

## **Magnolia Bridge Replacement Project Speakers Bureau**

**Group/Organization:** Interbay P-Patch  
**Date:** May 13, 2003  
**Location:** Interbay P-Patch, 15<sup>th</sup> Avenue W  
**Team Members:** Kirk Jones, Teresa Platt, Lee Holloway, Peter Smith,  
Hadley Greene, Lamar Scott, Anthony Katsaros

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### **Overview**

The Interbay P-Patch has over 100 members who meet regularly for gardening and social events. The gardens are organic and members provide over 4,000 pounds of produce each season to local food banks. The design team briefed P-Patch members, discussing the project's status and the Environmental Impact Statement (EIS) process. Team members walked the P-Patch grounds and discussed how Alternative H would impact the property. P-Patch representatives explained their operations and pointed out areas of specific concern. P-Patch members raised four main areas of concern:

1. Wetlands – The P-Patch is working with University of Washington students to restore a wetland area on the southwest corner of the property, along the alignment of Wheeler Street. Members reported seeing birds and other wildlife in the area and are working to restore native plants.
2. Traffic, noise and fumes – The garden is organic, so members worry that if Alternative H is built the increased traffic would heighten the impact of exhaust fumes and other pollutants. Currently, the berm along 15<sup>th</sup> Avenue W blocks much of the noise and fumes from the garden, but this would not be the case on the south side.
3. Access for the disabled – The southeast corner of the garden is the only gate with ADA accessibility. Several P-Patch gardeners are disabled and require this access to reach their garden plots.
4. Loss of parking – A parking lot on the south side of the property, along Wheeler Street, is used for overflow parking during events and other busy times when the small parking lot is full. Nearby businesses use the lot for daytime parking during the week. This area is also used as a habitat for clover which attracts bees.

### **Notes**

#### **Questions or comments raised by P-Patch members:**

- The berm along 15<sup>th</sup> Avenue W is just starting to fill-in so that it is an effective noise buffer. Would this be impacted?
- Why not only use Armoury, instead of also using Wheeler?

- Has there been any objection from the railroad about building another crossing over the tracks?
- How much traffic comes from the north to access Magnolia?
- What are the disadvantages to just rebuilding the bridge in the same location?
- Are traffic studies and traffic impacts part of the EIS?
- Why does Alternative H have two parts? Why do you need two bridges?
- How important a factor in the final decision is the “neighborhood popularity contest”? Is neighborhood reaction taken into account?
- How would construction impact the P-Patch (i.e. dirt piles, trucks, and noise)?

### **Briefing Materials**

- Alternatives handout
- EIS Public Scoping Information handout
- FAQ’s handout