

3.9 Relocation

3.9 Relocation

3.9.1 Studies and Coordination

This section is based on the findings of the *SR 509/South Access Road EIS Discipline Report: Relocation* (CH2M HILL August 2000), *SR 509/South Access Road EIS: South Airport Link* (August 2001), and *SR 509/South Access Road EIS: I-5 Improvements Report* (CH2M HILL October 2001). These reports are incorporated in this FEIS by reference.

Displacements were determined from aerial photos with alignment overlays, and a range of relocation figures was calculated to show the minimum and maximum number of possible displacements. Impact estimates were confirmed with WSDOT staff through field-checks in the project area.

Single-family house values and sizes were obtained from records at the King County Department of Assessments. Information on project area demographics and economic issues was obtained from 2000 U.S. Census data and personal communication with public agency and school district staff, as well as property owners and managers. Information on business characteristics and economic activity in the project area was obtained from published documents of affected jurisdictions and through consultation with city personnel. Additional contact was made with commercial property owners, as well as business owners, to confirm fundamental information about each individual business potentially impacted by the build alternatives.

The project area includes portions of five jurisdictions: the Cities of SeaTac, Des Moines, Kent, and Federal Way and King County. Staff in these jurisdictions were contacted to determine areas of planned or approved new development that could act as replacement housing.

3.9.2 Affected Environment

In general, the project area is characterized by somewhat higher minority and ethnic populations than the King County average, substantially lower housing prices than the county overall, and a lower-than-average median household income (see Table 3.10-1 in Section 3.10, *Social*). Affected neighborhoods are described in detail in Section 3.10, *Social*. In general, these neighborhoods have racial and economic characteristics similar to their respective cities; however, exceptions do exist. The neighborhood of Madrona has a noticeably higher percentage of minorities than the City of SeaTac overall. Similarly, the neighborhood of Pacific Ridge has a higher percentage of minorities and a lower median household income than the City of Des Moines overall. Demographic characteristics of census blocks with

displacements are discussed in more detail below. Because displacements would only occur in the Cities of SeaTac, Des Moines, and Kent, demographic information for Federal Way has not been included. Demographic information for King County is included for reference.

The project area supports a wide variety of businesses. Businesses in the area around Sea-Tac Airport are generally related to airport operations and/or tourism. The businesses include airline and air freight companies, hotels and motels, rental car facilities, and similar services. Commercial development around SR 99 (Pacific Highway South) through the central and southern portions of the project area is widely varied, with shops, restaurants, and service businesses catering to neighborhood residents and the surrounding communities. Industrial development is limited to scattered light-industrial, small-scale manufacturing businesses and warehouses located along major arterials in the City of SeaTac.

By the project design year of 2020, the Cities of SeaTac and Des Moines are predicted to experience substantial employment growth. Major contributors to this growth include the redevelopment of the City of SeaTac Central Business District (CBD), aviation-related developments (described in Sections 3.8 and 3.10 of this FEIS), business redevelopment opportunities within the Noise Remedy Program acquisition area, and the buildout of areas designated for business park use in the *Greater Des Moines Comprehensive Plan* (Des Moines 1995). Realization of these employment projections would depend to some extent on the access provided by the proposed project's roadway improvements.

3.9.3 Environmental Impacts

Tables 3.9-1, 3.9-4, and 3.9-6 summarize the relocation impacts of each build alternative on existing buildings in the project area. Impacts are characterized by a range of potentially displaced single-family and multifamily residential units and businesses. Ranges occur in the displacement totals because either (1) only part of a building would be impacted, resulting in the potential to avoid displacements, or (2) there is a difference in the number of displacements for the South Airport Link design options. Through future, more detailed roadway design efforts, the total number of displacements may be reduced.

Alternative A (No Action)

No displacements would occur under the No Action Alternative.

Alternative B

Alternative B would result in the displacement of 106 to 113 single-family residences, 250 multifamily units in 45 buildings, and 4 mobile homes

Table 3.9-1 Displacements by Type, Alternative, Neighborhood, and 2000 Census Blocks						
Neighborhood*	Census Block(s)	Alternative B				
		Single Family	Multi-Family ^a	Mobile Home	Business ^b	Other ^c
8th/Des Moines Rd.						
	530330285 4001	0	0	0	4(3)	0
	53033028801 2001	4-5	0	0	0	0
	53033028801 2005	3	0	0	0	0
	Total	7-8	0	0	4(3)	0
Homestead Park						
	53033028801 3001	18-20	0	0	16(4)	0
	53033028801 3002	0	0	0	0	0
	53033028801 3004	0	0	0	0	0
	53033028801 3005	16	0	0	0	0
	Total	34-36	0	0	16(4)	0
City Center						
	53033028402 4004	0	0	0	0-4(0-4)	0
	Total	0	0	0	0-4(0-4)	0
Madrona						
	53033028802 2003	0	0	0	0	0
	53033028802 3000	0	0	0	0	0
	53033028802 3001	6-8	120(27)	0	0	0
	53033028802 5004	0	23(3)	0	1(1)	0
	53033028802 5005	0	0	0	0	0
	Total	6-8	143(30)	0	1(1)	0
Mansion Hill						
	53033028802 3004	15	0	0	0	0
	53033028802 3003	5	0	0	0	0
	53033028802 3002	0	0	0	0	0
	Total	20	0	0	0	0
North Hill						
	530330287 1002	2	0	0	0	0
	530330287 1000	0	12(2)	0	1(1)	0
	Total	2	12(2)	0	1(1)	0
Pacific Ridge						
	53033028902 1000	0	16(3)	0	0	0
	53033028902 1007	1	0	0	0	0
	53033028902 3000	0	0	0	0	0
	53033028902 3001	0	0	0	0	0
	53033028902 3004	0	11(3)	0	0	0
	53033028902 3005	1	56(4)	0	0	0
	53033028902 3006	1	12(3)	0	0	0
	53033028902 3007	0	0	0	0	0
	Total	3	95(13)	0	0	0
Grandview						
	530330283 3039	16-18	0	0	0	0
	530330291 1007	14	0	0	0	0
	530330291 1010	3	0	1	0	0
	530330291 1014	1	0	3	0	1
	Total	34-36	0	4	0	1
Midway						
	53033029100 1016	0	0	0	2(2)	0
	Total	0	0	0	2(2)	0
Entire Project Area						
	Total ^d	106-113	250(45)	4	24-28(11-15)	1

Source: 2000 U.S. Census

^a Displacements are given in housing units followed by the number of affected buildings shown in parenthesis.

^b Displacement counts are individual businesses followed by the actual number of displaced structures shown in parenthesis.

^c This category represents social and religious institutions and facilities.

^d Ranges exist because the displacement of a particular structure is questionable; further design work must be carried out until an exact number can be determined.

(located on single-family parcels). Most of the single-family impacts would be within the neighborhoods of Homestead Park and Grandview in the City of SeaTac (see Table 3.9-1). Multifamily displacements would occur mostly in the Madrona neighborhood in SeaTac and the Pacific Ridge neighborhood in the City of Des Moines. There are high minority populations and federally-assisted tenants present in the Madrona and Pacific Ridge neighborhoods. Between 24 and 28 businesses and one church would also be displaced.

Residential

As many as 113 single-family homes could be displaced by this alternative. Table 3.9-2 shows the demographic characteristics of the census blocks that would have displacements. The neighborhoods of Grandview, Homestead Park, and Mansion Hill would have the largest amounts of single-family housing displacements under this alternative. The affected census blocks for all of these neighborhoods generally have similar or lower percentages of minorities compared to their respective neighborhoods. The median household income in affected blocks of Homestead Park (\$34,091) is somewhat lower than the City of SeaTac median (\$41,202). Affected blocks in neighborhoods other than Homestead Park have relatively high median household incomes. Four mobile homes located on individual parcels also would be displaced in the Grandview neighborhood. Neighborhoods in the City of Des Moines would have 5 single-family displacements. The South Airport Link design options would cause no residential displacements, but the I-5 improvements would displace 3 single-family houses in the Pacific Ridge neighborhood in Des Moines. There would be no residential displacements within the City of Kent.

Alternative B would displace 250 multifamily units in 45 buildings. More than half of these displacements would be caused by the SR 509 mainline in the Madrona neighborhood. The Presidential Estates, Colonial Commons, and Maybill apartment complexes in Madrona would have the largest number of impacts. These complexes are located in census blocks that are 48 percent minorities (120 displacements) and 58 percent minorities (23 displacements). The Madrona neighborhood overall is approximately 51 percent minorities. Median household incomes in these two census blocks are \$43,125 (120 displacements) and \$37,708 (23 displacements) compared to the neighborhood median of \$42,730. SeaTac's median household income is \$41,202.

According to King County Housing Authority (KCHA) data, only one apartment complex (located in Madrona) has Section 8 tenants in its units. Five of these units would be impacted. Other apartment buildings have no

**Table 3.9-2
Demographic Characteristics of Alternative B Displacements by Census Blocks**

Neighborhood	Census Block(s)	SF	MF ^g	MH	Bus ^h	Oth ⁱ	Pop.	White	African	Amer.	Asian/	Hispanic ^b	Elderly ^c	Median Household Income ^d	Median Value of Owner-Occupied Housing Units ^d	Median Contract Rent ^{d,e}
									Amer.	Ind./ Alaska Native	Pacific Islander ^a					
8th/Des Moines Rd. ^f	530330285 4001	0	0	0	4(3)	0	31	100%	0%	0%	0%	0%	13%	\$60,313	\$162,600	\$824
	53033028801 2001	4-5	0	0	0	0	41	54%	0%	0%	36.5%	0%	17%	\$53,333	\$139,400	\$540
	53033028801 2005	3	0	0	0	0	35	83%	0%	0%	0%	2.9%	3%	\$53,333	\$139,400	\$540
Total		7 to 8	0	0	4(3)	0										
Homestead Park	53033028801 3001	18-20	0	0	16(4)	0	1246	61%	8%	2.5%	13.4%	28.4%	3.6%	\$34,091	\$29,500	\$503
	53033028801 3002	0	0	0	0	0	121	73%	6.6%	2.5%	3.3%	33.1%	10.7%	\$34,091	\$29,500	\$503
	53033028801 3004	0	0	0	0	0	31	58%	3.2%	32.3%	0%	6.5%	9.7%	\$34,091	\$29,500	\$503
	53033028801 3005	16	0	0	0	0	60	58%	6.70%	3.30%	26.7%	15%	10%	\$34,091	\$29,500	\$503
Total		34-36	0	0	16(4)	0										
Madrona ^f	53033028802 2003	0	0	0	0	0	160	61.9%	16.9%	0%	19.4%	3.8%	11.9%	\$68,542	\$155,400	\$725
	53033028802 3000	0	0	0	0	0	92	20.7%	25%	2.2%	47.8%	1.1%	3.3%	\$43,125	\$162,200	\$653
	53033028802 3001	6 to 8	120(27)	0	0	0	352	51.7%	17.6%	2.3%	15.3%	13.4%	6.5%	\$43,125	\$162,200	\$653
	53033028802 5004	0	23(3)	0	1(1)	0	1668	41.5%	23.6%	0.9%	12%	25.7%	3.1%	\$37,708	\$66,404	\$587
	53033028802 5005	0	0	0	0	0	227	56.8%	22%	0.9%	10.1%	11.0%	0.9%	\$37,708	\$66,404	\$587
Total		6 to 8	143(30)	0	1(1)	0										
City Center ^f	53033028402 4004	0	0	0	0-4(0-4)	0	0	0%	0%	0%	0%	0%	0%	\$0	\$0	\$0
	Total		0	0	0	0-4(0-4)	0									
Mansion Hill	53033028802 3004	15	0	0	0	0	263	70.7%	4.2%	3.0%	16.0%	5.7%	8.7%	\$43,125	\$162,200	\$653
	53033028802 3003	5	0	0	0	0	47	78.7%	0%	0%	19.1%	6.4%	17.0%	\$43,125	\$162,200	\$653
	53033028802 3002	0	0	0	0	0	244	77.5%	4.1%	2.0%	12.3%	2.7%	32.8%	\$43,125	\$162,200	\$653
Total		20	0	0	0	0										
North Hill ^f	530330287 1002	2	0	0	0	0	276	83%	0.7%	1.1%	4.7%	17.3%	8.7%	\$47,717	\$152,200	\$467
	530330287 1000	0	12(2)	0	1(1)	0	139	76.3%	2.9%	1.4%	5.8%	4.7%	4.3%	\$47,717	\$152,200	\$467
	Total		2	12(2)	0	1(1)	0									
Pacific Ridge ^f	53033028902 1000	0	16(3)	0	0	0	153	26.1%	28.1%	1.3%	30.1%	13.1%	1.3%	\$28,803	\$17,400	\$556
	53033028902 1007	1	0	0	0	0	268	16.0%	1.1%	0.3%	22.8%	71.6%	0.4%	\$28,803	\$17,400	\$556
	53033028902 3000	0	0	0	0	0	1	100%	0%	0%	0%	0%	0%	\$31,023	\$90,600	\$546
	53033028902 3001	0	0	0	0	0	86	48.8%	7.0%	0%	38.4%	9.3%	12.8%	\$31,023	\$90,600	\$546
	53033028902 3004	0	11(3)	0	0	0	180	48.9%	14.4%	2.2%	24.4%	10%	7.2%	\$31,023	\$90,600	\$546
	53033028902 3005	1	56(4)	0	0	0	387	45.5%	17.6%	1.0%	15.5%	20.7%	1.3%	\$31,023	\$90,600	\$546
	53033028902 3006	1	12(3)	0	0	0	161	28.6%	39.1%	0.6%	10.5%	20.5%	1.2%	\$31,023	\$90,600	\$546
	53033028902 3007	0	0	0	0	0	52	44.2%	15.4%	0%	15.4%	17.3%	0%	\$31,023	\$90,600	\$546
Total		3	95(13)	0	0	0										

**Table 3.9-2
Demographic Characteristics of Alternative B Displacements by Census Blocks**

Neighborhood	Census Block(s)	SF	MF ^g	MH	Bus ^h	Oth ⁱ	Pop.	White	African Amer.	Amer. Ind./ Alaska Native	Asian/ Pacific Islander ^a	Hispanic ^b	Elderly ^c	Median Household Income ^d	Median Value of Owner-Occupied Housing Units ^d	Median Contract Rent ^{d,e}
Grandview ^f	530330283 3039	16-18	0	0	0	0	46	80.4%	0%	0%	0%	8.7%	10.9%	\$61,000	\$173,800	\$823
	530330283 3040	0	0	0	0	0	78	87.2%	0%	0%	2.6%	7.7%	14.1%	\$61,000	\$173,800	\$823
	530330291 1007	14	0	0	0	0	91	88%	0%	2.2%	2.2%	5.5%	7.7%	\$51,023	\$158,600	\$683
	530330291 1010	3	0	1	0	0	22	68.2%	18.2%	0%	0%	4.5%	18.2%	\$51,023	\$158,600	\$683
	530330291 1014	1	0	3	0	1	26	73%	0%	7.7%	0%	0%	15.4%	\$51,023	\$158,600	\$683
Total		34-36	0	4	0	1										
Midway ^f	53033029100 1016	0	0	0	2(2)	0	0	0%	0%	0%	0%	0%	0%	\$0	\$0	\$0
	Total	0	0	0	2(2)	0										

Source: 2000 U.S. Census

^a Includes the Native Hawaiian race.

^b Includes all races alone or in combination with one or more races.

^c 65 years of age or older.

^d Income figures are at the Census block-group level; all blocks in the same block-group have the same level of income, rent, and median house value.

^e Mean Contract Rent is the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included.

^f For neighborhoods containing more than one block group, medians were averaged proportionate to the population, number of households, rental units, or owner-occupied housing units within each group.

^g Displacements are given in housing units followed by the number of affected buildings in parenthesis.

^h Displacement counts are individual businesses followed by the actual number of displaced structures shown in parenthesis.

ⁱ This category represents social and religious institutions and facilities.

Note: For racial characteristics "Other" and "Two or more races" are not depicted in this data, therefore totals may not equal 100%. Neighborhood boundaries do not correspond exactly with census blocks or block groups; a rough correlation has been established so that census data can be used to give a general idea of population, income, and housing characteristics.

Ranges exist because the displacement of a particular structure is questionable; further design work must be carried out until an exact number can be determined.

Section 8 tenants but have households that could qualify as low-income or have households on fixed incomes. Apartment managers who were contacted by WSDOT reported generally uniform racial mixture in the affected apartment units and estimated that most tenants work within 20 miles of the neighborhood. KCHA data also showed that other Section 8 tenants are scattered through the neighborhood, but they would not be displaced.

Most of the remaining multifamily displacements would be caused by the I-5 improvements in the Pacific Ridge neighborhood. The Heritage Court and Silverwood Park complexes in Pacific Ridge would face substantial relocation impacts (approximately 70 units in 7 buildings). Census blocks with multifamily displacements all have minority percentages higher than 50 percent. Two of the census blocks (totaling 28 displacements) have minority percentages approaching 75 percent. These blocks have median household incomes similar to the neighborhood median (\$31,892), which is considerably below the City of Des Moines median (\$48,971).

Pacific Ridge is known to have large stocks of low-income housing, and KCHA data confirm that Section 8 tenants are spread throughout the neighborhood. Although none of these tenants listed by KCHA would be displaced, apartment managers contacted by WSDOT speculated that some of their impacted units indeed house low-income families. Fifteen displaced households were identified as potentially being low-income by neighborhood apartment managers.

Other Neighborhood Characteristics

The neighborhoods of Homestead Park, Madrona, Grandview, and Pacific Ridge would have the greatest displacement impacts. Owner and renter occupancy for the impacted Census blocks in these neighborhoods varies greatly but predictably. Apartment-heavy Census blocks in Madrona and Pacific Ridge have renter-occupied percentages of up to 100 percent. Conversely, affected Census blocks in Grandview and Homestead Park, which are predominantly single-family housing, have owner-occupation rates ranging from 70 to 90 percent.

Businesses

Between 24 and 28 businesses in 11 to 15 buildings would be displaced by Alternative B. Table 3.9-3 shows the businesses and employees that would be displaced by Alternative B, as well as the other build alternatives. The South Airport Link design options would displace between 0 and 4 of these businesses (each in their own building), depending on the design option. The I-5 improvements would displace 2 businesses. WSDOT communication records with business owners show that very few of these businesses are minority-owned.

**Table 3.9-3
Maximum Business Displacements**

Business	Alternative B	Alternative C2 (Preferred)	Alternative C3	Address	Retail	Service	Restaurant	Industrial/ Manufacturing/ Warehouse	Employees
City of SeaTac									
Madrona									
Alamo Rent-a-Car	x	x		20636 International Boulevard					20
Squeaky Clean			x	21010 International Boulevard		x			1
Pacific Auto			x	20856 International Boulevard		x			3
Homestead Park									
Alaska Airlines Gold Coast Center			x	20833 International Boulevard		x			300
Nordic Construction	x			2612 South 208th Street		x			20
Best Western Executel	x			20717 International Boulevard		x			80
PAC Stainless, Ltd.	x	x		2407 South 200th Street				x	10
Orca Pacific	x	x		2403 South 200th Street				x	5
Mach 1 Air Services, Inc.	x	x	x	2301 South 200th Street				x	4
AEI	x	x	x	2325 South 200th Street		x			5
Virtual Distribution Center	x	x		2333 South 200th Street				x	N/A
Tricor America	x	x		2355 South 200th Street		x			42
Vacant Commercial Space	x	x		2361 South 200th Street					
Vacant Commercial Space	x	x		2363 South 200th Street					
PacBrake Company	x	x		2367 South 200th Street				x	4
CDK International	x	x		2369 South 200th Street				x	4
Metrocall Inc.	x	x		2373 South 200th Street					N/A
Beta Laboratories	x	x	x	2375 South 200th Street		x			N/A
Vacant Commercial Space	x	x	x	2377 South 200th Street					
Marinelli Shellfish	x	x	x	2383 South 200th Street	x				9
8th Avenue/Des Moines Rd.									
Freeway Automotive	x	x	x	18205 Des Moines Way South		x			N/A
JJ's at the South End	x	x	x	18205 Des Moines Way South			x		2
Express Rent-a-Car		x		18451 Des Moines Way South		x			3
Foreman's Welding	x	x	x	18451 Des Moines Way South		x			1
Hangar 1 Auto Rebuild		x		18451 Des Moines Way South		x			8
Jim's Autorama		x		18451 Des Moines Way South	x				2
Jim's Detail Shop	x	x	x	18429 Des Moines Way South		x			9

**Table 3.9-3
Maximum Business Displacements**

Business	Alternative B	Alternative C2 (Preferred)	Alternative C3	Address	Retail	Service	Restaurant	Industrial/ Manufacturing/ Warehouse	Employees
Koolit Truck Sales, Inc.		x		18441 Des Moines Way South	x				2
Upholstery Zone		x		1243 South 196th Place		x			1
City Center									
Airport Plaza Hotel	x	x	x	18601 International Boulevard		x			N/A
Budget "Park & Lock" Airport Parking	x	x	x	18445 International Boulevard		x			N/A
West Coast Gateway Hotel	x	x	x	18415 International Boulevard		x			N/A
Sharp's Roaster & Alehouse	x	x	x	18427 International Boulevard			x		N/A
City of Des Moines									
Tech-Marine Enterprises, Inc.	x	x	x	1122 South 194th Street		x			10
Upholstery Zone		x		1243 South 196th Place		x			1
City of Kent									
Poulsbo RV	x	x	x	23051 Military Road South	x				53
Gai's Northwest Bakery	x	x	x	23009 Military Road South	x				18

Most of the displacements would be in the City of SeaTac; many of these displacements are either in the service industry or are warehouse uses. For warehouse businesses that use their location as a distribution point, proximity to the airport is key to their operation and is their main siting consideration.

Most of the businesses displaced by this alternative would be from a grouping of three warehouses on South 200th Street near the Federal Detention Center. Other business displacements are scattered throughout neighborhoods in the Cities of SeaTac, Des Moines, and Kent.

None of the businesses reported that employee transfers would be feasible, mainly because their other locations were already fully staffed and would be unable to increase staffing levels. Nearly all of the businesses would choose to relocate rather than to suspend operations. Many would relocate within the City of SeaTac—primarily to remain close to Sea-Tac Airport.

Alternative B would acquire property from the Puget Sound Church of God Holiness that would require the removal of buildings immediately adjacent to the proposed right-of-way. This church is located in the Grandview neighborhood and draws parishioners from throughout the project area.

Alternative C2 (Preferred)

Displacement impacts under Alternative C2 would be smaller than under Alternative B. Alternative C2 would result in the displacement of 80 single-family residences, 196 multifamily units in 30 buildings, and 5 mobile homes located on single-family parcels (see Table 3.9-4). The displaced single-family units would be primarily in the 8th Avenue/Des Moines Memorial Drive, Mansion Hill, and Grandview neighborhoods in the City of SeaTac. Most of the multifamily displacements would be in the Madrona neighborhood of SeaTac and the North Hill and Pacific Ridge neighborhoods in Des Moines. There are high minority populations and federally-assisted tenants present in the Madrona and Pacific Ridge neighborhoods. There also would be 27 to 31 businesses and 1 church displaced under Alternative C2. Table 3.9-4 shows census blocks with displacements under Alternative C2 and their demographic characteristics.

Residential

80 single-family houses would be displaced by Alternative C2. Table 3.9-5 shows the demographic characteristics of the Census blocks that would have displacements. The Grandview neighborhood would see the most single-family displacements. Additionally, four mobile homes located on individual parcels would be displaced in Grandview. The census blocks within Grandview that would be impacted are the same blocks discussed for Alternative B. These blocks have comparable minority compositions and median household incomes compared to the rest of Grandview.

Table 3.9-4 Displacements by Type, Alternative, Neighborhood, and 2000 Census Blocks						
Neighborhood*	Census Block(s)	Alternative C2 (Preferred)				
		Single Family	Multi- Family ^a	Mobile Home	Business	Other ^b
8th/Des Moines Rd.						
	530330285 4001	0	0	0	8(6)	0
	53033028801 2001	7	0	1	0	0
	53033028801 2005	9	0	0	1(1)	0
	Total	16	0	1	9(7)	0
Homestead Park						
	53033028801 3001	0	0	0	14(3)	0
	53033028801 3002	0	0	0	0	0
	53033028801 3004	0	0	0	0	0
	53033028801 3005	0	0	0	0	0
	Total	0	0	0	14(3)	0
City Center						
	53033028402 4004	0	0	0	0-4(0-4)	0
	Total	0	0	0	0-4(0-4)	0
Madrona						
	53033028802 2003	0	0	0	0	0
	53033028802 3000	0	0	0	0	0
	53033028802 3001	2	57(8)	0	0	0
	53033028802 5004	0	12(2)	0	1	0
	53033028802 5005	0	0	0	0	0
	Total	2	69(10)	0	1(1)	0
Mansion Hill						
	53033028802 3004	12	4(1)	0	0	0
	53033028802 3003	6	0	0	0	0
	53033028802 3002	0	0	0	0	0
	Total	18	4(1)	0	0	0
North Hill						
	530330287 1002	3	0	0	0	0
	530330287 1000	0	26(5)	0	1(1)	0
	Total	3	26(5)	0	1(1)	0
Pacific Ridge						
	53033028902 1000	0	16(3)	0	0	0
	53033028902 1007	1	0	0	0	0
	53033028902 3000	0	0	0	0	0
	53033028902 3001	0	0	0	0	0
	53033028902 3004	0	11(3)	0	0	0
	53033028902 3005	1	56(4)	0	0	0
	53033028902 3006	1	12(3)	0	0	0
	53033028902 3007	0	0	0	0	0
	Total	3	95(13)	0	0	0
Grandview						
	530330283 3039	20	0	0	0	0
	530330291 1007	14	2(1)	0	0	0
	530330291 1010	3	0	1	0	0
	530330291 1014	1	0	3	0	1
	Total	38	2(1)	4	0	1
Midway						
	53033029100 1016	0	0	0	2(2)	0
	Total	0	0	0	2(2)	0
Entire Project Area						
	Total ^d	80	196(30)	5	27-31(14-18)	1

Source: 2000 U.S. Census

^a Displacements are given in housing units followed by the number of affected buildings shown in parenthesis.

^b Displacement counts are individual businesses followed by the actual number of displaced structures shown in parenthesis.

^c This category represents social and religious institutions and facilities.

^d Ranges exist because the displacement of a particular structure is questionable; further design work must be carried out until an exact number can be determined.

**Table 3.9-5
Demographic Characteristics of Alternative C2 Displacements by Census Blocks**

Neighborhood	Census Block(s)	SF	MF ^g	MH	Bus ^h	Oth ⁱ	Pop.	White	African Amer.	Amer. Ind./ Alaska Native	Asian/ Pacific Islander ^a	Hispanic ^b	Elderly ^c	Median Household Income ^d	Median Value of Owner-Occupied Housing Units ^d	Median Contract Rent ^{d,e}
8th/Des Moines Rd. ^f	530330285 4001	0	0	0	8(6)	0	31	100%	0%	0%	0%	0%	13%	\$60,313	\$162,600	\$824
	53033028801 2001	7	0	1	0	0	41	54%	0%	0%	36.5%	0%	17%	\$53,333	\$139,400	\$540
	53033028801 2005	9	0	0	1(1)	0	35	83%	0%	0%	0%	2.9%	3%	\$53,333	\$139,400	\$540
	Total	16	0	1	9(7)	0										
Homestead Park	53033028801 3001	0	0	0	14(3)	0	1246	61%	8%	2.5%	13.4%	28.4%	3.6%	\$34,091	\$29,500	\$503
	53033028801 3002	0	0	0	0	0	121	73%	6.6%	2.5%	3.3%	33.1%	10.7%	\$34,091	\$29,500	\$503
	53033028801 3004	0	0	0	0	0	31	58%	3.2%	32.3%	0%	6.5%	9.7%	\$34,091	\$29,500	\$503
	53033028801 3005	0	0	0	0	0	60	58%	6.70%	3.30%	26.7%	15%	10%	\$34,091	\$29,500	\$503
Total	0	0	0	14(3)	0											
Madrona ^f	53033028802 2003	0	0	0	0	0	160	61.9%	16.9%	0%	19.4%	3.8%	11.9%	\$68,542	\$155,400	\$725
	53033028802 3000	0	0	0	0	0	92	20.7%	25%	2.2%	47.8%	1.1%	3.3%	\$43,125	\$162,200	\$653
	53033028802 3001	2	57(8)	0	0	0	352	51.7%	17.6%	2.3%	15.3%	13.4%	6.5%	\$43,125	\$162,200	\$653
	53033028802 5004	0	12(2)	0	1(1)	0	1668	41.5%	23.6%	0.9%	12%	25.7%	3.1%	\$37,708	\$66,404	\$587
	53033028802 5005	0	0	0	0	0	227	56.8%	22%	0.9%	10.1%	11.0%	0.9%	\$37,708	\$66,404	\$587
Total	2	69(10)	0	1(1)	0											
City Center ^f	53033028402 4004	0	0	0	0-4(0-4)	0	0	0%	0%	0%	0%	0%	0%	\$0	\$0	\$0
	Total	0	0	0	0-4(0-4)	0										
Mansion Hill	53033028802 3004	12	4(1)	0	0	0	263	70.7%	4.2%	3.0%	16.0%	5.7%	8.7%	\$43,125	\$162,200	\$653
	53033028802 3003	6	0	0	0	0	47	78.7%	0%	0%	19.1%	6.4%	17.0%	\$43,125	\$162,200	\$653
	53033028802 3002	0	0	0	0	0	244	77.5%	4.1%	2.0%	12.3%	2.7%	32.8%	\$43,125	\$162,200	\$653
Total	18	4(1)	0	0	0											
North Hill ^f	530330287 1002	3	0	0	0	0	276	83%	0.7%	1.1%	4.7%	17.3%	8.7%	\$47,717	\$152,200	\$467
	530330287 1000	0	26(5)	0	1(1)	0	139	76.3%	2.9%	1.4%	5.8%	4.7%	4.3%	\$47,717	\$152,200	\$467
	Total	3	26(5)	0	1(1)	0										
Pacific Ridge ^f	53033028902 1000	0	16(3)	0	0	0	153	26.1%	28.1%	1.3%	30.1%	13.1%	1.3%	\$28,803	\$17,400	\$556
	53033028902 1007	1	0	0	0	0	268	16.0%	1.1%	0.3%	22.8%	71.6%	0.4%	\$28,803	\$17,400	\$556
	53033028902 3000	0	0	0	0	0	1	100%	0%	0%	0%	0%	0%	\$31,023	\$90,600	\$546
	53033028902 3001	0	0	0	0	0	86	48.8%	7.0%	0%	38.4%	9.3%	12.8%	\$31,023	\$90,600	\$546
	53033028902 3004	0	11(3)	0	0	0	180	48.9%	14.4%	2.2%	24.4%	10%	7.2%	\$31,023	\$90,600	\$546
	53033028902 3005	1	56(4)	0	0	0	387	45.5%	17.6%	1.0%	15.5%	20.7%	1.3%	\$31,023	\$90,600	\$546
	53033028902 3006	1	12(3)	0	0	0	161	28.6%	39.1%	0.6%	10.5%	20.5%	1.2%	\$31,023	\$90,600	\$546
	53033028902 3007	0	0	0	0	0	52	44.2%	15.4%	0%	15.4%	17.3%	0%	\$31,023	\$90,600	\$546
Total	3	95(13)	0	0	0											

**Table 3.9-5
Demographic Characteristics of Alternative C2 Displacements by Census Blocks**

Neighborhood	Census Block(s)	SF	MF ^g	MH	Bus ^h	Oth ⁱ	Pop.	White	African Amer.	Amer. Ind./ Alaska Native	Asian/ Pacific Islander ^a	Hispanic ^b	Elderly ^c	Median Household Income ^d	Median Value of Owner-Occupied Housing Units ^d	Median Contract Rent ^{d,e}
Grandview ^f	530330283 3039	20	0	0	0	0	46	80.4%	0%	0%	0%	8.7%	10.9%	\$61,000	\$173,800	\$823
	530330283 3040	0	0	0	0	0	78	87.2%	0%	0%	2.6%	7.7%	14.1%	\$61,000	\$173,800	\$823
	530330291 1007	14	2(1)	0	0	0	91	88%	0%	2.2%	2.2%	5.5%	7.7%	\$51,023	\$158,600	\$683
	530330291 1010	3	0	1	0	0	22	68.2%	18.2%	0%	0%	4.5%	18.2%	\$51,023	\$158,600	\$683
	530330291 1014	1	0	3	0	1	26	73%	0%	7.7%	0%	0%	15.4%	\$51,023	\$158,600	\$683
Total		38	2(1)	4	0	1										
Midway ^f	53033029100 1016	0	0	0	2(2)	0	0	0%	0%	0%	0%	0%	0%	\$0	\$0	\$0
Total		0	0	0	2(2)	0										

Source: 2000 U.S. Census

^a Includes the Native Hawaiian race.

^b Includes all races alone or in combination with one or more races.

^c 65 years of age or older.

^d Income figures are at the Census block-group level; all blocks in the same block-group have the same level of income, rent, and median house value.

^e Mean Contract Rent is the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included.

^f For neighborhoods containing more than one block group, medians were averaged proportionate to the population, number of households, rental units, or owner-occupied housing units within each group.

^g Displacements are given in housing units followed by the number of affected buildings in parenthesis.

^h Displacement counts are individual businesses followed by the actual number of displaced structures shown in parenthesis.

ⁱ This category represents social and religious institutions and facilities.

Note: For racial characteristics "Other" and "Two or more races" are not depicted in this data, therefore totals may not equal 100%. Neighborhood boundaries do not correspond exactly with census blocks or block groups; a rough correlation has been established so that census data can be used to give a general idea of population, income, and housing characteristics. Ranges exist because the displacement of a particular structure is questionable; further design work must be carried out until an exact number can be determined.

The Mansion Hill neighborhood would have 18 single-family homes displaced. Similar to Alternative B, the affected census blocks where these homes are located have comparable minority compositions and median household incomes compared to the rest of the neighborhood.

16 single-family houses would be displaced in the 8th Avenue/Des Moines Memorial Drive neighborhood. Seven of those displacements would occur in a census block with 46 percent minorities. Median household incomes for both of the affected census blocks are above the neighborhood and city medians.

Alternative C2 would displace 196 multifamily units in 30 buildings. Substantially fewer multifamily units would be displaced in the Madrona neighborhood compared to Alternative B. Impacts on apartment complexes in this neighborhood would be much less severe under Alternative C2. There would be 57 displacements in the census block with 48 percent minorities and 12 displacements in the census block with 51 percent minorities. Median household incomes in these two census blocks are comparable to or somewhat lower than the neighborhood median.

Similar to Alternative B, only one apartment complex (located in Madrona) would have Section 8 tenants displaced by this alternative (5 total units). Other Section 8 tenants are located near the alignment but would not be displaced.

There would be more multifamily units acquired in the North Hill neighborhood compared to Alternative B. Twenty-six units would be acquired in a census block that is approximately 24 percent minorities compared to the 15 percent neighborhood average. The median household income of this census block is \$47,717, somewhat below the neighborhood median of \$56,835. The median income level of this census block is comparable to the City of Des Moines median (\$48,971).

Alternative C2 would pass through an area where four mobile home parks currently exist—Tyee Valley Mobile Home Park, Des Moines Estates, Town and Country Lane, and Town and Country Villa. The Port of Seattle, according to FAA noise mitigation policy (Part 150), has committed to relocating these mobile homes as a part of their current noise mitigation plan. The timing of these relocations has not been determined; however, WSDOT is working with the Port of Seattle to develop the best program for timely relocation of the mobile home residents.

For both single-family and multifamily units, the I-5 improvements would have the same impact as described under Alternative B. Up to 95 multifamily units in 13 buildings would be displaced in the Pacific Ridge neighborhood. The same four census blocks with multifamily displacements as in Alternative B would be impacted by Alternative C2. These census blocks

have minority percentages higher than 50 percent and have median household incomes similar to the neighborhood median. The same fifteen displaced households identified as potentially being low-income under Alternative B would also be affected by this alternative.

Other Neighborhood Characteristics

The Madrona and Pacific Ridge neighborhoods would have the greatest displacement impacts under Alternative C2. The displacements in Madrona would occur slightly farther south than under Alternative B; however, this section of the neighborhood still contains many of the multifamily developments that contribute to the high renter-occupancy rate. This area of Madrona has similar characteristics to those described under Alternative B. The same Census blocks in Pacific Ridge would be impacted as in Alternative B.

Businesses

Alternative C2 would displace 27 to 31 businesses in 14 to 16 buildings (Table 3.9-3), most of which would be in the City of SeaTac. Service businesses and industrial/manufacturing/warehouse businesses would be the most common types of business displacements. Similar to Alternative B, the warehouses on South 200th Street would represent the most concentrated area of displacements. The South Airport Link design options and I-5 improvements would cause the same number of displacements as in Alternative B. WSDOT communication records with business owners show that very few of these businesses are minority-owned.

Because many of the same businesses impacted by Alternative B would be impacted by Alternative C2, siting issues and opinions on relocation options are the same as those described above.

Alternative C2 would have the same impact on the Puget Sound Church of God Holiness as Alternative B.

Alternative C3

Alternative C3 would displace more single-family houses, but fewer multifamily houses than Alternative C2. Alternative C3 would result in the displacement of 114 to 118 single-family residences, 127 multifamily units in 19 buildings, and 4 mobile homes located on single-family parcels (see Table 3.9-6). Most of the single-family impacts would be within the City of SeaTac's Mansion Hill neighborhood. Multifamily impacts would only occur in the North Hill and Pacific Ridge neighborhoods in Des Moines. Pacific Ridge has high minority populations and federally-assisted tenants living in the neighborhood. Thirteen to 17 businesses and one church would also be displaced by this alternative.

Table 3.9-6 Displacements by Type, Alternative, Neighborhood, and 2000 Census Blocks						
Neighborhood*	Census Block(s)	Alternative C3				
		Single Family	Multi-Family ^a	Mobile Home	Business	Other ^b
8th/Des Moines Rd.						
	530330285 4001	0	0	0	4(3)	0
	53033028801 2001	8	0	0	0	0
	53033028801 2005	7	0	0	0	0
	Total	15	0	0	4(3)	0
Homestead Park						
	53033028801 3001	6	0	0	5(2)	0
	53033028801 3002	0	0	0	0	0
	53033028801 3004	0	0	0	0	0
	53033028801 3005	13-14	0	0	1(1)	0
	Total	19-20	0	0	6(3)	0
City Center						
	53033028402 4004	0	0	0	0-4(0-4)	0
	Total	0	0	0	0-4(0-4)	0
Madrona						
	53033028802 2003	0	0	0	0	0
	53033028802 3000	0	0	0	0	0
	53033028802 3001	0-2	0	0	2(2)	0
	53033028802 5004	0	0	0	0	0
	53033028802 5005	0	0	0	0	0
	Total	0-2	0	0	2(2)	0
Mansion Hill						
	53033028802 3004	20	0	0	0	0
	53033028802 3003	16	0	0	0	0
	53033028802 3002	6-7	0	0	0	0
	Total	42-43	0	0	0	0
North Hill						
	530330287 1002	3	0	0	0	0
	530330287 1000	2	32(6)	0	1(1)	0
	Total	5	32(6)	0	1(1)	0
Pacific Ridge						
	53033028902 1000	0	16(3)	0	0	0
	53033028902 1007	1	0	0	0	0
	53033028902 3000	0	0	0	0	0
	53033028902 3001	0	0	0	0	0
	53033028902 3004	0	11(3)	0	0	0
	53033028902 3005	1	56(4)	0	0	0
	53033028902 3006	1	12(3)	0	0	0
	53033028902 3007	0	0	0	0	0
	Total	3	95(13)	0	0	0
Grandview						
	530330283 3039	12	0	0	0	0
	530330291 1007	14	0	0	0	0
	530330291 1010	3	0	1	0	0
	530330291 1014	1	0	3	0	1
	Total	30	0	4	0	1
Midway						
	53033029100 1016	0	0	0	2(2)	0
	Total	0	0	0	2(2)	0
Entire Project Area						
	Total ^d	114-118	127(19)	4	15-19(11-15)	1

Source: 2000 U.S. Census

^a Displacements are given in housing units followed by the number of affected buildings shown in parenthesis.

^b Displacement counts are individual businesses followed by the actual number of displaced structures shown in parenthesis.

^c This category represents social and religious institutions and facilities.

^d Ranges exist because the displacement of a particular structure is questionable; further design work must be carried out until an exact number can be determined.

Residential

The number of single-family displacements would be slightly higher than in Alternative B. However, Alternative C3 would acquire fewer homes in the Homestead Park area and more houses in the Mansion Hill neighborhood. Mansion Hill would have the greatest number of single-family displacements (42 to 43). Table 3.9-7 shows the demographic characteristics of the Census blocks that would have displacements. The affected census blocks in Mansion Hill generally have similar or lower percentages of minorities compared to their respective neighborhoods (see Table 3.9-7). Median household incomes are comparable to the larger Mansion Hill neighborhood, as well as the City of SeaTac.

The Homestead Park neighborhood would have 19 to 20 single-family homes displaced. Roughly two-thirds of these would be located in a census block that is 42 percent minorities, slightly higher than the neighborhood average. The median household income in affected blocks of Homestead Park (\$34,091) is somewhat lower than the City of SeaTac median (\$41,202).

15 single-family houses would be displaced in the 8th Avenue/Des Moines Memorial Drive neighborhood. Eight of those displacements would occur in a census block with 46 percent minorities. Median household incomes for both of the affected census blocks are above the neighborhood and city medians.

Alternative C3 would displace the fewest multifamily units of any of the alternatives. All multifamily displacements would be in the City of Des Moines, in the North Hill and Pacific Ridge neighborhoods. Thirty-two units in six buildings would be displaced along South 194th Street in the North Hill neighborhood. The census block where these units are located is approximately 24 percent minorities. The median household income of this census block is somewhat below the neighborhood median and comparable to the City of Des Moines median.

Because the I-5 improvements would be the same as in the other two build alternatives, there would be the same multifamily impacts to the Pacific Ridge neighborhood. Ninety-five units in 13 buildings would be displaced in Pacific Ridge. These census blocks have minority percentages higher than 50 percent and have median household incomes similar to the neighborhood median. The same fifteen displaced households identified as potentially being low-income under Alternative B would also be affected by this alternative.

Other Neighborhood Characteristics

Alternative C3 would impact nearly the same Census blocks as Alternative B. The main difference is that Alternative C3 would mostly avoid the Madrona neighborhood—an area with Census blocks that have a high percentage of

**Table 3.9-7
Demographic Characteristics of Alternative C3 Displacements by Census Blocks**

Neighborhood	Census Block(s)	SF	MF ^g	MH	Bus ^h	Oth ⁱ	Pop.	White	Amer.	Amer.	Asian/	Hispanic ^b	Elderly ^c	Median Household Income ^d	Median Value of Owner-Occupied Housing Units ^d	Median Contract Rent ^{d,e}
									African Amer.	Ind./ Alaska Native	Pacific Islander ^a					
8th/Des Moines Rd.^f	530330285 4001	0	0	0	4(3)	0	31	100%	0%	0%	0%	0%	13%	\$60,313	\$162,600	\$824
	53033028801 2001	8	0	0	0	0	41	54%	0%	0%	36.5%	0%	17%	\$53,333	\$139,400	\$540
	53033028801 2005	7	0	0	0	0	35	83%	0%	0%	0%	2.9%	3%	\$53,333	\$139,400	\$540
	Total	15	0	0	4(3)	0										
Homestead Park	53033028801 3001	6	0	0	5(2)	0	1246	61%	8%	2.5%	13.4%	28.4%	3.6%	\$34,091	\$29,500	\$503
	53033028801 3002	0	0	0	0	0	121	73%	6.6%	2.5%	3.3%	33.1%	10.7%	\$34,091	\$29,500	\$503
	53033028801 3004	0	0	0	0	0	31	58%	3.2%	32.3%	0%	6.5%	9.7%	\$34,091	\$29,500	\$503
	53033028801 3005	13-14	0	0	1(1)	0	60	58%	6.70%	3.30%	26.7%	15%	10%	\$34,091	\$29,500	\$503
	Total	19-20	0	0	6(3)	0										
Madrona^f	53033028802 2003	0	0	0	0	0	160	61.9%	16.9%	0%	19.4%	3.8%	11.9%	\$68,542	\$155,400	\$725
	53033028802 3000	0	0	0	0	0	92	20.7%	25%	2.2%	47.8%	1.1%	3.3%	\$43,125	\$162,200	\$653
	53033028802 3001	0-2	0	0	2(2)	0	352	51.7%	17.6%	2.3%	15.3%	13.4%	6.5%	\$43,125	\$162,200	\$653
	53033028802 5004	0	0	0	0	0	1668	41.5%	23.6%	0.9%	12%	25.7%	3.1%	\$37,708	\$66,404	\$587
	53033028802 5005	0	0	0	0	0	227	56.8%	22%	0.9%	10.1%	11.0%	0.9%	\$37,708	\$66,404	\$587
	Total	0-2	0	0	2(2)	0										
City Center^f	53033028402 4004	0	0	0	0-4(0-4)	0	0	0%	0%	0%	0%	0%	0%	\$0	\$0	\$0
	Total	0	0	0	0-4(0-4)	0										
Mansion Hill	53033028802 3004	20	0	0	0	0	263	70.7%	4.2%	3.0%	16.0%	5.7%	8.7%	\$43,125	\$162,200	\$653
	53033028802 3003	16	0	0	0	0	47	78.7%	0%	0%	19.1%	6.4%	17.0%	\$43,125	\$162,200	\$653
	53033028802 3002	6 to 7	0	0	0	0	244	77.5%	4.1%	2.0%	12.3%	2.7%	32.8%	\$43,125	\$162,200	\$653
	Total	42-43	0	0	0	0										
North Hill^f	530330287 1002	3	0	0	0	0	276	83%	0.7%	1.1%	4.7%	17.3%	8.7%	\$47,717	\$152,200	\$467
	530330287 1000	2	32(6)	0	0	0	139	76.3%	2.9%	1.4%	5.8%	4.7%	4.3%	\$47,717	\$152,200	\$467
	Total	5	32(6)	0	0	0										
Pacific Ridge^f	53033028902 1000	0	16(3)	0	0	0	153	26.1%	28.1%	1.3%	30.1%	13.1%	1.3%	\$28,803	\$17,400	\$556
	53033028902 1007	1	0	0	0	0	268	16.0%	1.1%	0.3%	22.8%	71.6%	0.4%	\$28,803	\$17,400	\$556
	53033028902 3000	0	0	0	0	0	1	100%	0%	0%	0%	0%	0%	\$31,023	\$90,600	\$546
	53033028902 3001	0	0	0	0	0	86	48.8%	7.0%	0%	38.4%	9.3%	12.8%	\$31,023	\$90,600	\$546
	53033028902 3004	0	11(3)	0	0	0	180	48.9%	14.4%	2.2%	24.4%	10%	7.2%	\$31,023	\$90,600	\$546
	53033028902 3005	1	56(4)	0	0	0	387	45.5%	17.6%	1.0%	15.5%	20.7%	1.3%	\$31,023	\$90,600	\$546
	53033028902 3006	1	12(3)	0	0	0	161	28.6%	39.1%	0.6%	10.5%	20.5%	1.2%	\$31,023	\$90,600	\$546
	53033028902 3007	0	0	0	0	0	52	44.2%	15.4%	0%	15.4%	17.3%	0%	\$31,023	\$90,600	\$546
	Total	3	95(13)	0	0	0										

**Table 3.9-7
Demographic Characteristics of Alternative C3 Displacements by Census Blocks**

Neighborhood	Census Block(s)	SF	MF ^g	MH	Bus ^h	Oth ⁱ	Pop.	White	African	Amer.	Asian/	Hispanic ^b	Elderly ^c	Median Household Income ^d	Median Value of Owner-Occupied Housing Units ^d	Median Contract Rent ^{d,e}
									Amer.	Ind./ Alaska Native	Pacific Islander ^a					
Grandview^f	530330283 3039	12	0	0	0	0	46	80.4%	0%	0%	0%	8.7%	10.9%	\$61,000	\$173,800	\$823
	530330283 3040	0	0	0	0	0	78	87.2%	0%	0%	2.6%	7.7%	14.1%	\$61,000	\$173,800	\$823
	530330291 1007	14	0	0	0	0	91	88%	0%	2.2%	2.2%	5.5%	7.7%	\$51,023	\$158,600	\$683
	530330291 1010	3	0	1	0	0	22	68.2%	18.2%	0%	0%	4.5%	18.2%	\$51,023	\$158,600	\$683
	530330291 1014	1	0	3	0	1	26	73%	0%	7.7%	0%	0%	15.4%	\$51,023	\$158,600	\$683
Total		30	0	4	0	1										
Midway^f	53033029100 1016	0	0	0	2(2)	0	0	0%	0%	0%	0%	0%	0%	\$0	\$0	\$0
	Total	0	0	0	2(2)	0										

Source: 2000 U.S. Census

^a Includes the Native Hawaiian race.

^b Includes all races alone or in combination with one or more races.

^c 65 years of age or older.

^d Income figures are from 1999 and are at the Census block-group level; all blocks in the same block-group have the same level of income, rent, and median house value.

^e Mean Contract Rent is the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included.

^f For neighborhoods containing more than one block group, medians were averaged proportionate to the population, number of households, rental units, or owner-occupied housing units within each group.

^g Displacements are given in housing units followed by the number of affected buildings in parenthesis.

^h Displacement counts are individual businesses followed by the actual number of displaced structures shown in parenthesis.

ⁱ This category represents social and religious institutions and facilities.

Note: For racial characteristics "Other" and "Two or more races" are not depicted in this data, therefore totals may not equal 100%. Neighborhood boundaries do not correspond exactly with census blocks or block groups; a rough correlation has been established so that census data can be used to give a general idea of population, income, and housing characteristics.

Ranges exist because the displacement of a particular structure is questionable; further design work must be carried out until an exact number can be determined.

renter-occupied housing. Instead, Alternative C3 would impact additional blocks in the Mansion Hill neighborhood. This area consists of mainly single-family houses and correspondingly has a much higher owner-occupied housing rate than the City of SeaTac.

Businesses

Alternative C3 would displace between 15 and 19 businesses in 11 to 15 buildings. Unlike Alternatives B and C2, business displacements under Alternative C3 generally would be well spread out among the project area neighborhoods. This alignment would only partially encroach on the largest warehouse located on South 200th Street, thereby allowing businesses to operate in the remaining portion. Most of the displacements would be service businesses. The South Airport Link design options and I-5 improvements would cause the same number of displacements as in Alternative B and C2. WSDOT communication records with business owners show that very few of these businesses are minority-owned.

Because many of the same businesses impacted by Alternative B and C2 would be impacted by this alternative, siting issues and opinions on relocation options are the same as those described above. One exception is the Alaska Airlines Gold Coast Center, which employs an estimated 300 people. Because of the large amount of office and meeting space contained in the center, it poses a unique relocation challenge. Alaska Airlines intends to expand their facilities at this site to accommodate their west coast and regional headquarters for maintenance and operation. Similarly sized buildings close to the airport are scarce. Representatives of Alaska Airlines have indicated that the facility would relocate to a different city (outside the region) if displaced.

Alternative C3 would have the same impact on the Puget Sound Church of God Holiness as Alternatives B and C2.

3.9.4 Mitigation Measures

It is a State of Washington policy that persons displaced as a result of programs designed to benefit the public as a whole shall be provided relocation assistance in a consistent manner. Individuals, families, and businesses displaced by transportation and other public works projects may be eligible for relocation advisory services and payments provided under the Uniform Relocation Assistance and Real Property Acquisition Policy Act (49 CFR Part 24) and Washington State's Uniform Relocation Assistance and Real Property Acquisition Policy (RCW 8.26). Services offered include advisory services from a relocation specialist, payment of moving costs, and replacement housing payments, including purchase supplements, rental assistance, and down-payment assistance. Translation services and translations of

handouts for the Spanish- and Vietnamese-speaking communities will continue to be offered during the relocation process.

As the proposed project is built and right-of-way is acquired in phases, displaced households and businesses would become eligible for relocation assistance. Because the impacts would be staggered over a few years, WSDOT would be able to identify suitable replacement facilities as and if they develop. In some cases, acquisition of property would be made a couple of years before the actual relocation happens, and the State could act as landlord for many people if necessary. WSDOT is committed to working with local housing authorities to ensure that all displacees would find suitable housing.

In the same manner, comparable relocation alternatives would be found for businesses in the area. Because the types of businesses displaced are common in the project area, similar commercial space (as well as employment opportunities for any displaced jobs) exists nearby. Retail and industrial (warehouse) space would be the two types of commercial space needed for relocation purposes. Displaced businesses occupying warehouse space near the airport would be relocated with similar proximity to the airport, so that they can maintain their essential close access. The success of these businesses depends on close proximity to the airport. The most desirable locations for commercial retail space are in shopping centers, such as the Midway Crossing complex at the intersection of SR 516 and SR 99 (Pacific Highway South). Planned redevelopment in each of the four closest jurisdictions to the proposed project (Cities of SeaTac, Des Moines, Kent, and Federal Way) is also expected to increase retail space, as well as residential units.

Future Development

The City of SeaTac is already heavily urbanized; therefore, there is limited potential for extensive new development. Most new residential development would happen through infill and redevelopment (Scarey pers. comm. 1998). A number of new warehouse/office developments in the project area are reported to be offering space for lease. The City of SeaTac has 160 acres of undeveloped land that is suitable for the types of warehouses and light industrial uses that would be displaced in that area. Large warehouse/industrial facilities located on South 192nd and South 186th Streets, similar to those on South 200th Street that would be displaced, could potentially serve as relocation sites. Additional redevelopment within the City of SeaTac, such as in their recently designated city center or near the 28th/24th Avenue South Arterial Project (some already built), could provide additional retail or airport-related commercial space. Land around 28th/24th Avenue South in particular has already been zoned for airport-related commercial uses.

The City of Des Moines has two areas of active development and redevelopment—the Pacific Ridge neighborhood and downtown Des Moines. The downtown area of the City of Des Moines is becoming highly gentrified, with many beachfront cabins being replaced with expensive condominiums. Although this type of development might be out of the price range of many of the displaced, there are opportunities for more affordable units to be developed under the current zoning, which allows mixed-use development (Loch pers. comm. 2001). The City has not yet made a formal planning effort to encourage more affordable housing units in the downtown area, instead allowing redevelopment to occur as dictated by the real estate market. Downtown Des Moines also has a concentration of general retail stores and land appropriately zoned for such uses. Available retail space is currently limited in Des Moines, however. This condition is not likely to improve as no new construction is under way and when new space is developed, tenants are identified beforehand (Varacalli pers. comm. 2000).

The Pacific Ridge neighborhood is planned to undergo substantial intensification of land uses in accordance with its recently adopted plan. New zoning in Pacific Ridge will allow the replacement of lower-scale existing buildings with new structures five to eight stories in height. Emphasized land uses will include retail, office, and multifamily residential uses. The City's economic analysis showed that in 20 years, Pacific Ridge could accommodate 8,800 people compared to 3,653 current residents. New multifamily units are anticipated to be market rate, particularly condominiums, which would improve owner-occupancy rates in the neighborhood (*Pacific Ridge Neighborhood Improvement Plan 2000* [Des Moines 2000]). In addition, a 50-acre business park planned adjacent to Pacific Ridge will provide new business and employment opportunities for area residents.

The City of Kent has no current large-scale housing developments planned; however, the 2001 comprehensive plan amendments include several rezones in residential areas. The City is amending their Downtown Subarea Plan, which could include an intensification of uses and the inclusion of mixed-use zones. Furthermore, the City is planning the area near the Kent Station Sound Transit commuter site. This area would be expected to develop with transit-friendly uses, including a substantial number of housing units (Osborne pers. comm. 2001).

Although the City of Federal Way has no specific large-scale planning efforts underway that would intensify land uses, there is a consistent level of development within the city. Currently, 23 separate residential projects, including both single-family and multifamily units, are either pending or have preliminary approval. These developments are scattered throughout the city. Federal Way also has a number of office and retail developments either planned or under construction.

Because all of the multifamily buildings and units affected are rental apartment buildings, relocation of those affected residents would involve moving them to comparable rental units, which are abundant in the Cities of SeaTac and Des Moines project vicinity (with more currently planned). Single-family relocations mean a more difficult and costly process because these would involve moving families to comparable single-family homes in the project vicinity, which are less abundant and far more expensive (than rental relocations).

Affordable Housing

Most of the housing units displaced represent affordable housing. A small amount represents true low-income housing, including units with tenants who qualify for federal Section 8 assistance. Still, WSDOT is responsible for finding suitable affordable or low-income housing for displaced households. WSDOT will commit to relocating all households to units they can afford.

Vacancy rates have been increasing over the past 18 months, revealing an increase in the ability of the project area to accommodate relocations. Rates (for complexes with 20 or more units) in all of the nearby project cities were higher than those of King County in general. Vacancies ranged from 7.6 percent to 8.2 percent in SeaTac, Des Moines, Kent, Burien, and Federal Way in the Fall Apartment Vacancy Report by Dupre + Scott Apartment Advisors, Inc.

Most replacement housing (in the form of apartments) is within walking distance of SR 99, which has good transit service. The mean rents in Madrona, the most affected area in terms of affordable multifamily housing, are in the \$550 to \$650 range. Recent apartment listings in the *Seattle Times* classified ads showed, on average, eight units within the price range that could serve as replacement housing. Additional units of the same price were available in Des Moines, Federal Way, and Kent. The true number of apartments available should be assumed to be considerably higher than those observed in the newspaper. No central database exists for multifamily listings, and therefore no one source has a truly comprehensive list of available apartments. Furthermore, complexes may have more than one multifamily unit available, but will not specify so in an advertisement. Adding to the ability to accommodate multifamily displacements is the fact that relocations will occur over a period of time.

For households (usually renters) using Section 8 assistance, special mitigation will be used. First, WSDOT will try to find replacement housing already within the Section 8 program for those displaced persons who receive assistance. If Section 8 housing is not available, WSDOT will compute an entitlement using the 30 percent income rule and finding available replacement housing outside the Section 8 program. In addition, if possible, WSDOT will try to get people into Section 8 if it appears they would be

eligible. Recent listings of landlords who accept Section 8 tenants provided by the King County Housing Authority showed dozens of available units of various sizes through the project area. This amount of supply should easily accommodate the identified Section 8 households impacted by this project.

Commitment to Last-Resort Housing

If WSDOT, at the time it acquires real estate or rights to real estate, determines that there is insufficient replacement housing for displaced residents, it will commit funds authorized for this project to provide such housing by constructing, rehabilitating, purchasing, renting, or otherwise financing the acquisition of the necessary housing in a manner feasible for the individual displacement situation.

3.9.5 Construction Activity Impacts and Mitigation

Construction Activity Impacts

Construction activities would not result in any additional displacements for any of the build alternatives.

Mitigation Measures

No mitigation measures are proposed for construction activities.

SEA/3-09 relocation.doc/