living project on my property and in order to move forward with a project, I certainly need a commercial or high density multifamily designation.

I would like staff and the commission to consider the possibility of higher density for the M-3 Map amendment. Specifically, a commercial zoning such as community business or Urban High – Urban Center Residential also known as UH-UCR.

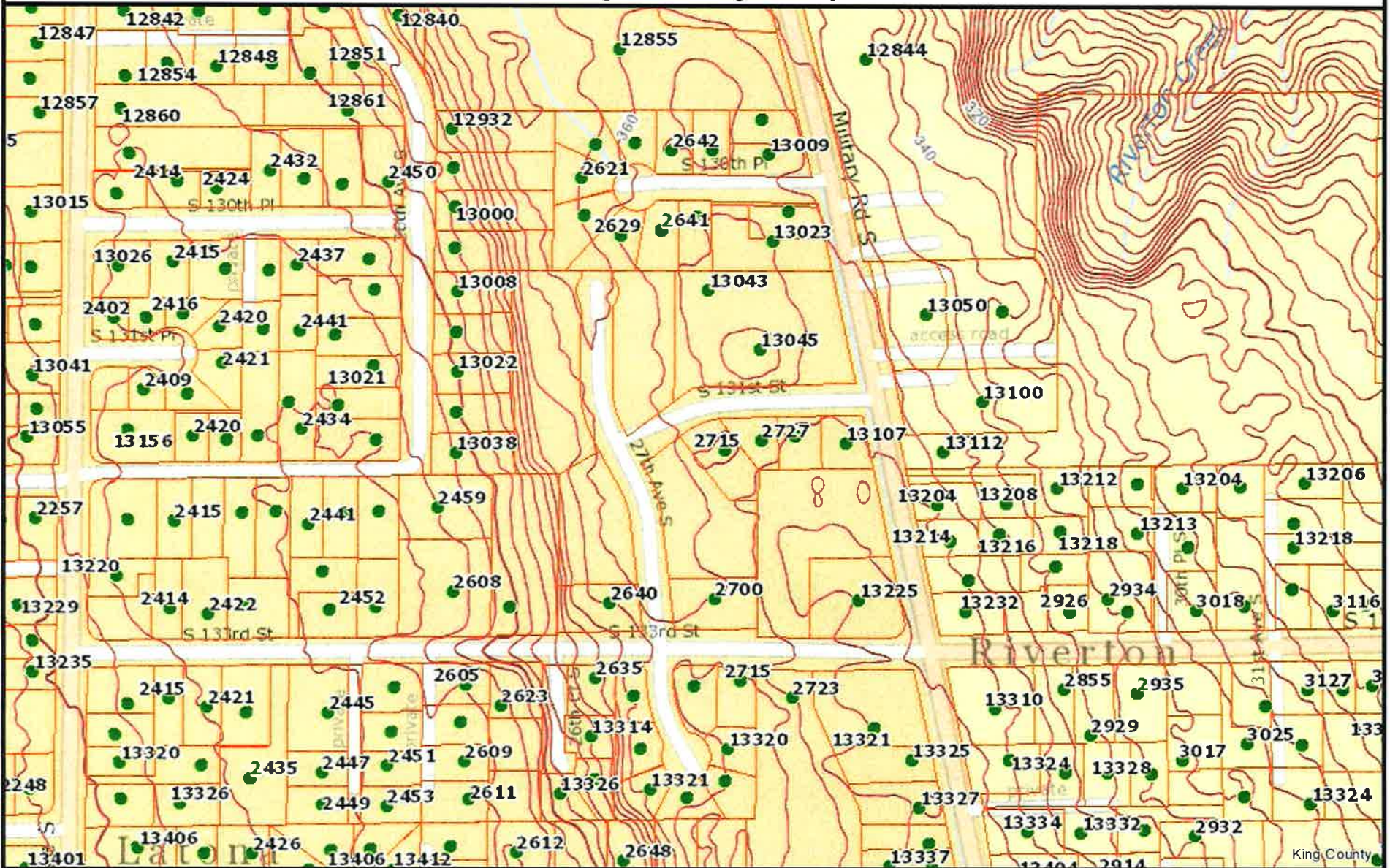
- My goal is to build a mixed use mid-rise senior living project with 5 floor wood frame construction.
 - Height of the project will not be a disturbance to neighbors due to the natural topography of the site.
 - My site's current elevation is approximately 45 feet below the residential homes to the west of the proposed m-3 map area. **(see attachment)**
 - Directly across the street in Tukwila is commercial not residential. So there is not a negative impact there.
- The M3 Map Area is in very close proximity to downtown Seattle and Bellevue, which are the two largest job centers we have in the area.
- Sound Transit views this area as a high density residential zone going forward into the future due to close proximity to light rail, this can be seen in the Via to Transit on demand service they recently launched
 - Via is a ridesharing company similar to Uber, Via to Transit is a partnership between Via and Sound Transit that connects riders to and from five transit hubs in southeast Seattle and Seatac/Tukwila for free. **(see attachment)**
 - People who live, work. Or go to school within the specified service areas can download the app and request a free ride from Via to

Transit to get to and from one of five transit hubs: Mount Baker, Columbia City, Othello, Rainier Beach, and Tukwila International Blvd.

- The cost for Via is the same as a metro bus/train ride, and you then use that same ticket as a transfer at the station. Therefore, there is no charge for the Via ride as you would have paid for the transit ride anyways.
- The M-3 map area is identified as an Opportunity Zone area. In order for this benefit to be utilized and for investors to have interest in investing in this area, there has to be a high density up zone. A senior living project cannot pencil at a UH2400 zoning per the staff's proposal. **(see attachment)**
- The M3 map area is one of the very few areas in all of Seatac that is both in an opportunity zone and the Via/Sound transit free ride share to light rail area.
- A higher density project will not result in higher traffic on Seatac streets, firstly because we are wanting to do senior living so not all residents will be driving, and the ones that do are not doing it daily.
 - Additionally, for those that do drive, they are going north and using 128th as an arterial to I5 and therefore are using Burien and Tukwila roads.
 - Residents will be able to utilize the Via service to light rail.
- Less than a mile to the northwest in Burien, there is a beautiful senior living project by Legacy, this is an example of the type of project I would like to develop on my property in the M3 Map area. **(see attachment)**

M3 Map Area Elevations

King County iMap



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Date: 8/12/2019

Notes:



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PLEASE BE SURE TO REVIEW SEATAC/TUKWILA COVERAGE AREA MAP, ATTACHED BELOW



Via at your service: A new way to connect with Link light rail

By Josh Feit (</blog/platform/author/Josh-Feit>)

April 16, 2019

Recognizing that walking or taking the bus to light rail may not be a convenient option for all riders, Sound Transit, King County Metro, and the City of Seattle kicked off a pilot project today that eliminates the apparent need to own a car to get there (or find parking nearby).

The pilot gives riders a new cheap, convenient option to take a fully-accessible ride share service for the cost of a bus ride that picks up riders at home and takes them to a nearby station, and vice versa—all paid for with the tap of your ORCA card.



Use your ORCA card to pay for your ride to/from the train. The ride is the same as bus fare - \$2.75 for adults, less for youth, seniors or ORCA LIFT riders.

And the cost of that ride to the train is then transferred to your Link ticket. It's the same as tapping on the bus and then on the train – you get an automatic transfer effectively covering the cost of your entire trip!

This Metro/Sound Transit/City of Seattle joint effort stars a mobility-on-demand company called Via.

Via will serve riders at five light rail stations in Southeast Seattle and Tukwila: Mount Baker, Columbia City, Othello, Rainier Beach and Tukwila International Boulevard.

VIA TO TRANSIT – SE Seattle Service Areas

Monday–Saturday: 5 a.m. – 1 a.m. | Sunday: 6 a.m. – midnight



LEGEND

- Mount Baker Station service area
- Columbia City Station service area
- Othello Station service area
- Rainier Beach Station service area
- Link light rail
- Link light rail station
- 7 Bus connections

VIA TO TRANSIT – Tukwila Service Area

Monday–Friday: 6–9 a.m., 3:30–6:30 p.m.



LEGEND

- Tukwila International Blvd. Station service area
- A F 124 128 Bus connections
- Link light rail
- Link light rail station

Think of the Via service as a transit shuttle with full wheelchair accessibility (when requested) that comes within 10-15 minutes of any request for a ride.

To get on board, you simply download the Via app (or call 206-258-7739) and request a ride. Via can carry up to six passengers.

Check here for more program details (<https://kingcounty.gov/depts/transportation/metro/programs-projects/innovation-technology/innovative-mobility/on-demand/via-to-transit.aspx>).

Unlike other rideshare services, users can hail a ride through the Via app or through a phone call. The call center offers interpreter services for those with limited English proficiency or without access to the app or smart phone.

This is the unique segment of rides that transportation planners call, with some frustration, "First-mile/Last-mile."



OPPORTUNITY ZONE MAP

