

## CREATING TRANSIT-ORIENTED COMMUNITIES MAKES ITS WAY TO OLYMPIA



Sara Nikolic, Urban Strategies Director

It's that time of year again, and Futurewise is hard at work in Olympia, working again on an Environmental Priority bill—House Bill 1490 “Creating Transit-Oriented Communities.”

You may remember that last year, Futurewise took an ambitious legislative agenda to Olympia: to amend the goals of the Growth Management Act (GMA) to consider the impacts of land use and transportation

decisions on climate through our “Local Solutions to Global Warming” bill. While we were not successful in amending the GMA goals,

ESSB 380 did establish a state stakeholder process, the Land Use and Climate

Change (LUCC) committee, to identify how state statute should address the challenge

of global warming. One of the recommendations that came out of the committee's December 2008 final report: amend the goals of GMA to consider the impacts of land use and transportation decisions on climate!

So back to Olympia we go, armed with the support of the LUCC recommendations, as well as those coming out of the Governor's Climate Action Team—all recognizing that compact land use patterns that decrease vehicle miles traveled is a central strategy to combating global warming. In addition, countless efforts over the past year, including reports and plans by the Puget Sound Regional Council, the Urban Land Institute's Reality Check and the Puget Sound Partnership, have acknowledged that accommodating growth in mixed-use communities supported by good transit—commonly referred to as “transit-oriented development”—is an integral strategy to improve

**Our TOC bill encourages compact, vibrant, mixed-use station area neighborhoods.**

Photo credit: Seattle Housing Authority

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## CRISIS AS OPPORTUNITY

I recently heard a speaker suggest that we shouldn't waste a good crisis. The largest economic disruption this country has seen since the Great Depression certainly qualifies as a whopper of a crisis. Families and individuals, businesses large and small, are all trying to cope with this fiscal tsunami. Government at every level, federal, state and local, are challenged to provide essential services in this constrained environment.

However, there is a unique confluence of events upon us now as we head into 2009. Even as we face profound economic challenges, we just had an overwhelming public vote repudiating wrong-headed non-solutions to our traffic problems in Initiative 985. In the central Puget Sound metropolitan region there was broad support for mass transit expansion through the passage of Proposition 1 that will add bus and commuter rail service immediately while significantly extending the light rail system over the next decade. I believe that these transportation decisions reflect a greater comprehension by Washingtonians of the connections among transportation, land use and climate impacts, and ultimately the kind of place we want to live in.

Futurewise is responding to the challenges and opportunities confronting us with our Transit Oriented Communities legislation. Adding transportation options, ensuring availability of affordable housing near transit and reducing greenhouse gas emissions, runoff and sprawl offers a win-win-win to our neighborhoods and cities. If crisis can serve as an opportunity, then how we reduce our carbon footprint and develop livable places where people can work, play and get around easily will shape our quality of life for generations. Futurewise is working to be creative and seize this moment to help ensure that we have viable options in an evolving world.

**Dan Cantrell**, Executive Director

## INFILL OUTING IN WHATCOM COUNTY

Cathy Lehman and a homeowner in the Columbia Neighborhood present the details of their backyard Accessory Dwelling Unit (ADU), which was a key factor in the family's decision to purchase this house.



Cathy Lehman, Futurewise Whatcom Chapter Director

On a crisp Saturday morning in early December, over 50 government staff, elected officials, planning commissioners, neighborhood representatives, and citizen activists boarded a charter bus in downtown Bellingham for Futurewise Whatcom's inaugural event – an Infill Outing. The half day bus tour was designed to focus on specific instances of growth and development patterns in and around Bellingham and Whatcom County, and partnered two like-minded organizations, Futurewise Whatcom and Sustainable Connections.

Cathy Lehman, Chapter Director of Futurewise Whatcom, and Nick Hartrich, Green Building & Smart Growth program manager at Sustainable Connections, jointly planned and hosted the tour – a first of its kind in Whatcom County. The idea came about after numerous discussions detailing community fears and misinformation about the loss of rural land in Whatcom County and what role density played in that dynamic. The goal was



Tour participants take in the panorama of Fairhaven's waterfront from a community patio space at Fairhaven Gardens, while discussing height restrictions and views.

to open a frank dialogue between decision makers and citizens about what was really happening and how it affects the livability of Whatcom County.

All participants received a tour packet at the beginning of the day with a map of the tour stops, descriptions of each stop (including zoning and

density!), zoning maps, transit maps, details on guest speakers, a glossary of growth terms and Growth Management Act 101 fact sheet.

The bus started with an initial sweep through 5 acre zoning in agricultural land, with its first stop at a working farm in the Bellingham Urban Growth Area (UGA) – which was annexed into the city of Bellingham a few weeks later! It subsequently moved into the new Cordata neighborhood planned developments with a detailed account from the developer giving a play by play of sites at the microphone. Stops moved deeper into the



city of Bellingham, including a series of undeveloped lots hidden in the Birchwood neighborhood, a grandfathered accessory dwelling unit (ADU) in Columbia, a beautifully executed co-housing project in Happy Valley, upscale condo units with community space in Fairhaven, an urban village redevelopment project along Samish Way, and ended with details on the Old Town Master Plan redevelopment at Bellingham's waterfront by mid-afternoon.

Tour-goers got a transparent program given by local planning & land-use experts that provided information on the zoning, development pressures, and additional critical issues under consideration regarding growth and development at 16 stops in and around Bellingham – including the rural land zoned R5A just outside city limits. As a result, according to one participant at the end of the day, "I really began to understand the plight of agriculture lands and people, how development relentlessly creeps into rural areas, and how those with the most valuable land can determine annexation."

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# GMA DOES NOT INCREASE HOUSING COSTS BY \$200,000

Tim Trohimovich, Planning Director

The front page headline on the Valentines Day edition of the *Seattle Times* caught all of our attention: "Rules add \$200,000 to Seattle house price." A report by the Washington Chapter of the American Planning Association (Washington APA) concludes that these cost estimates "are grossly overstated."

The report analyzed the "Housing Prices and Land Use Regulations: A Study of 250 Major US Cities" and a paper specific to several Washington State cities. These papers associated dramatic increases in housing costs with Washington's Growth Management Act (GMA). After analyzing the papers and researching the field for several months, a committee of planners identified five key problems with the housing cost papers. Each problem is briefly summarized below.

## **1. Data on housing prices does not support the studies' finding that growth management is a major driver of housing price inflation.**

The Washington APA report compared housing costs in the Seattle metropolitan area with other large cities. This data does not show that the GMA has caused high housing costs. For example, the Case-Schiller Index, which tracks the change in housing prices for the same properties as they sell over time, found that the Seattle metropolitan area ranked 12<sup>th</sup> in 2006 and 11<sup>th</sup> in 2007 in the percentage increase in housing costs, near the middle of the 20 major metropolitan areas in the index and slower than cities with relatively unfettered sprawl such as Phoenix and Las Vegas.

The report also looked at the change in historical housing prices for King County. This data shows that housing prices increased faster in King County during the mid-1970s and 1980s than they did after the 1990 passage of the GMA.

## **2. The study's estimated costs of regulations for cities in Washington State are inconsistent with the economics of actual housing project development**

The report looked at the actual cost of land and three examples of housing construction in King County. The report estimated that the costs of

permits, impact fees, financing costs for the time needed to obtain permits, site infrastructure costs, and increases in land costs may account for no more than 17 percent of the cost of a home. This would be \$68,000 for a \$400,000 home, much lower than the papers' estimate of \$203,000 for a house in Seattle.

## **3. The study uses an over-simplified model of the factors that drive housing prices.**

The Washington APA report concluded the study missed the impact of important factors that have increased housing costs. They include increases in home size and home quality and the speculation that resulted in the housing bubble.

## **4. The study relies on a largely self-reported database on land use regulations that fails to provide reliable city-to-city comparisons.**

The study relied on indexes where different cities inconsistently reported the impact of various factors. For example, news accounts of the housing costs study faulted Seattle's design review process. But the study only looked at single-family homes and Seattle does not have design review for single-family homes. However Portland, which the paper identified as having much lower regulatory costs, does have design review for single-family homes in some neighborhoods.

## **5. The study does not distinguish regulations that restrict housing from policies that foster housing affordability.**

Finally, the Washington APA report noted that the GMA requires counties and cities to plan for housing affordable to all income groups. However, the study does not distinguish between requirements that increase housing costs and requirements to plan for affordable housing.

You can find a copy of the Washington APA's Observations on the Costs of Land Use Regulations and Growth Management: Critical Perspective on a Controversial UW Study at: <http://www.washington-apa.org/> Futurewise's Planning Director, Tim Trohimovich, participated on the committee that prepared the report.

# WASHINGTON SECURES TWO BIG WINS FOR TRANSPORTATION

## Proposition 1 Brings Regional Mass Transit to Central Puget Sound! Yeah!

After 40 years of debate and inaction, voters in the three-county Sound Transit district voted impressively 57-43 in support of a comprehensive mass transit expansion plan that will increase express bus and commuter rail service, and expand light rail north to Lynnwood, east to Redmond, and south to Federal Way. Improved mass transit is critical to reducing our greenhouse gas emissions, and Futurewise was proud to help get the initiative on the ballot and fight for its passage in November. The victory shows that despite hard economic times, voters understand that mass transit is a solid investment, giving more people real transportation choices into the future, and keeping our region environmentally sound and economically competitive.

Futurewise will continue working with Sound Transit on the implementation of

the expansion plan, and with jurisdictions throughout the region to ensure that more people have the opportunity to live and work near these transit investments.

## Voters Recognize I-985 as a Congested Mess!

Voters gave a resounding thump to Tim Eyman's latest bad idea, Initiative-985, at the polls in November. Although deceptively billed as an anti-congestion measure, the Initiative would have been a nightmare for sustainable transportation in the state—increasing congestion, slowing down transit, and taking away road safety tools and transportation funds from local jurisdictions. But the state's voters would not be deceived! The measure failed in nearly every jurisdiction in the state, with an overall loss of 60-40. Way to go, Washington!



Volunteers of all kinds created enthusiasm for Prop 1 at the Everett Station.



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One tour-goer shared in the post event survey, "I had looked at the Infill descriptions on the internet, but it was much easier to understand when seen in a real example, especially a carriage house..."

Another participant also explained, "Detached Dwellings was my favorite, as its complexity prompted lively dialogue. People had varying opinions on the ADUs as a method of [accommodating] growth and their reasoning was interesting to hear and participate in. Input from other people who lived nearby was also excellent as it ensured variety. The presenters here, as at each stop, were first rate."

Due to participant demand, Futurewise Whatcom will host a more in-depth rural land tour in Whatcom County this Spring. Stay tuned for more details!

Russ Graham and Ted Mischaikov, two developers trying innovative approaches to housing in Bellingham, share a laugh during their presentation of plans for 4 small cottages on a hidden lot in the city. Photos courtesy of Buff Black.

Whatcom Chapter Director, Cathy Lehman, checks with Nick Hartrich about some last minute details for the final stop of the day.





AT THE CAPITOL

# 2009 LEGISLATIVE SESSION PRIORITIES

April Putney, Political Director

**We're back in Olympia** and working to advance a legislative agenda that supports good growth management, builds communities, and protects the resources that are so vital to Washington.

It is through these efforts that we're optimistic that this legislative session could be a good session for Futurewise, our supporters and our partners! For the 2009 session, we're focused on four priority areas:

- **Creating transit-oriented communities**
- **Rewarding smart growth**
- **Protecting our shorelines, critical areas and communities**
- **Supporting working lands**

Here's a little more information about our priorities this legislative session:

#### **Transit-Oriented Communities (TOC)—HB 1490**

The TOC Bill defines "transit-oriented development" and creates a new section of the Growth Management Act pertaining to development in identified high-capacity station areas. The bill works to require cities and counties to consider the climate impacts of land use and transportation decisions; maximize land use potential and improve urban design near high capacity transit stations; and strengthen affordability parameters and accountability in cities. For more information see cover article.

#### **Rewarding Smart Growth—HB 1360/SB 5377**

Unfortunately, state policy objectives (like reducing global warming pollution, stopping sprawling development, providing affordable housing) are not always well matched with the way the state spends its money. Led by Representative Ormsby (Spokane) and Senator Kilmer (Gig Harbor), we've been working to help reward our communities that are getting it right when it comes to growth. As you know, one of the greatest challenges to compact development is the high cost of necessary infrastructure improvements to utilities, water and sewer lines, and sidewalks. Working in a coalition with groups like the Washington Low Income Housing Alliance, Washington REALTORS, Prosperity Partnership, and the Cascade Land Conservancy, we're working to establish a dedicated revenue source for affordable infill development near transit centers so that we can protect our rural and resource lands.

#### **Protecting Our Shorelines —HB 1653**

Futurewise is working with the Department of Ecology and Community, Trade & Economic Development to address concerns about the Anacortes Supreme Court decision related to the city's 2005 Critical Areas Ordinance update (see page 8), which has implications for other counties. Futurewise has requested a reconsideration of the

decision, but will proceed with this legislative proposal if the reconsideration is not granted.

### Supporting Working Lands—HB 1172/SB 5165

Two years ago we helped create a process to expand the use of Transferring development rights (TDR) in the Central Puget Sound. TDR is a voluntary conservation tool to move development rights from farms, forests and natural lands into areas more appropriate for growth, with infrastructure, roads, schools, and services. Over the last two years, we've been working on a stakeholder group to explore how to create a vibrant TDR marketplace that's effective for landowners, businesses and local governments. Now the state is ready to move forward with recommendations that'll create a pilot project in King, Kitsap, Pierce and Snohomish Counties (with the hope of replicating this across the state). This pilot project looks to grow the marketplace by expanding the incentives for cities, counties, landowners and developers to participate in a regional process.

There's no way we could write an article about the 2009 legislative session without mentioning the budget. Currently we're facing a \$5.6 billion deficit and most predict it'll surpass at least \$6 billion by the March revenue forecast. The Governor, Legislature and President Obama are finalizing an economic stimulus plan to create jobs and keep our economy moving forward. In addition to our priorities mentioned above, Futurewise is working to ensure that as we move forward with a stimulus program—and balancing our budget—we're simultaneously ending our sprawl economy and moving closer to a smart growth economy.

To be successful in our efforts to advocate for smart growth policies during this legislative session we will need you, our members and supporters, to help us. During the coming months we'll be asking you to weigh in with your legislators by phone and email—actions that take only a minute but can have a lasting impact. For the most up to date information about bills that will affect your community, please visit: <http://www.futurewise.org/priorities/legislature>.

**Save the Date**

Join us in Olympia to speak directly with your legislators!

**February 19th** Environmental Lobby Day  
To register, please visit:  
<http://www.pugetsound.org/programs/policy/lobbyday09/lobbyday09>

**February 24th** Transportation Advocacy Day – to register, please visit:  
<http://www.transportationchoices.org/advocacydaysignup.asp>

### ..... Environmental Priorities

Futurewise is also a partner with other environmental groups in an annual coordinated effort to choose four priorities. Each year Washington's conservation community picks four issues that will help keep Washington healthy. This year the four priorities are:

#### Creating Transit-Oriented Communities.

See page 1 for more information on this priority!

**Cap & Invest.** By implementing real limits on global warming pollution, we will create new jobs and stimulate the growth of a clean energy economy here in Washington State.

**Efficiency First.** Promoting energy efficient homes, businesses and public institutions will save money, enhance energy security, and significantly reduce global warming pollution.

**Invest in Clean Water.** From Puget Sound to the Spokane River, clean water is Washington's lifeblood and our communities can't thrive without it.

For more information on each of these Priorities and to track their progress throughout the session, please visit: <http://www.environmentalpriorities.org>.

## LEGAL BRIEFS

## FUTUREWISE SEEKS RECONSIDERATION OF SHORELINE PROTECTION AT THE SUPREME COURT

**Robert Beattey, Legal Director**

Washington's Growth Management Act governs how local jurisdictions plan for growth. As our supporters know, one of Futurewise's key roles is to challenge local governments' planning decisions when they do not meet the goals of the Growth Management Act (GMA).

Critical Areas Ordinances (CAOs) set out the way local jurisdictions go about protecting areas such as geologically hazardous areas and aquifers and the people who live and work in those areas. In a 2003 bill, the State Legislature transferred protection of critical areas near shorelines from the GMA to the Shoreline Management Act (SMA). The Legislature did not intend for that change to happen immediately, but for that transfer to happen only going forward when local governments comprehensively updated protection under the SMA.

In 2005, the City of Anacortes updated its CAO. Concerns related to how the City of Anacortes protected shorelines in its 2005 update led Washington State, Futurewise, Evergreen Islands, and Skagit Audubon Society to petition the Western Washington Growth Management Hearings Board arguing that the City regulations did not adequately protect marine shorelines and failed to comply with the "best available science" requirement of the GMA.

The case eventually made its way from the Growth Board to the Washington Supreme Court. In June of last year, the Supreme Court issued a decision that seemed to suggest that as soon as the legislature adopted the 2003 bill transferring regulation of critical areas from the GMA to the SMA, the existing protections adopted by local governments under the GMA protecting all critical areas could no longer be applied to critical areas near shorelines. The decision had the potential of creating

significant gaps in regulations that protect human health and safety and environmental resources in shoreline areas.

This would have been quite a blow to critical areas near shorelines were it not for a procedural anomaly created by one of the Supreme Court Justices who joined the plurality opinion "result only." Four of the Justices had agreed with us and four with Anacortes, but this ninth Justice joined the four finding in favor of Anacortes but only in the technical result of the case, which was to endorse the decision of the Western Board and require that Anacortes adopt the Critical Areas update as a Shoreline Master Program amendment. This outcome created quite a lot of confusion because the decision of the Board had not really used the reasoning that the Supreme Court plurality opinion, in which the ninth Justice joined for the "result only," had clearly adopted. Even though the technical result was to send it back to the city, the reasoning of the decision and the apparent result seemed irreconcilable.

As a result of the confusion, Futurewise and the State petitioned the Supreme Court for reconsideration, a request rarely granted by the Court. Four Washington Counties also filed with the Court in support of the request that the matter be clarified.

The Supreme Court has not yet decided whether to take another look at the case, but has requested a response from the other parties, which would seem to indicate the Court is seriously considering reviewing the situation.

If the Court does reconsider the case, we hope that the result will be a clear determination that critical areas within shorelines are protected by the GMA until a local government comprehensively protects them under the SMA.



## SHARON NELSON, FROM COMMUNITY ORGANIZER TO CREATING TRANSIT-ORIENTED COMMUNITIES

Washingtonians want to live in affordable, walkable and transit-oriented communities. With population growth, we are facing increased traffic congestion, diminished quality of life, and ever-increasing greenhouse gas emissions. Luckily, we've got a champion in Representative Sharon Nelson of the 34th District (Burien, North Highline, West Seattle, Vashon Island & Maury Island) who's committed to make transit-oriented communities a reality in Washington State. Sharon Nelson was appointed to the House of Representatives in 2007 and elected last November. Although new to Olympia, Sharon certainly isn't new to working for her community or protecting the environment.

While Sharon always considered herself an environmentalist, it wasn't until she moved to Maury Island that she felt she truly understood what that meant. "There's something about moving to an island where you can watch the entire ecosystem at work, that's when I really woke up." And wake up indeed.

After Sharon's septic tank failed in 1996, Sharon went to work to make sure this wouldn't happen to others who lived in her community. She testified as a consumer advocate in the legislature, and got a grant from the Puget Sound Quality Action Team to fund classes to help educate her neighbors. Around the same time, Sharon became active opposing attempts to mine Maury and became the founding president of Preserve Our Island, a nonprofit aimed at protecting the environment.

Last year, Representative Nelson worked with Representative Geoff Simpson and Senator Chris Marr to help pass the Local Solutions to Global Warming bill (SB 6580). This summer, Sharon was appointed to the state's Land Use and Climate Change Committee (LUCC) established by Local Solutions. And now she's the prime sponsor of the Transit-Oriented Communities bill (HB 1490), which is based largely on the recommendations of the LUCC. Sharon's leadership is inspirational and we look forward to working with her this legislative session and in the future to help protect our quality of life in Washington.



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air and water quality while staying economically strong and competitive. Furthermore, the passage of Proposition 1 in the central Puget Sound region has bolstered citizen support for maximizing this transit investment by ensuring that more people have the opportunity to live and work near high-capacity transit.

This year's bill, entitled "Creating Transit-Oriented Communities," teams Futurewise with Transportation Choices Coalition, and with the full support of the state environmental community, to again work to strengthen the GMA to address climate impacts while requiring minimum density thresholds and development standards in high-capacity station areas. Also joining the coalition is the Washington Low Income Housing Alliance, working to ensure that the bill contains provisions to promote station area affordable housing for low, moderate and middle income individuals and families.

### **The bill will do several things, including:**

**Requiring cities and counties to consider the climate impacts of land use and transportation decisions.** Meeting state greenhouse gas and vehicle miles traveled reduction requirements will necessitate more compact and walkable development in our cities, and more preservation of our rural and resource lands. Local jurisdictions will decide, through their comprehensive plans, how to best meet these goals.

**Maximizing land use potential and improving urban design near high capacity transit stations.** What better way to leverage the multi-billion dollar transit investments made by the taxpayers than to provide more opportunities for people to live and work near transit? Local neighborhoods will decide, through neighborhood planning, the shape and character of these compact and walkable communities.

**Strengthening affordability parameters and accountability in cities.** New guidelines will require cities to protect existing affordable housing stock and direct more affordability programs to new development in transit station areas. Local jurisdictions can decide best what mix of programs and incentives will meet the requirements.

Futurewise is proud to work with the legislation's sponsors, Representative Sharon Nelson and Senator Chris Marr, and our many partner organizations to pass this bill. We view it truly as a win for neighborhoods, cities and the environment.

To get involved, please visit [www.environmentalpriorities.org](http://www.environmentalpriorities.org)!

## TRANSITIONS

### Futurwise Board of Directors

It's a new year and with it comes some changes to our Board of Directors. We'd like to take a moment to thank our departing members including Sandra Romero and Greg Smith. We are incredibly grateful for the time and energy that you have given to Futurewise over the last few years – Thank you!

We'd also like to welcome our newest Board Member, Branden Born. Branden is an Assistant Professor of Urban Design and Planning at the College of Architecture & Urban Planning at the University of Washington. Branden has a particular interest in the planning process and policy/decision making, land use, and social justice. Welcome Branden!

Officers were elected in November, and returning to their respective roles are Jay Arnold, President; Bill Ross, Vice President; Jared Smith, Treasurer; and Roberta Lewandowski, Secretary. Thank you for your leadership.

### Whatcom Chapter Steering Committee

We also want to take a moment to thank our Futurewise Whatcom Chapter Steering Committee for their work in Whatcom County. We'd especially like to thank Eric Hirst who has served as the founding President for the last two years. Eric will continue to participate on the committee. We'd also like to welcome Dan Warner as the new President of the Steering Committee.



Futurewise's  
newest Board Member,  
Branden Born

*“We don’t accomplish anything in this world alone ... and whatever happens is the result of the whole tapestry of one’s life and all the weavings of individual threads from one to another that creates something” – Sandra Day O’Connor.*

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# Carnaval

FUTUREWISE DINNER & AUCTION 2009

The Futurewise Dinner and Auction comes early this year and will take place on **Saturday, March 14, 2009** at Seattle Center Fisher Pavilion. This annual event is about having fun and we invite you to join us for the celebration. Have a drink, make some bids, enjoy excellent food, and know that you are supporting Futurewise and our mission.

The menu will be specially prepared by Kaspars' Special Events and Catering. Chef Kaspar Donnier is well known in gourmand circles and for this special event the dishes will incorporate Brazilian flavors and colors. To keep the evening lively, VamoLa, a drum and dance group will be performing live, bringing to life the spirit of Brazilian Carnaval.



KASPARS

#### Tickets are on sale now!

**\$85 general admission**  
**\$850 for a reserved table for 10**  
**\$1250 Ipanema Sponsorship**  
**\$2500 Copacabana Sponsorship**  
**\$5000 Rio de Janeiro Sponsorship**

Visit [www.futurewise.org](http://www.futurewise.org) to purchase tickets or call Chieu Van at 206-343-0681 ext 119 to reserve your seats. Or sign up to be a Table Captain and recruit 9 of your friends to join you for this festive affair! For more information about Sponsorship or being a Table Captain, visit our website or contact Angela Uhl at 206-343-0681 x117.

#### Auction Items Needed

We are still accepting items and services for our silent and live auctions. Your gift is tax deductible and will provide funding for much needed resources to help protect our quality of life in Washington State. Contact Chieu Van at 206-343-0681x119 or [chieu@futurewise.org](mailto:chieu@futurewise.org) to make a donation or visit our [www.futurewise.org](http://www.futurewise.org) for a downloadable procurement form.

#### Here are a few ideas:

Trips or Hotel Stays • Desserts • Gift Baskets • Jewelry  
Restaurant Gift Certificates • New Toys, Games, Books  
Spa Services • Artwork • Sporting Event Tickets • Garden Services • Wine • Unique experiences • Antiques

#### Volunteer Opportunities

Put your talents to use and meet others who want to make a tangible difference in our community by volunteering at the auction. We need people for setup, registration, data entry, cashiers, bartenders, item check out, auction runners, and clean-up. It's a great way to share your talents and have a really fun time!

Thank you for your support of our largest fund-raising event of the year. Or as they say in Brazil, Obrigado!



Time to show your colors!