



# INITIATIVE MEASURE 547

TO THE PEOPLE

Note: The ballot title and explanatory statement were written by the Attorney General as required by law. The complete text of Initiative Measure 547 begins on page 14.

## Statement for

### INITIATIVE 547 KEEPS WASHINGTON LIVABLE

If we want to *prevent* Washington state from becoming another *Los Angeles*, we must act now to *protect our environment* and manage growth. Either we plan for the future or we pay dearly for the consequences. Each year we lose 2,000 or more acres of wetlands and in the past decade alone we've lost 80,000 acres of forest lands.

### INITIATIVE 547 PROTECTS OUR ENVIRONMENT

Initiative 547 will: \* *restrict hazardous waste dumps, incinerators and oil ports*; \* *protect lakes, streams, farms and forests from being destroyed by urban sprawl*; \* *stop continued wetlands loss due to development*; \* *increase protection of Puget Sound*; \* *keep open space and transportation funds passed by the legislature this year*; \* *save endangered open space*.

### INITIATIVE 547 MAKES DEVELOPERS PAY, NOT TAXPAYERS

The costs of unmanaged growth are mounting everyday. Traffic congestion increases. We pave over our open space. Initiative 547 requires developers and large corporate real estate interests who are profiting from growth to pay their fair share. That is why they will spend hundreds of thousands of dollars to defeat it.

Initiative 547: \* *requires developers to pay for roads and sewers...not the taxpayers*; \* *requires roads, schools, fire and police protection be provided as development occurs so that taxpayers don't have to pay more for them later*; \* *protects existing neighborhoods*; \* *keeps housing affordable*.

## Official Ballot Title:

Shall state growth and environmental protection goals be implemented by measures including local comprehensive land use planning and development fees?

## The law as it now exists:

The 62-page 1990 Growth Management Act was enacted by the Legislature shortly after the filing of Initiative 547. That Act requires counties having a population of over 50,000 with at least a 10 percent population growth in the last 10 years, and any counties having had a 20 percent growth in that period to develop comprehensive land use plans.

### THE BULLDOZERS AREN'T WAITING AND NEITHER SHOULD WE

Initiative 547 is an *action plan for our future*. We need tougher laws to protect the environment and manage growth for our *families today and our children tomorrow*. Vote Yes on Initiative 547. Let's Keep Washington Livable. Call 206-527-7909 for more information and to help protect your environment.

## Rebuttal of Statement against

You've heard it all before. Scare tactics and misrepresentations from real estate developers and corporations who do not want to pay their fair share of the costs of new roads, schools, parks, police and fire protection.

Vote yes and we can protect our wetlands, groundwater, countryside and our children's future. This isn't Los Angeles... yet. We can plan for growth instead of settling for traffic jams.

Vote YES on Initiative 547. Let's keep Washington livable.

### Voters Pamphlet Statement Prepared by:

DEBBIE ABRAHAMSEN, Sensible Growth Alliance; DAVID BRICKLIN, Washington Environmental Council; MIKE KREIDLER, State Senator.

Advisory Committee: HAZEL WOLF, National Audubon Society; JOHN ENDERS, President, Puget Sound Council of Senior Citizens; JEFFERY HAHTO, President, Washington State Sportsmen's Council; BRIAN DERDOWSKI, King County Council; REVEREND DAVID BLOOM, Church Council of Greater Seattle.

Based upon preliminary population estimates the following counties now would be included: King, Pierce, Snohomish, Clark, Kitsap, Thurston, Whatcom, Skagit, Island, Chelan, Yakima, Clallam, San Juan, Mason, and Jefferson. The last three have the option to opt out of the requirement by December 31, 1990. Cities in counties required to have comprehensive plans are also required to develop comprehensive land use plans.

The comprehensive plans are to address urban growth, reduce urban sprawl, consider multimodal transportation, affordable housing and economic development, protection of ground waters, Puget Sound, neighborhoods and property rights, provide for open space, recreation, historic preservation and citizen participation, and many other factors. The statute provides some mandatory elements in such plans. Those counties and cities which are required to develop such plans must do so by July 1, 1993. City and county plans are to be coordinated and urban growth areas are to have greenbelts and open space. City annexations not permitted beyond urban growth areas. The State Department of Community Development is to develop guidelines for the classification of agricultural lands, forest lands, mineral resource lands and critical areas which are to be conserved.

Extensions of water and sewer services beyond urban growth areas is restricted. The state is to provide local government technical assistance and develop information on land uses in the state.

Impact fees for development can be charged by localities for the costs of public facilities. At the option of local government a one quarter

of 1 percent local real estate tax can be imposed upon the sale of real estate. A state growth strategies commission is directed to be created by the Governor. There is to be regional transportation planning, encouragement of economic growth statewide and the role of state government in growth management is to be defined.

During the current biennium 9.2 million dollars was appropriated of which 7.4 million is for grants to local governments.

## The effect of Initiative Measure 547, if approved into law:

Initiative 547, which is 53 pages in length, provides for repeal of the 1990 legislative enactment and would require comprehensive land use planning by all counties. Two state regional management councils would be created, with two members from each congressional district appointed by the Governor subject to Senate confirmation. Those state councils would adopt statewide rules for planning, require compliance by state agencies and approve, disapprove or grant provisional approval for local comprehensive land use plans.

The purpose of the comprehensive land use plans would be to have efficient use of land, conservation of some lands, adequate housing, efficient transportation, prevent urban sprawl, provide for open space and recreation, protect national heritage lands, prevent any net loss of

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## Statement against

### I-547 PROMOTES GOVERNMENT BUREAUCRACY, NOT GROWTH MANAGEMENT

I-547 promotes government bureaucracy by giving non-elected state growth panels enormous authority to affect every local land-use decision. This new bureaucracy is given \$160,000,000 off the top of the state budget over 8 years, reducing funds for education, transportation, crime and even environmental clean-up.

I-547 is so poorly drafted and complex with 74 contradictory goals that it will create a legal nightmare, halting and delaying responsible transportation and growth management projects.

### I-547 THREATENS THE ECONOMY BY INCREASING TAXES AND HOUSING PRICES

Local governments will be given unprecedented authority to raise taxes. I-547 will continue to push the cost of housing out of the reach of the average family by restricting housing supply and imposing new costs. Higher housing costs also mean higher property taxes and rents. I-547 means higher unemployment and may help to bring an end to our healthy economy.

### I-547 DELAYS ENVIRONMENTAL PROTECTION AND TRAFFIC RELIEF

I-547 repeals the landmark 1990 growth management law. This will eliminate requirements that local governments protect wetlands, open space, and sensitive areas within one year. Recently commenced regional transportation planning will be stopped dead in its tracks. The 1990 growth law protects the

environment now and will help relieve traffic congestion. I-547 would have you wait years until a state bureaucracy decides.

### SUPPORT STRONG LOCAL CONTROL, VOTE NO ON I-547

Read the fine print and more than 16,000 words in this excessive and complex initiative. Are you willing to risk our quality of life on an initiative drafted by a few individuals that threatens the economy, raises housing prices and taxes, delays real environmental protection, and promotes excessive state land use control? Please vote No on I-547.

## Rebuttal of Statement for

We all want to protect the environment, but I-547 delays real protection for years.

I-547 is expensive--\$40 million tax dollars a biennium and millions more in legal fees and court challenges.

I-547 takes land use control from your local government and gives it to an unelected state bureaucracy.

Traffic congestion will worsen as regional transportation efforts are stopped. Housing prices will increase.

Read this complex, lengthy and contradictory initiative. We can do better than I-547.

### Voters Pamphlet Statement Prepared by:

JOE KING, Speaker of the House; JOEL PRITCHARD, Lieutenant Governor; JEANETTE HAYNER, Senate Majority Leader.

Advisory Committee: BOOTH GARDNER, Governor; AL OGDON, President, Association of Washington Cities; VAN YOUNGQUIST, President, Washington State Association of Counties; RON SIMS, King County Councilman; HELEN SOMMERS, State Representative.