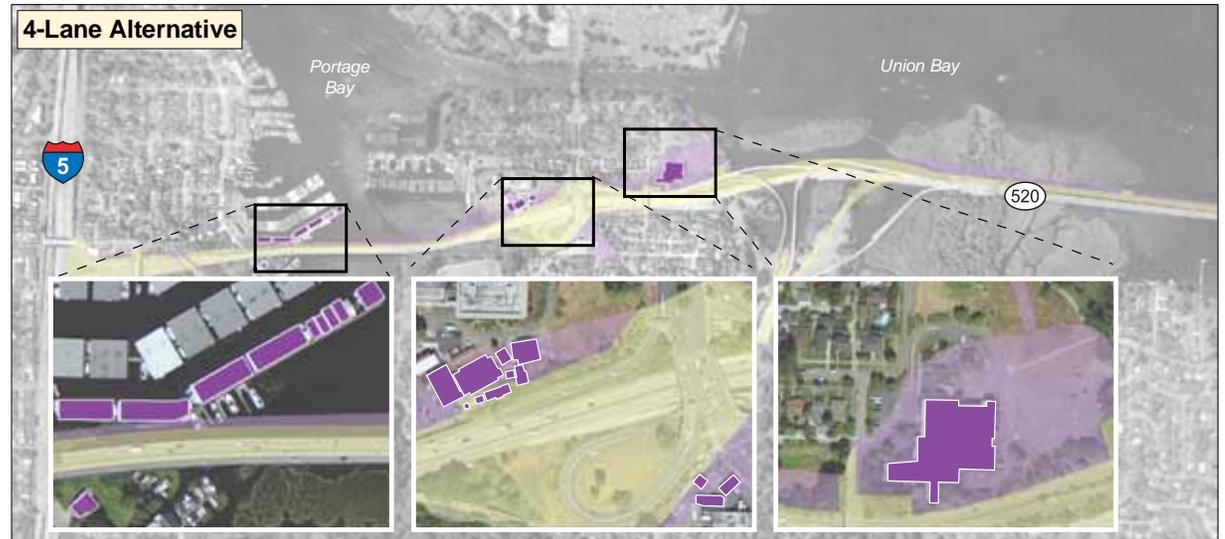


## Seattle 4-Lane and 6-Lane Alternatives: Effects on Land and Structures

- The 4-Lane Alternative would displace one residence, one business, one dock at Queen City Yacht Club, MOHAI, and nine buildings at the NOAA Fisheries Center.
- The 6-Lane Alternative would displace the same buildings as the 4-Lane Alternative, plus additional buildings at NOAA.
- Land and structures acquisition would be done in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Land owners would receive compensation for their properties at fair market value, and relocation resources would be available to displaced residents and business owners without discrimination.



 Proposed Project Footprint  
inside Existing Right-of-Way/  
Affected Property

 Affected Structure

SOURCE: City of Seattle (2003)  
GIS Data (Building Footprints)

 NORTH  
0 500 1,000 Feet



## Eastside 4-and 6-Lane Alternatives: Effects on Land and Structures

- The 4-Lane Alternative would displace two residences and two businesses.
- The 6-Lane Alternative would displace the same buildings as the 4-Lane Alternative, except it would displace one fewer residence.
- On the Eastside, both the base 6-Lane Alternative and design options would require acquisition of pieces of additional parcels—mainly slivers of land from backyards.
- Land and structures acquisition would be done in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Land owners would receive compensation for their properties at fair market value, and relocation resources would be available to displaced residents and business owners without discrimination.



Proposed Project Footprint  
inside Existing Right-of-Way/  
Affected Property

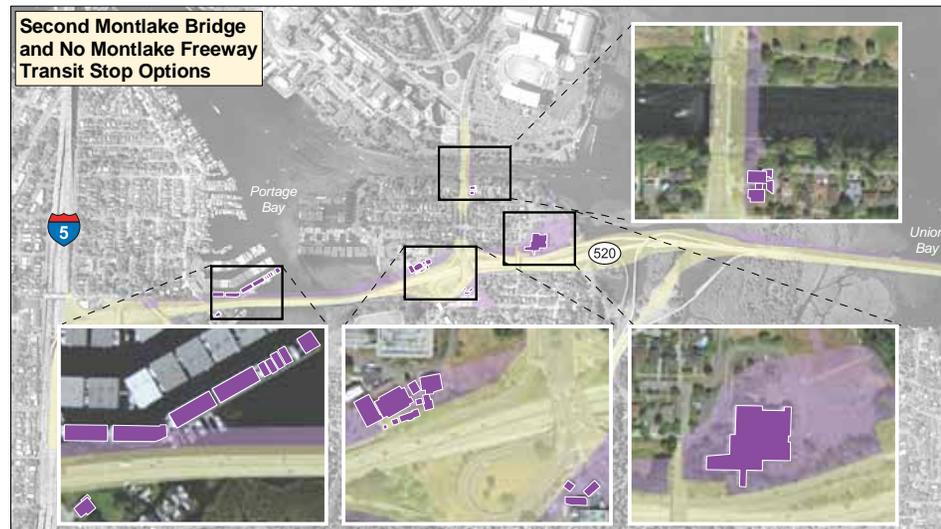
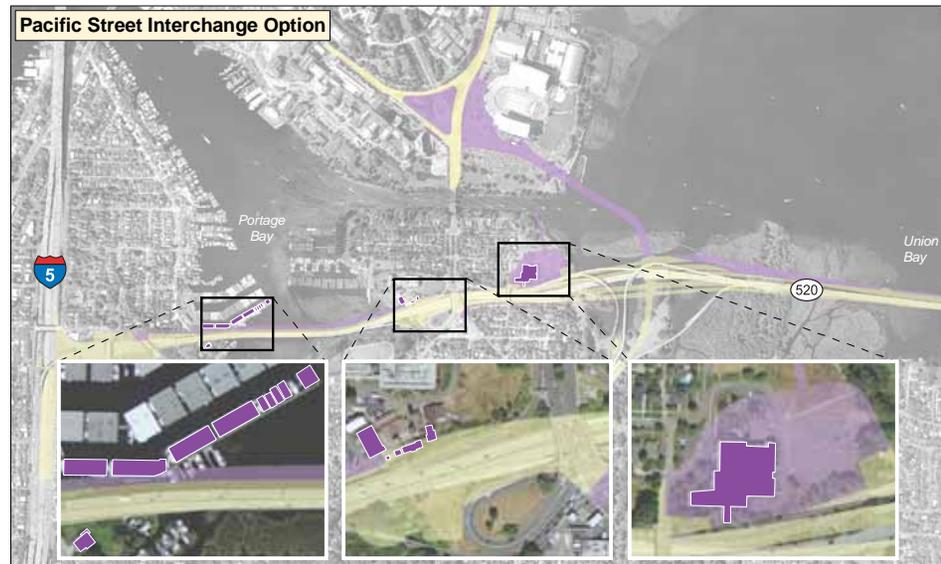
Affected Structure

0 500 1,000 Feet  
NORTH



## Seattle 6-Lane Alternative Design Options: Effects on Properties and Structures

- The Pacific Street Interchange option would affect four fewer buildings at NOAA than the base 6-Lane Alternative and displace one fewer business, but would require more right-of-way, mainly from the University of Washington.
- The Second Montlake Bridge option would require slightly less land than the base 6-Lane Alternative, but it would displace two more residences just south of the existing Montlake Bridge.
- Land and structures acquisition would be done in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Land owners would receive compensation for their properties at fair market value, and relocation resources would be available to displaced residents and business owners without discrimination.



Proposed Project Footprint inside Existing Right-of-Way/ Affected Property

Affected Structure

SOURCE: City of Seattle (2003)  
GIS Data (Building Footprints)

0 500 1,000 Feet  
NORTH

