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Columbia River Crossing

June 20, 2008

Columbia River Crossing
c/o Heather Gunderson, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA. 98660

Subj: Marine Drive Interchange / Portland Expo Center
Ref: DEIS – Ch. 2, Pg. 26

Dear Ms. Gunderson, CRC project staff and CRC Task Force Members:

The annual Catlin Gabel Rummage Sale is held annually the first weekend in November and is one of the largest rummage sales in the world. The school relies heavily on the events proceeds which support financial aid at Catlin Gabel. The impact of the proposed Diagonal and Southern Alignment options for the Marine Drive Interchange would have a profound impact on our annual event.

Catlin Gabel has been using the Expo Center now for past 15 years for our annual rummage sale. The Sale fills 88,000 square feet at the Portland Expo Center. The six decades long tradition is the School's largest volunteer activity, engaging over one thousand volunteers during the sale week and in year round sorting and organizing. Not to mention the rental fees we pay to Brammer Event Rentals for tables, drapes, chairs and clothing hangers. The Sale raises well over \$300,000 with the proceeds benefiting student financial aid while giving an average of 14,000 shoppers a year access to the basic necessities of clothing, furniture, bedding and books for discount prices. Many of the people who shop each year spend their annual clothing budget with us – and are able to get good quality merchandise they would not otherwise be able to afford.

Catlin Gabel strongly opposes the Marine Drive Interchange plan in its alternate forms. The loss of Hall A and Hall B would have a profound impact on our rummage sale since it is one of two main halls we rent on an annual basis for our community. The unknown loss of parking along with the loss of access to the Force Lot and Shuttle Bus route would create a strain on the volunteers as well as the patrons to our sale. The VIP meeting room and related support space are key areas we use for volunteer check in stations, break rooms and meal times. The current plan has limited impact on Hall A, B and the loss of parking – which from what we can see in the plans are negligible in contrast to the proposed Diagonal and Southern Alignment options.

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B-006-001

Following the publication of the DEIS in May 2008, and the selection of the LPA in July 2008, the CRC project team established a Stakeholder Group to provide feedback on the function and design of the Marine Drive interchange. This advisory group was comprised of a wide range of stakeholders with strong interests in the final design of this interchange including Metro; TriMet; the Oregon Department of Transportation; the City of Portland; the Port of Portland; trucking and distributions companies; the Audubon Society; nearby property owners or operators, such as Diversified Marine and the Metropolitan Exposition Recreation Commission; as well as community members from the surrounding Bridgeton, Kenton, and East Columbia Neighborhoods.

As discussed in Chapter 2 (Section 2.7) of the FEIS, working with this advisory group, the CRC project team conducted studies that analyzed the traffic operations, property impacts, and potential environmental effects for a range of potential interchange designs. The Marine Drive interchange design included in the LPA that is analyzed in the FEIS was developed with this stakeholder advisory group to balance many competing interests, including freight mobility, property impacts to nearby properties, and environmental impacts. More detailed information regarding this process and its outcome is available in the Marine Drive Interchange Alignment Recommendation Process: Final Summary Report and Stakeholder Recommendation, available online in the project's electronic library at www.columbiarivercrossing.org or by contacting the project office.

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Please see response to comment B-006-001.

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Catlin Gabel strongly opposes the proposed Marine Drive Interchange proposals. The current/standard plan that has little to no impact on Halls A, B and the existing parking would ensure our community would continue to have the success at the Expo Center. By changing the Marine Drive Interchange and essentially eliminating Halls A, B, unknown amounts of parking along with many other areas in the Expo Center would have a huge impact on our community, our Rummage Sale and the 14,000 individuals who shop at our annual sale. We ask the committee to please consider these negative impacts when voting for the proposed options within the DEIS.

Sincerely,



Lesley Sepetoski
Rummage Coordinator

Cc: Chris Bailey, Director - Portland Expo Center