



## VOTE YES ON PROPOSITION 1: MASS TRANSIT NOW!

**W**e can't afford to miss this opportunity to provide real transportation solutions for our region.

Roadways are congested. Gas prices are soaring. Buses are overflowing. The central Puget Sound desperately needs regional transit solutions that give people options other than greenhouse-gas-emitting cars – especially as the region expects another 1.7 million people and 1.2 million jobs by 2040.

Proposition 1: Mass Transit Now! gives us those options. This transit-only package will offer immediate relief to commuters by increasing intercity express bus service by as much as 30% in 2009, while building on our regional high capacity transit system with 34 more miles of light rail and improvements to north and south commuter rail lines—all for a half cent sales tax increase totaling about \$69 per person per year, less than the average tank of gas!

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### FUTUREWISE OPPOSES INITIATIVE 985

Futurewise and the environmental community are united in opposing Tim Eyman's latest initiative to undermine our state's budget and prevent the opportunity for real transportation solutions in our region.

I-985 is bad news for our communities, roads, and pocketbooks – with gas near \$4 per gallon, Washington's families need real transportation solutions, not a bumper sticker slogan. Below are just a couple of the reasons we ask that you join us and a growing list of opponents of I-985:

#### I-985 Makes Traffic & Transit Worse

Tim Eyman's latest ballot initiative has a deceitful ballot title. Watchful drivers, transit riders, and traffic experts agree that I-985 would make Washington's traffic even worse than it is today.

**Slows down transit.** By eliminating bus-only and bus-priority lanes, I-985 will slow down transit, drive up costs, and shrink service. Slower and less reliable buses will encourage current transit riders to switch back to their cars—adding to traffic woes.

**Contradicts the state congestion audit.** I-985's supporters say that it implements the recommendations of the State Auditor's recent congestion report. They're wrong. I-985 completely ignores most of the audit's recommendations, and directly contradicts the audit's suggestions on HOV lanes and transit.

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Meeting people and getting familiar with all of the active programs in my first 3+ months in the Executive Director chair at Futurewise has been quite an experience, somewhat akin to drinking water from a fire hose! As I have gotten to know the breadth and scope of programs we are engaged in, and worked with the Board and staff, I've come to appreciate the incredible work these dedicated people accomplish, and I realize daily what an asset this organization is to our state. I've met a number of our members and funders, and I've been able to renew relationships with friends at part-

ner organizations in the environmental community. I've also sat down with folks with whom we don't always see eye-to-eye, seeking to find common ground where we can agree on issues that can make a positive difference in Washington State.

## Staff transitions

Since I started in June, our Field Director Megan Blanck-Weiss has left to pursue an MBA degree and we thank her for the tremendous contribution she made to the organization and wish her the very best. Filling her role continues to be a priority in light of the importance of the field team to our overall success. We've brought on Rob Beattey as our new Legal Director, and he has stepped in smoothly to manage our legal docket and guide our legal strategies. We have strengthened and expanded our Field program by adding Cathy Lehman as the Chapter Director for Futurewise Whatcom, which boasts a Steering Committee of local activists and represents a new model for us to carry out our work. We are also delighted to welcome Dean Patterson as our new Shoreline Planner to help strengthen protections during the Shoreline Master Program Updates.

## Coming up

As I look toward the rest of the year, we will be updating our strategic plan, creating our 2009 workplan, and coordinating with the entire environmental community to develop and establish environmental priorities for the 2009 legislative session. Perhaps the most urgent work on the horizon is passing Proposition 1, which may be our region's last chance at viable transportation solutions. We are also working to defeat Initiative 985, Tim Eyman's latest

## KING COUNTY FIGHTS LOSS OF WATER QUALITY PROTECTIONS

In July, the Washington State Court of Appeals overturned an important provision in the King County Critical Areas Ordinance that would have protected water quality in our rivers and streams and Puget Sound by prohibiting excessive clearing or paving on rural lands.



## Futurewise Tackling Land Use Issues in Snohomish County

Snohomish County has never been at a loss for controversial land use issues, and as we move into the last part of 2008 and into 2009, that continues to be the case. Five main issues must be resolved this year, but these decisions are just the jumping off point for more changes to policies and regulations that will help make Snohomish County more responsive to the concerns of its residents.

**Rural Cluster Subdivisions** While in theory it seemed that clustering rural homes and preserving open space was a good idea, this code has been severely abused, and rural residents are clearly tired of these subdivisions ruining the rural character. The council will be deciding on a number of code changes to help mitigate their impacts. The residents are pushing for elimination of the density bonus, which is creating very large subdivisions that look urban.

**Urban Residential Design Standards** Rural residents are not the only ones feeling the effects of growth and bad development. Urban residents especially in the southwest Urban Growth Areas that includes Everett, Mukilteo, Lynnwood, Edmonds, Bothell, Mill Creek and Brier, have been inundated with higher densities. The county lacks a tree ordinance or any type of protection for tree retention and replacement, as well as other codes to ensure more compatible development in existing neighborhoods. These issues will be decided by County Council after the public hearing tentatively scheduled for October 15.

**Fully Contained Communities** While the GMA still allows for these new mini-cities, for Snohomish County, it does not make sense to put a new city of 15,000 people 8 miles from any major arterial, that is served only by windy, 2 lane rural roads, next to a pristine lake, on 3,000 acres of commercially designated forest land, just to appease one landowner. This issue has been controversial since the policies and regulations were put in place during the county's comprehensive plan update in 2005 under a pro-development county council. Whether the current council decides to put a moratorium on permit applications or not, we, along with many, are urging them to eliminate FCCs or at least fix the codes because they do not guarantee any more than a very large residential subdivision.

The appeal was brought by property rights activists that oppose these important protections. Overturning these protections would allow excessive clearing and paving and leave their neighbors vulnerable to run off and flooding.

King County has asked the Supreme Court to review this decision that would have a critical impact on the health of rivers, streams, wetlands and Puget Sound. Futurewise also will file a brief urging the Supreme Court to take King County's appeal and to uphold the adopted Critical Areas Ordinance and overturn the Court of Appeals decision.

For more information visit: <http://www.metrokc.gov/exec/news/2008/0707cao.aspx>.

↑  
This decision undermines protections that prevent flooding and protect water quality in King County.

# SEATTLE TRYING NOT TO MISS THE ~~BOAT~~ TRAIN ON TRANSIT-ORIENTED DEVELOPMENT

Seattle is not the only city rethinking the potential of its transit station areas. For example, the Burien Town Square development at a major bus transfer facility creates a new civic campus with extensive residential and retail uses. These mixed-use town center approaches give people more options to walk, bike, and take transit to reach their homes, jobs and community services. (Photo: GGLO)



It's no secret that the best way to accommodate the central Puget Sound region's rapidly growing population is to create more transit-oriented communities — places where people can live, work, shop and play without relying on a greenhouse-gas-emitting car.

With Link light rail set to begin service from SeaTac airport to downtown Seattle in 2009, and to the University of Washington by 2016, the window to shape the type of development that we see in station area neighborhoods is quickly closing.

After months of debate and negotiation that included substantial advocacy from Futurewise's Urban Development Program, the Seattle City Council voted unanimously in September to update neighborhood plans for three key light rail neighborhoods in Southeast Seattle.

Together with efforts already underway in the transit-rich urban centers of South Downtown, South Lake Union and Northgate, Seattle is well-positioned to make meaningful plans for public and private investment to make these transit communities more vibrant, safe and walkable.

Futurewise has been at the table throughout these processes, and will continue to push for policy changes that allow more people to live and work in these neighborhoods, as well as public investment plans that bring more amenities and better infrastructure to improve the neighborhoods for both existing and new residents. Seattle has a long way to go, but it has taken the first steps. And Futurewise is committed to helping keep Seattle on track.





The proposed Southgate site would eliminate opportunities to integrate the rural character of the neighborhood into mixed use density by creating three big box developments.

**Shoreline Master Plan Update** Snohomish County continues to be delinquent on updating their plan that went through a year-long stakeholder committee that put together policies and through the planning commission public hearing process in 2005. Our hope is the county will resume this process in early 2009.

**Unnecessary Urban Growth Area Expansions** The last yearly comprehensive plan update process again had so many UGA expansion requests, it was mind-boggling. Luckily the council realized that these landowner requests were not supported by the GMA, and denied them all. It's time now to work toward stopping UGA expansions while we still have plenty of land in our existing cities and UGAs.

*To learn more about our work in Snohomish County visit: <http://www.futurewise.org/snohomish>.*

## SMART GROWTH ADVOCATES APPEAL CITY OF SPOKANE'S SOUTHGATE BIG BOX DECISION

Futurewise is leading a coalition of Smart Growth advocates to appeal the City of Spokane's decision to create a district center featuring at least 3 new big box stores on the edge of its urban growth area in the Southgate neighborhood.

Futurewise and our allies are appealing the decision because the city did not follow its own policy which requires it to work with the people of Southgate Neighborhood to plan its future development. Although a design workshop was held by

the city and developers, it was just days before the decision was made which left little time for the community to participate. The goal of the workshop was clearly to create a site plan for 3 big box stores, while the neighborhood wanted mixed uses and higher residential densities and neighborhood scale services.

Despite testimony and presentations in opposition from a number of citizens, groups, and Spokane's assembly of neighborhood councils, the City Council voted 6 to 1 to approve the amendments. Councilmember Richard Rush sided with the neighborhood and proposed that the decision be subject to Growth Board review before building permits were issued. Mayor Mary Verner later made the unusual gesture of refusal to sign the amendments, which will have no legal effect on their status.

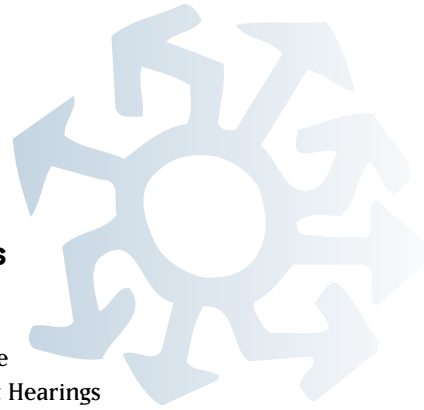
"Southgate Neighborhood Council voted to be a part of this appeal because of the precedent set by overriding the Comprehensive Plan requirement for neighborhood planning in creating new district centers," said Teresa Kafentzis, president of the Southgate Neighborhood Council.

Kathy Miotke of the Neighborhood Alliance agrees, the "Neighborhood-Alliance objects strongly to any notion that this is neighborhood planning—this created a district center while circumventing the City's rules and state law. Spokane's neighborhoods should be extremely concerned that this process could set a dangerous precedent, that's why we're working to stop it."

While the City has shown leadership in addressing global warming, this comprehensive plan amendment prevents a more sustainable neighborhood center from being built, which is exactly the type of development pattern that would help the City work to achieve its goals to reduce greenhouse gas emissions and give Spokane's hard pressed families more choices that help reduce their gasoline bills.

*To learn more about our work in Spokane visit: <http://www.futurewise.org/spokane>.*

## LEGAL BRIEFS



### **Futurewise successfully checks sprawl in Lewis County.**

Success came on August 15, 2008, when the Western Washington Growth Management Hearings Board issued a decision in *Panesko, Butler, and Futurewise v. Lewis County, City of Napavine, City of Toledo, Fox, and Cowlitz Indian Tribal Housing*. (WWGMHB Case No. 08-2-0007c).

The issues of most concern to Futurewise and our local partner were the City of Napavine's use of a market factor in proposing its UGA which they applied to existing units of housing rather than being properly limited to those needed to accommodate projected growth. The Board determined this to be clearly erroneous because it overstated the amount of land needed to accommodate growth. We were pleased with the outcome on several other issues decided by the Board, as well.

The City of Napavine and Lewis County both moved the Board to reconsider and we answered, urging the Board not reconsider. Once the decision of the Board is final, the non-prevailing parties may exercise their right to appeal to the Superior Court. We'll keep you up to date, if that happens.

### **Supreme Court affirms public's role in protecting communities, stopping sprawl in Thurston County.**

Four years ago Thurston County adopted its 20 year blueprint for future growth and development. Unfortunately, the County's plan failed to adequately protect water quality, prevent sprawl, conserve farmland, and comply with state law—it was because of these reasons that we filed an appeal of this plan back in 2004.

After the County lost in numerous venues along the way, this case landed in front of the Supreme Court. In August, the Supreme Court issued its final and unanimous decision on the case.

The Supreme Court agreed with Futurewise that Thurston County's urban growth areas (UGA) cannot be larger than needed to accommodate the

county's adopted population projection and a reasonable market factor. Further the Court agreed that Thurston County cannot use lands outside the rural area when determining if there is a variety of rural densities. The Supreme Court also rejected the county's arguments that Futurewise could not appeal the county's oversized UGA or county's failure to protect the rural areas from sprawling development.

In addition to these crucial determinations, there were three other issues addressed by the court:

- A party/person may challenge a county's failure to revise its UGA designations after a 10 year update if the state's population projections for the county have been updated;
- A party/person may challenge a county's failure to revise aspects of a comprehensive plan that are directly affected by new or recently amended GMA provisions if a petition is filed within 60 days of the plan adoption; and
- The court remanded the case to the Board to determine whether the County used a land market supply factor when sizing its UGA and whether appropriate rural densities were included in the plan.

This is indeed another victory for Thurston County residents who want to focus growth in compact urban areas in order to protect rural character, water quality & quantity, and the remaining farmland of Thurston County.

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initiative to raid our state budget to add more lanes for single occupancy vehicles and prevent HOV lanes from fulfilling their intended purposes. We urge you to learn more about both of these issues (see page 1) and vote Yes on Prop 1 and No on I-985.

This is far and away the best job I have ever had, and I look forward to doing everything I can to help Futurewise continue protecting our valuable farm and resource lands while promoting the development of livable communities.

Dan

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**Makes key highway chokepoints worse.**

I-985 will gum up traffic on I-5, SR-520, and I-405, by turning bus/carpool lanes into general purpose lanes for 18 hours a day. I-985 will create even more congestion than we have today.



that local residents will have no control over.

**I-985 is Bad for the State Budget**

A slowing economy has already put strains on the state budget. I-985 would make a bad situation worse, by raiding over \$600 million of general fund revenues over the next five years.

**Cripples carpools, vanpools, and buses.** During rush hour, carpool lanes are the most efficient part of the road network: they carry more passengers (and sometimes more vehicles) each hour than general purpose lanes. I-985 restricts carpool lanes to just three hours each morning and afternoon, which will cripple their usefulness in fighting congestion.

**I-985 Hurts Local Communities**

Local communities have the expertise to set their own transportation priorities, based on local needs. But I-985 forces a misguided, one-size-fits-all policy on the entire state. Local communities will lose autonomy and choice.

**Limits local choices and solutions.** I-985 limits carpool lanes all around Puget Sound to certain times of the day, even if those times don't match with local rush hours. It outlaws local bus-only lanes, even in cities (like Seattle) where buses ease congestion. And it restricts funding for some good congestion relief ideas, such as transit and vanpools.

**Raids money from state transportation projects.**

I-985 would take a half a percent of the money that the state provides for local transportation projects, and siphon it into a new government fund

**Raids the General Fund.** The general fund pays for schools, law enforcement, and other key priorities all across the state. The general fund is already stretched thin, with cutbacks or tax increases looming. I-985 makes a bad budget situation worse, by taking money from the general fund for a "congestion" slush fund.

**Makes it harder to pay for key road improvements.** I-985 makes highway tolling completely inflexible. If it passes, paying for SR-520 and I-405 will be even harder—and probably impossible without new taxes.

**Uses "smoke and mirrors" accounting.** I-985's supporters claim that it will pay for congestion relief by shifting state money away from highway art projects. They're wrong. Absolutely no state highway money currently pays for art! There's simply no money to shift.

Initiative 985 does not invest in alternative transportation options, benefit rural Washington, encourage the development of livable, walkable communities, or help cut down on bumper to bumper traffic. Instead, it assaults our quality of life with a thoughtless and disastrous "more lanes good!" approach. Vote "NO" on this dead end initiative. To learn more about the No on I-985 efforts visit [www.nog85.org](http://www.nog85.org).



## EUGENE BUTLER HAS MADE A DIFFERENCE IN LEWIS COUNTY'S PLANNING FOR A BETTER FUTURE

Lewis County is Exhibit A as to why citizen appeals are crucial to keeping Washington State livable and to protecting our working farms and forests. Lewis County started with a comprehensive plan that allocated the majority of its growth to its rural areas, used a "one-size-fits-all" approach to its rural lands, and only protected 20 percent of the working farmland in the county.

As a result of ten years of appeals by Eugene Butler and his Lewis County allies, the County Comprehensive Plan now directs most of its planned growth to its cities and towns and provides for a variety of rural densities that address the diversity of its rural lands. And after a case that went all the way to the Washington Supreme Court and resulted in a thoughtful and thorough Western Washington Growth Management Hearings Board decision this spring, Mr. Butler believes the county is "on the cusp of actual movement on agriculture." The agricultural land designations "would be a real advance" in protecting the county's working farms said Mr. Butler.

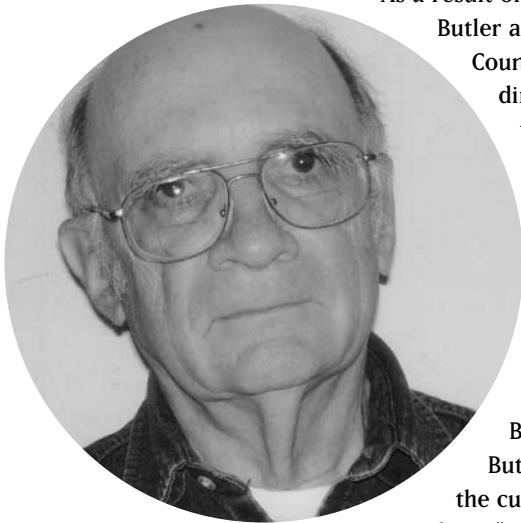
Eugene Butler was not always a citizen activist on GMA issues. For most of his career, the Washington native was a county insider.

Born in Dayton, Washington, Mr. Butler attended Whitman College where he met his wife June. They married while he was attending the University of Chicago Law School. Mr. Butler jokes his wife earned her "PMT, she put me through law school," while Mrs. Butler worked for the influential Bulletin of the Atomic Scientists. The Butlers have five children and five grandchildren.

After graduating from Law School, Mr. Butler served in the United States Army. For 13 years Mr. Butler served in the Snohomish County Prosecuting Attorney's Office. For 17 years he was a Chief Civil Deputy with the Office of the Lewis County Prosecuting Attorney. A civil deputy represents a county on non-criminal legal issues such as defending the county from lawsuits and providing legal advice.

After retiring from Lewis County, Mr. Butler volunteered to work on a county election campaign. After the campaign, Mr. Butler and other volunteers formed Lewis County Watch. For ten years, Mr. Butler and other county residents and property owners have advocated for better planning and, when necessary, brought appeals to the Growth Management Hearings Board, which is the primary method of enforcing the Growth Management Act.

When asked what advice he had for other activists, Mr. Butler said "realize that it is a very technical field and that local governments will hit you with technicalities. You need to pay attention to details and document your appeal well." He also said that sometimes the best advice "is to get your community organized early on, raise funds, and hire a lawyer," although Mr. Butler and his allies have represented themselves before the Western Board. He also said "Be persistent. When you win before the board you cannot go away thinking that you have prevailed and nothing more need be done." You have to continue to work with the county or city to make sure they do the right thing. Eugene Butler's persistence has paid off for the future of Lewis County.



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Futurewise worked with Transportation Choices Coalition, Sierra Club and other environmental organizations to help get this package on the ballot, and we are a part of the broad Mass Transit Now! campaign to see it pass. It will provide meaningful transportation options for the region while also creating new opportunities for people to live, work and play in vibrant transit-oriented communities near stations. It's good for people and it's good for the environment.

Please vote YES on Proposition 1! If you are interested in volunteering for the campaign, contact Sara Nikolic at [sara@futurewise.org](mailto:sara@futurewise.org). For more information on the transit plan and the campaign, please go to <http://www.masstransitnow.org/>.



# YES PROP 1

## PROPOSITION 1: MASS TRANSIT NOW INCLUDES:

- ↔ 34 miles of light rail connecting Seattle north to Northgate and on to Lynnwood, east across I-90 to Bellevue and Redmond, and south from the Airport to Highline Community College and on to S. 272nd in Federal Way.
- ↔ Sounder commuter rail service of up to 30 trains a day from Tacoma to Seattle including more rush hour service, more reverse commute service, and new mid-day service.

↔ Improved Sounder stations in Edmonds, Mukilteo, Tukwila, Kent, Auburn, Sumner, Puyallup, S. Tacoma and Lakewood as well as new provisional Sounder stations in Ballard and Belltown.

↔ Up to 30% more bus service throughout King, Pierce and Snohomish Counties and new Bus Rapid Transit service on the 520 bridge.

↔ Streetcar extensions in Tacoma and Seattle including a new streetcar connecting Seattle's International District station with the Capital Hill station via First Hill.



## FUTUREWISE EXPANDS SHORELINE PLANNING PROGRAM

Between now and 2014 the Shoreline Management Act requires every county and city in Washington State to update their Shoreline Master Programs (SMP). Shoreline Master Programs are policies and regulations that protect and manage our shorelines including Puget Sound, the Pacific Ocean, streams and rivers with a mean annual flow of 20 cubic feet per second or more, and lakes 20 acres or more in size.

Most Shoreline Master Programs are quite old and in desperate need of being updated. *In fact, this is the first time since the initial adoption of the SMP's in the 1970's that updates have been required.* The update process is the best opportunity that we will have to make wholesale improvements to protections for Puget Sound shorelines—one that won't happen again for another seven years.

Although Futurewise has been working steadily on the Shoreline Master Program updates, we have recently hired a Shoreline Planner to allow us to more fully participate in the updates. We are pleased to announce that Dean Patterson will be our new Shoreline Planner (see page 10).

This increased capacity was made possible by funding from the Northwest Fund for the Environment, The Burning Foundation and the Russell Family Foundation. Additionally we want to thank our members, many of whom sent in contributions to help launch this expanded program. Our work on the Shoreline Master Program updates is a critical next step in protecting Washington and Puget Sound shorelines and waterways and we are very grateful for your support!

TRANSITIONS

**THANK YOU AND FAREWELL TO MEGAN BLANCK-WEISS**



Many of you know Megan for her high energy and passion for leading our Field Program. Megan left Futurewise in August to attend graduate school. She has been an incredible force on the Futurewise team and we are glad to have had the opportunity to work with her. We wish her all the best in her future. We are currently in the process of finding our next Field Director. Interested candidates can email us at [jobs@futurewise.org](mailto:jobs@futurewise.org).

**ROBERT BEATTEY TO LEAD FUTUREWISE'S LEGAL PROGRAM**



Futurewise is excited to announce the appointment of our new Legal Director, Robert Beattey. Prior to joining Futurewise, Rob served as Senior Attorney in the *Zone, Environmental, & Nuisance* unit of the Columbus, Ohio, City Attorney's Office. In that position he was responsible for hundreds of land use regulation cases at the trial and appellate level and actively advised local and state policy-makers on land use, homelessness, public health, and nuisance issues. Rob also previously served as general elections counsel to a number of presidential, statewide, legislative, local, and ballot issue campaign committees as an Associate at McTigue Law Group. Rob holds a B.A. from Columbia University and a JD from The Ohio State University College of Law.

*"I'm very excited to be a part of Futurewise's work in protecting the amazing natural resources here in Washington State,"* said Rob Beattey.

**FUTUREWISE WHATCOM HIRES CHAPTER DIRECTOR**

Cathy Lehman is the new Chapter Director for Futurewise Whatcom and its dedicated local Steering Committee, after a fundraising campaign in 2007–2008 raised the support necessary to bring their first local staff person onboard. Congratulations Futurewise Whatcom.



Cathy was previously the Sustainable Business Development Manager for Sustainable Connections. She graduated with a BA in Communications from Western

Washington University and earned a Certificate of Sustainable Business through Bainbridge Graduate Institute's 'green' MBA program in Spring of 2007. She serves on the executive committee for Downtown Renaissance Network, the business and neighborhood association of downtown Bellingham.

*"It's been a great experience supporting individual business sustainability in our community for the last few years, and I'm really excited to be forging a new angle on holistic community sustainability now with Futurewise. I must say, it's thrilling to be working with such a capable and inspiring local steering committee on these issues of smart growth, and helping bring about intentional community planning that will maintain what we all love about Whatcom County for generations to come."*

**DEAN PATTERSON TO LEAD EFFORTS TO STRENGTHEN SHORELINE MASTER PROGRAM UPDATES**

We are very pleased to announce that Dean Patterson has joined Futurewise as our Shoreline Planner. Dean was most recently a Planning Manager for Yakima County, administering the county's Shoreline Master Plan. He recently completed Yakima County's Shoreline Master Program and Critical Areas Ordinance updates. Dean graduated from the University of Washington with a BA in Architecture and a MS in Natural Resource Planning. Welcome Dean!





# WORKPLACE GIVING SEASON COMING UP

You know when the leaves start falling that the annual Workplace Giving Campaign is just around the corner. Workplace giving allows employees donate to charitable organizations of their choice, primarily through payroll pledges.

Futurewise is a member of Earth Share of Washington, a group of environmental organizations working to protect our environment and quality of life. Earth Share of Washington partners with businesses and government agencies to encourage employees to give to the environment at work through payroll deductions and helps provide support for groups like Futurewise.

More than 70 businesses and government agencies now partner with Earth Share of Washington (ESW) to offer employees an environmental choice in their annual workplace giving campaign. Workplace giving is a great (and easy) way to keep your donations working all year long. What's more, some workplaces match charitable donations.

## HERE'S HOW IT WORKS:

**Public workplaces:** If you work for one of the many public entities in Washington, you can find Futurewise listed in the campaign catalog under the umbrella of Earth Share of Washington or alphabetically in the index. Once you have found us, write the Futurewise code number on your payroll

deduction pledge form. Public workplaces include the State of Washington, University of Washington, the federal government, and most city and county governments.

**Private workplaces:** If you work for one of the dozens of private companies in the area that includes Earth Share of Washington in your workplace giving campaign, find Earth Share of Washington on your payroll deduction form and write Futurewise in as a specific designation.

**United Way Campaigns:** If Earth Share of Washington is not an option listed by your employer, you can still designate donations to Futurewise through your United Way campaign. You can write us in the "Specific Organization" or "donor option" section of your United Way pledge form.

Whether your workplace has an Earth Share, United Way, or open campaign, we hope that you will choose to put your dollars to work at Futurewise.

Want to learn how your company can become more involved in creating a cleaner, greener Washington? Ask your workplace campaign coordinator to sign up with Earth Share of Washington or contact Angela Uhl at [angela@futurewise.org](mailto:angela@futurewise.org) or (206) 343-0681. Together we can make Washington a better place!



**Earth Share**  
OF WASHINGTON

*Mark Your Calendar!*

# CARNIVAL

*Tickets will be on Sale  
beginning January 1!*

## *Futurewise Annual Dinner & Auction*

*Saturday, March 14*

Plans are already underway for CARNIVAL, our annual dinner & auction. This year's event will feature a Live and Silent auction, live music and plenty of festive fun as we celebrate CARNIVAL Futurewise style!

### **Sponsorship Tables Available Now!**

Ensure your spot at the hottest event of the year by becoming a sponsor. You'll have preferred seating, an ad in the catalog, and recognition at the event. Even better, you'll be supporting the work of Futurewise! Sponsor levels start at \$1250, \$2500 and \$5000. Visit [www.futurewise.org/action/events](http://www.futurewise.org/action/events) for details

on sponsor benefits or call Angela Uhl at 206-343-0681 x117 or [angela@futurewise.org](mailto:angela@futurewise.org).

**Want to donate an item?** Our auction features many terrific auction items such as dinner gift certificates, arts & crafts, household items, sports equipment, vacation homes and trips, services ranging from beauty, massage and catering to legal services. For a donation form visit [www.futurewise.org/action/events](http://www.futurewise.org/action/events) or call Chieu Van at 206-343-0681 x119 or [chieu@futurewise.org](mailto:chieu@futurewise.org).



**futurewise**

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