

# **Displacement and Relocation Assistance**

## **Studies and Coordination**

Right-of-way acquisition needs and associated impacts to property owners were determined by reviewing the project plans, and by obtaining information from the Snohomish County Assessor's Office.

## **Affected Environment**

Existing land use along 20th Street SE is described in more detail in the Land Use section of this Draft EIS. Although the primary land use is low-density single-family residential, there are several new higher density, single-family residential developments in the planning and early construction stages that are adjacent to 20th Street SE, on the north side of the street. These include the East Everett development at Cavalero Road, and the Sutherland development at 79th Avenue SE. The three known businesses in the project area are Manna Nursery (on the north side of 20th Street SE between 79th and 83rd Avenues SE), a mechanic's shop (south of the roadway and west of 83rd Avenue SE), and Loving Care Adult Daycare (north side of roadway, east of 83rd Avenue SE). There are also a number of vacant rural parcels that have not yet been developed.

Assessed property valuation in the project area varies according to the specific location and type of property, property improvements made by the owner, and its present condition.

## **Impacts - Displacement and Relocation Assistance**

### **During Construction**

#### **Preferred Alternative**

Under the Preferred Alternative, a new 96-foot right-of-way will be required between the US 2 Trestle and Cavalero Road, and a 100-foot right-of-way between Cavalero Road and 91st Avenue SE. Approximately 9.1 acres of additional right-of-way would need to be acquired to accommodate the widening of the roadway and to comply with regulatory requirements for stormwater quantity and water quality treatment facilities. This will result in impacts to 46 parcels, and require the demolition of approximately 12 homes in the project corridor and the relocation of homeowners. At this time, the businesses in the project area are expected to only be impacted by the loss of a portion of frontage area of their properties.

Construction staging areas could potentially be located on properties not presently identified for acquisition. Staging areas would be identified by the County prior to construction and would require the use of construction easements negotiated with property owners if located outside of the right-of-way.

## **No Action Alternative**

Under the No Action Alternative, no additional right-of-way would be acquired and there would be no resulting displacement of residences, businesses, or any other structures.

## **During Operation**

### **Preferred Alternative**

Under this alternative, the immediate impact on the resale of existing properties due to closer proximity to the roadway is not clear. In the long-term, the new roadway, bike lanes and sidewalks would increase mobility and accessibility to desirable non-urban residential areas. However, there is no widely accepted forecasting model for predicting the nature and magnitude of changes in future property values. Property values are usually more directly related to the availability of land and the manner in which development occurs in response to market factors.

### **No Action Alternative**

Under this alternative, there would be no displacement or relocation of property owners. This would result in a retention of the rural residential character along 20th Street SE, however, it would be impacted by an increase in the existing traffic congestion and the higher-density residential development that is occurring.

## **Mitigation - Displacement and Relocation Assistance**

## **During Construction**

### **Preferred Alternative**

A compensation settlement would be provided by the County to property owners for loss of property and, if applicable, loss of income. Relocation assistance would also be provided.

A complete and detailed set of relocation and right-of-way plans will be developed. Right-of-way acquisition proceedings would be governed by Chapter 8.25 and 8.26 of the Revised Code of Washington, and applicable state and local regulations. These laws ensure fair and equitable treatment of those displaced. Acquisition proceedings include appraisal, determination of just compensation, presentation of an offer, and compensating the individual. Acquisition proceedings within the project vicinity would not be initiated until after the Final EIS is issued and only if a decision on the build alternative is made. In addition, the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, P.L. 91-646, as amended, 42 U.S.C. § 4601, et seq., would provide assistance and payment of reasonable and necessary costs to relocate persons or businesses displaced by the build alternative. The law requires provision of advisory services on available housing, and it insures prompt and fair relocation payments and requires agency review of aggrieved parties. Both tenants and owners are protected by this law. The State of Washington and Snohomish County comply with this federal act, and follows the State of Washington right-of-way acquisition policies.

Residents who will not be displaced and will remain adjacent to the new roadway may also experience some loss to their property area due to partial right-of-way acquisition. This loss could result in modifications to driveways in order to provide homeowners with access to the

realigned roadway. In these cases, the County will compensate the homeowners for any property acquisition.

### **No Action Alternative**

No mitigations are required because no impacts will take place under this alternative.

### **During Operation**

#### **Preferred Alternative**

As all impacts will take place and be resolved during construction, no mitigations are expected to be necessary during operation of the roadway.

#### **No Action Alternative**

No mitigations are required because the roadway will not be widened under this alternative.

## **Significant Unavoidable Adverse Impacts**

The project will require an additional 9.1 acres of right-of-way. At this time, it is expected that approximately 46 properties adjacent to 20th Street SE will be impacted, and 12 residences will be demolished. Every effort will be made to avoid these impacts.