

2013

YEAR IN REVIEW



Coalition for Smarter Growth
DC • MD • VA



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CAPITAL BIKESHARE. PHOTO BY RICH REMONERON.



GEORGETOWN. PHOTO BY KIAN MCKELLAR. COVER PHOTO: DUPONT CIRCLE BY KIAN MCKELLAR.

Friends,

This fall marked the 11th anniversary of the initial release of our *Blueprint for a Better Region*, which made the case for walkable, inclusive, and transit-oriented communities throughout the Washington, DC region. We are pleased to see this vision realized -- in the success of the District of Columbia, the boom in transit-oriented development (84% of new office construction is within 1/4 mile of Metro stations), Prince George's decision to locate its new regional hospital center at Largo Town Center Metro station, Fairfax's Dunn Loring-Merrifield becoming a hot destination (yes, it's true), and transit projects advancing -- including the Purple Line, Silver Line, Alexandria BRT, Arlington Streetcar, and Montgomery County rapid transit.

The media noticed, paying unprecedented attention to changing demographics and the booming demand for walkable, transit-rich neighborhoods.

But while we celebrate success, we've also had to work harder than ever before, making sure that we're getting the details right in the design of buildings and public spaces, ensuring there are housing opportunities for people of all income levels, and fighting for the transit, pedestrian, and bicycling investments that are so critical to supporting these communities. It's unfortunate that we've had to expend time and resources fighting out-of-date projects like Virginia's Outer Beltway, which is so at odds with the smart growth priorities of the region. And the specter of climate change hovers over all of our choices, reminding us of the urgency in implementing more sustainable land use and transportation policies.

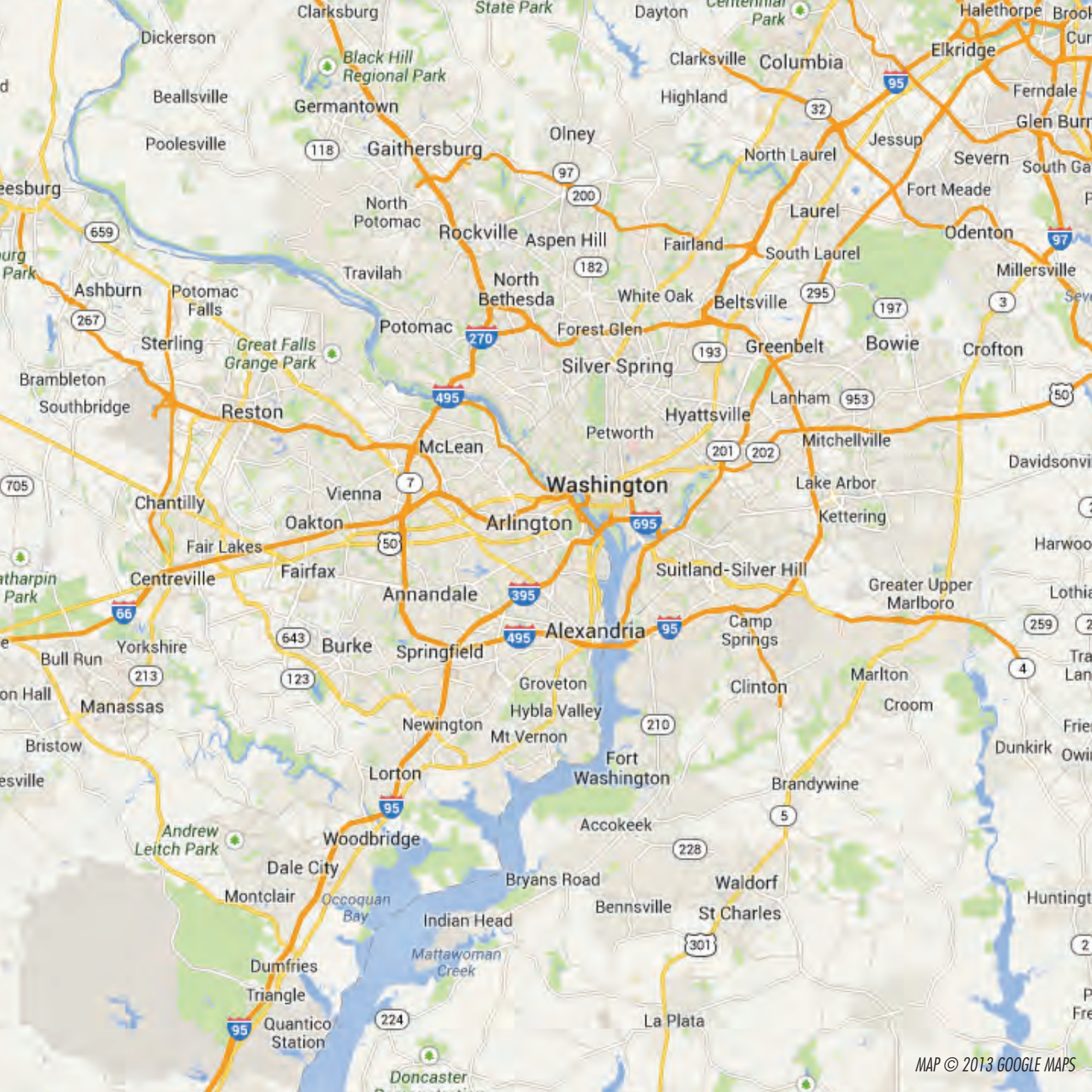
That's a long way of saying that despite our success, we've found ourselves busier than ever. But our staff of six, array of talented volunteers, and your support have helped us accomplish more than ever before. We are well-positioned to continue our central role in advocacy for smart growth throughout the Washington region, and hope we will continue to earn your support.



Stewart Schwartz
Executive Director

ONCE AGAIN WE'VE BEEN CHOSEN BY THE
CATALOGUE FOR PHILANTHROPY AS ONE OF GREATER
WASHINGTON'S BEST NONPROFITS





WHAT WE DO

The Coalition for Smarter Growth is the leading organization in the Washington, DC region dedicated to making the case for smart growth. Our mission is to promote walkable, inclusive, and transit-oriented communities, and the land use and transportation policies needed to make those communities flourish.

WHERE WE WORK

Our primary geographic focus is the greater Washington, DC region -- defined as the District of Columbia; Montgomery and Prince George's counties in Maryland; and Fairfax and Arlington Counties, and the City of Alexandria in Virginia. We also work for better planning in Virginia's Loudoun and Prince William Counties; and to counter efforts to build the Outer Beltway, which would undermine our region's trend toward smarter growth. Finally, we work at the state level to support transportation reform, funding for transit, and smart growth.



TWICE IN TWO YEARS: The Washington Business Journal has named our Executive Director, Stewart, to its "Power 100" list of most influential local business leaders. Now that's what we call making an impact!

2013 TOP ACHIEVEMENTS

Winning a Smart Growth hospital

At first, it wasn't clear how much priority Prince George's County officials would give to a Metro station location as they considered a site for a new regional medical center.

But our two-year campaign demonstrating the accessibility and health benefits of a transit station location paid off this year, when the county selected a walkable site next to the Largo Town Center Metro.

Read more on page 20.



Fighting the Outer Beltway

Zombies have a way of coming back again and again. So too does the Outer Beltway. The Virginia Department of Transportation (VDOT) revived plans for this Northern Virginia highway (also called the Bi-County Parkway), ignoring good alternatives, failing to evaluate all of its impacts, and disregarding more critical priorities.

With our partners, we've countered by issuing *Rethinking the Bi-County Parkway*, which uses VDOT's own traffic data to prove the project will hurt, not help, traffic; rallying support to our cause from state and federal legislators on both sides of the aisle; and exposing the failure of a draft agreement to protect Manassas National Battlefield Park.

Read more on page 16.

Campaigning to leave DC's 1950s zoning code behind

While DC leads the nation in many smart growth innovations, the District's 1950s-era zoning code unfortunately lags behind. We worked directly with residents to mobilize support for a progressive update. Among other provisions, the update would create more affordable housing options and more walkable neighborhoods by lowering rigid and unneeded parking requirements and easing rules prohibiting classic urban housing choices like "granny flats."

Read more about this and our other work for transit-oriented development on page 13.



Advocating for modern rapid transit in Montgomery County

Our staff, allies, and dedicated volunteers spoke to residents at transit stops and farmers markets, made countless presentations at community meetings, generated thousands of petitions and emails, and brought together a coalition of over 35 organizations to support Montgomery County's proposed rapid transit network. This fall, scores of residents came out to testify for the transit plan ahead of an expected November vote. If approved, the plan represents the most extensive new transit network of any DC suburb.

Read more on page 10.



NEXT GENERATION OF TRANSIT

more choices - less traffic - shorter commutes

GET MARYLAND MOVING

In January, we learned that Maryland's Purple Line light rail project needed to secure state funding this year -- or risk years of delay in winning federal funding.

In response, the Coalition for Smarter Growth convened our Maryland transit allies to highlight the need for statewide transportation funding. Over the course of just a few weeks, **we launched Get Maryland Moving, a campaign that pulled together more than 30 organizations** and garnered over 2000 petition signatures and letters to legislators.

In April, our efforts paid off: Maryland passed the Transportation Infrastructure Investment Act of 2013, which so far has yielded over \$680 million in committed state funds for the Purple Line, giving the project momentum to qualify for federal support.



PUSHING FOR BETTER BUS SERVICE IN DC

Most DC residents ride buses when they take transit, but the bus gets less attention than its glamorous cousins, Metrorail and streetcar. We've worked with our supporters and **urged decision makers to give bus service the attention it deserves.**

Funding is one important issue, but it's also about giving transit vehicles priority on city streets -- to get more travelers to their destinations faster. We supported

transit officials' efforts to improve the highest ridership routes in the system by adding express service with fewer stops, signal preemption, and dedicated transit lanes where feasible.

Now we're seeing progress: the first dedicated transit lane will soon be constructed on Georgia Avenue, which will help to remove a major bottleneck for this high-demand bus route.

RALLYING SUPPORT FOR THE COLUMBIA PIKE STREETCAR

We've worked with partners to bolster community support for Arlington's Columbia Pike Streetcar, mobilizing supporters to attend and speak out at town hall meetings, community events, and key hearings of the County Board.

In July, Arlington County approved an agreement to fund the next step in the project's environmental planning and design. Fairfax County approval followed a few weeks later, advancing this key transit link between the counties.

The streetcar will bring additional investment and transit options to Columbia Pike, and the plan will help the county achieve its affordable housing goals through

revitalization and redevelopment. The Columbia Pike Streetcar is a great project for Arlington, and we are proud to support it.




THINKING BIG PLANNING SMART

A Primer for Greater Washington's Next Generation of Transit



Check it out online!
[smartergrowth.net/
 thinkingbigplanningsmart](http://smartergrowth.net/thinkingbigplanningsmart)



Coalition for Smarter Growth
DC • MD • VA

THINKING BIG PLANNING SMART

In March, we launched our Next Generation of Transit campaign with the release of *Thinking Big Planning Smart*, a report providing an at-a-glance summary of transit projects in advanced planning stages or under construction across our region, and a call to action for creating a new, integrated transit vision for the region.

The report and its interactive online companion use maps, tables, and simple comparisons to untie the Gordian knot of overlapping jurisdictions and projects for the average citizen. It includes principles for planning and selecting new transit modes and corridors, and will serve as an invaluable baseline resource in our campaign for the first truly regional transit vision since Metrorail.

253: The number of miles of new transit planned or under construction. Learn more in *Thinking Big Planning Smart*.



A RAPID TRANSIT BUSWAY IN EUGENE, OR. FROM OUR RAPID TRANSIT VIDEO.

BRINGING RAPID TRANSIT TO MONTGOMERY COUNTY

In 2013, we fostered a groundswell of community support in Montgomery County for a proposed rapid transit system, using every tool in our toolbox. Our video, signs, and other handouts helped spread the word far and wide in creative ways. We reached thousands of Montgomery residents through community forums, canvassing at transit stops and neighborhood events, and meetings with civic groups and advisory boards.

We recruited over 100 volunteers to spread the word and engage with county officials to make sure that the rapid transit plan reflects community needs and concerns.

We built a diverse coalition of over 35 organizations ranging from youth advocates concerned about affordable transportation options and social justice, to businesses with their interest in economic development, to environmentalists dedicated to reducing carbon emissions.

Later this fall (after press deadline for this report), **the Montgomery County Council is expected to vote on the new rapid transit network.**



MORE WALKABLE NEIGHBORHOODS

great places - smart redevelopment - healthier living

THE HALSTEAD, A MIXED-USE DEVELOPMENT AT DUNN LORING - MERRIFIELD. PHOTO BY DAN REED.

REIMAGINING MCMILLAN

Some redevelopment proposals are particularly significant and complex, calling for our policy and design input and grassroots engagement. The proposed development of the McMillan Sand Filtration Site is one such case.

The large site is adjacent to the Washington Hospital Center complex, which offers great medical care -- but its 1950s suburban, auto-centric setting and design create a disconnected void in the heart of the city. The McMillan site offers the opportunity to reconnect the hospital complex to the rest of the city, restore deteriorating historic structures, establish a new park, and create a walkable, inclusive neighborhood in the process.

DC officials hope to **transform 25 acres of unused, publicly-owned land into apartments with dedicated affordable units**, a six-acre public park with a pool



and recreation center, rowhouses, and medical office buildings, while preserving the long-neglected historic brick structures.

We're working with our supporters to push for the best design and deal for the city, with both park space and badly-needed affordable housing high on the priority list.

EXPANDING BICYCLING & BIKESHARE IN ALEXANDRIA

The growth of bicycling and Capital Bikeshare's incredible success in our region have opened the door to expand bike lanes and bikeshare to even more neighborhoods and jurisdictions in the area. These investments provide a great transportation option that can reduce traffic, improve our health, and strengthen neighborhood retail -- but they need our support.

In May, we rallied supporters in Alexandria, who sent

dozens of emails to the Alexandria City Council ahead of its May 6 vote to double Capital Bikeshare's presence in Alexandria. In October, we rallied again to support bike lanes on King Street, west of the Metro station.

Alexandrians can now look forward to **more Capital Bikeshare stations in Old Town, Del Ray, and Carlisle**. We hope the future holds more dedicated bike lanes, too.

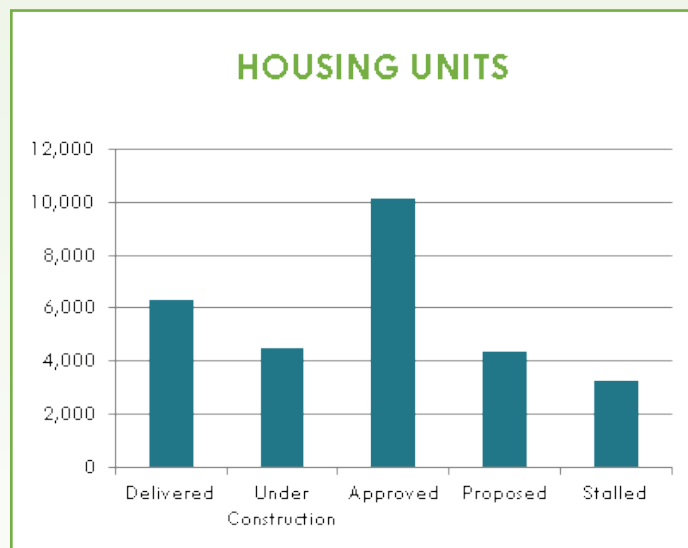
SPEAKING UP FOR TRANSIT-ORIENTED DEVELOPMENT

Transit-oriented development is the Washington region's most sustainable way to grow, but we have to get the details right. Over the past decade, we have reviewed, testified, and supported community members speaking up for almost 100 projects, totaling over 21 million square feet of commercial development and over 28,000 conveniently-located housing units.

2013 was no different. Key projects included:

- The **DC zoning update**, which will rewrite the DC zoning code for the first time since it was introduced over 50 years ago, and will allow for a more walkable, sustainable future for the District.
- The **Chelsea School** site, which will increase the vibrancy of downtown Silver Spring by bringing over 60 new rowhouses within an easy walk of the Silver Spring Metro station.
- DC's **Takoma Metro station**, where a residential building will be built right next to the Takoma Metro platform on the site of a current surface parking lot, offering transit accessibility and a low carbon footprint to new neighbors.
- **PenPlace** in Pentagon City, where new office space will offer businesses a better alternative to sprawling office parks far from transit connections. The project provides a completed street grid and key streetcar connection, money toward an aquatic center, a public green, and other key amenities to enhance life in Arlington.

- **Chevy Chase Lake sector plan**, which will take advantage of the coming Purple Line to transform an aging car-based commercial strip shopping center into a mixed-used, walkable community.
- The **West Lane** project, which will bring new housing diversity in close proximity to the Bethesda Metro station.
- **Parcel 42** at DC's Shaw Metro station, where a new mixed-use building will include new affordable units with convenient transit access.
- **Long Branch sector plan** in Montgomery County, which will transform the area into a more walkable community in preparation for the Purple Line. We've insisted it must preserve existing affordable housing.





WE WANT RICHMOND HIGHWAY CORRIDOR'S FUTURE TO BE AS A WALKABLE, TRANSIT-ORIENTED PLACE. PHOTO BY AIMEE CUSTIS.

INSPIRING A SUSTAINABLE VISION FOR FAIRFAX'S RICHMOND HIGHWAY

Presentations, coalition building, walking tours -- we've done it all to inspire a new vision for Fairfax's Richmond Highway corridor.

On our walking tour through a Walmart parking lot to a damaged stream, we helped community members understand the win-win benefits of mixed-use redevelopment as a way to fund modern stormwater controls, restore streams, and create adjacent parks.

Now, thanks to a new transit study secured by state legislators and supported by the Coalition for Smarter Growth, a new vision is possible.

We've **built a coalition of affordable housing, bicycle, pedestrian, conservation, and smart growth groups** to ensure the study will link new transit with mixed-use development, inclusive housing, safe walking and biking, and modern stormwater management.



RETHINKING SPRAWL

fiscal responsibility - smart transportation investments - a cleaner environment

FIGHTING THE OUTER BELTWAY

In 2013, the Virginia Department of Transportation (VDOT) redoubled its push to build the unneeded and sprawl-inducing Outer Beltway through Loudoun and Prince William Counties. But we've countered at every step.

At a potential cost of \$1.5 billion, **the Outer Beltway would do nothing to address Northern Virginia's traffic problems.** Instead, it would open new land to sprawling development, adding more traffic to existing commuter routes and running through the historic battlefield at Manassas.

VDOT has failed to fairly evaluate alternatives to the highway, ignored or downplayed its impacts on schools and neighborhoods, made unsubstantiated claims about cargo growth at Dulles Airport, and failed to give enough attention to addressing current traffic issues. We've fought the highway on every front -- though grassroots mobilization, policy and legal expertise, media outreach, and work with a variety of local leaders.

With our partners, we issued *Rethinking the Bi-County Parkway*, using VDOT's own traffic data to prove the

project will hurt, not help, traffic. We **rallied support to our cause from state and federal legislators on both sides of the aisle** and exposed the failure of a draft agreement to protect Manassas National Battlefield Park.

This spring, six Virginia Republican legislators came out against the highway, saying it would be too costly and would worsen traffic on I-66. A month later, Congressman Frank Wolf (R-VA10) and a former Commonwealth Transportation Board member added their voices to the opposition.

Our coalition has been so successful in raising questions about the highway that VDOT hired a PR firm for \$289,000 to try to sell the highway to the public, in effect lobbying against elected officials. We remain undeterred.



\$1.5 billion: How much taxpayer money the Virginia Department of Transportation wants to waste on an Outer Beltway.

SHAPING THE REGION FORWARD PLAN

The Coalition for Smarter Growth has long been involved with and has helped to shape Region Forward, the Metropolitan Washington Council of Governments' (COG) long-term smart growth plan for the Washington region. We've worked hard to ensure that the plan includes the right policies and plans to help our region grow sustainably and with less traffic.

COG's commitment to walkable, transit-oriented development has never been greater. This is reflected in this year's update to COG's regional Activity Center plan for mixed-use, mixed-income, transit-oriented centers, the excellent Transportation/Land Use Connections program, and the efforts of elected officials to tie the regional transportation plan to the Region Forward vision.



CAMPAIGNING FOR REFORM IN VA

Virginia legislators who voted for new taxes for transportation this year didn't vote to see that money wasted. We have been watchdogs, **tracking VDOT's planning and spending**, and working with partner groups to challenge wasteful projects that would fuel sprawl and divert investment from existing communities.

Beyond the Outer Beltway, this includes a number of projects like Route 460, the Charlottesville Bypass, I-81, and the Coalfields Expressway. We've helped spark significant media coverage and inquiries by leading legislators on funding priorities, and we've mobilized Virginians to testify for progressive projects in regional and state transportation plans. We've fought for priority investment in transit, bicycle and pedestrian needs, and will continue fighting for restoration of 2007's bipartisan reforms that linked land use and transportation planning.

PROTECTING WETLANDS, FARMLAND, & STREAMS IN MONTGOMERY COUNTY

Committing to a smart growth future means leaving behind outmoded plans and projects. In Montgomery County, one such project is the **Midcounty Highway Extended**, or M-83 for short. The proposed 6-lane highway would run parallel to Route 355 and I-270 between Clarksburg and Gaithersburg, decimating parks, wetlands, and stream valleys.

This summer, we helped the grassroots coalition Transit Alternatives to the Midcounty Highway Extended

(TAME) turn out speakers to hearings about the M-83 project, generated over 200 written comments, and helped win media coverage.

We also joined the **Ten Mile Creek Coalition** in the fight to preserve Montgomery County's Ten Mile Creek in the fight to preserve this key drinking water supply. Our joint alternative will better ensure that Clarksburg fulfills its promise as a walkable, transit-oriented community in a way that protects this important watershed.



A DEGRADED STREAM NEAR MCLEAN. PHOTO BY VIA TSUJI ON FLICKR.

REDEVELOPMENT & STREAM RESTORATION: A WIN-WIN

For many years now, suburban development -- especially strip shopping centers with their acres of parking lots -- has funneled fast-moving, high temperature stormwater into our streams, scouring them of life.

Redevelopment of aging commercial corridors offers a win-win opportunity. With approval for mixed-use redevelopment, private developers can retrofit their sites with modern, green stormwater management, add parks, and even help to fund stream restoration.

That's one reason we've campaigned so hard for revitalization along corridors like Richmond Highway in Fairfax. During our two smart growth and stormwater tours in Fairfax this year, over 100 participants came away with a better understanding of the connection between redevelopment and stream restoration.

So when you think of smart growth, you may not only picture sidewalk cafes and town centers, but a quiet creek in the nearby woods.



SHARED OPPORTUNITY

housing choices - strong local economies - inclusive communities

TANIA JACKSON SPEAKS ON OUR WALKING TOUR OF DC'S 14TH STREET. PHOTO BY AIMEE CUSTIS.

WINNING A SMART GROWTH HOSPITAL

At first, it wasn't clear how much priority Prince George's officials would give a Metro station location as they considered a site for a new regional medical center.

But the Coalition for Smarter Growth worked diligently over the past two years with residents and local leaders to show the benefits of a conveniently-located, transit-accessible hospital. We brought in renowned health care facility experts, released case studies illustrating the success of compact transit-oriented medical centers, launched and delivered a petition to the County Executive, and encouraged community members to share their input at a county forum and directly to county officials.

The hard work paid off in 2013 when **the county selected a site next to the Largo Town Center Metro station.**

GETTING IZ BACK ON TRACK

DC's newest affordable housing program, Inclusionary Zoning (IZ for short) sets aside a percentage of housing units in new residential developments as permanently affordable for low- and moderate-income households. In exchange, builders are allowed to construct more units overall on the site. Similar policies have been implemented in over 200 communities across the United States.



26 acres

The size of the regional medical center campus at Largo Town Center Metro - a much more compact, transit-oriented site than the original proposal for 100 acres far from Metro.

1000 IZ units are in the pipeline with dozens coming onto the market now, but a combination of administrative factors have hurt the smooth start-up of the program. The Coalition for Smarter Growth is **pushing for the changes we need to ensure the program is successful**, organizing expert panels, meeting with senior officials, and informing the public about the fixes needed to get IZ implementation on track.

USING PUBLIC LAND FOR PUBLIC GOOD

In DC, the Coalition for Smarter Growth is at the forefront of ensuring officials are using every tool available to make living in the District more affordable for more people. One of the biggest opportunities comes from city deals with private firms to develop city-owned land -- land which the city can potentially offer at a deep discount in exchange for creating more affordable housing.

Since our 2012 report *Public Land for Public Good*, which reviewed major city deals for public land and revealed that the current administration was no longer

making affordable housing a top priority, we've engaged active residents and pressed city officials. To their credit, **city officials are once again including affordable housing as more of a priority in public land deals.**



9105: The number of petition signatures and emails our supporters have sent to public officials this year supporting policies for more inclusive communities.

SHAPING THE FUTURE OF PRINCE GEORGE'S COUNTY

Where and how should Prince George's grow? Together with our partners at *Envision Prince George's* Community Action Team, we helped the Prince George's County Planning Board embrace a bold approach that departs from old, permissive practices that allowed sprawl and did little to foster transit-oriented development.

Now, county planners have shaken up business as usual, presenting **a new draft 20-year plan that commits public priorities and investment to transit-**

oriented development, with a focus on three priority Metro stations.

At the same time, we worked with legislators to fix bills that stripped adequate review of development proposals, while helping to shape and pass a reasonable bill to expedite review of priority projects within 1/2 mile of Metro stations. We also successfully urged state and local elected officials to roll back fees on development at Metro stations to encourage more of these investments.



TALKING ABOUT DC AFFORDABLE HOUSING PROGRAMS OUTSIDE OF CAPITAL MANOR COOPERATIVE ON OUR 14TH STREET WALKING TOUR. PHOTO BY AIMEE CUSTIS.



SPREADING THE WORD

thinking globally - acting locally - making a difference

RANDALL MYERS TALKS ADVOCACY IN FRONT OF THE WHITE HOUSE ON OUR BIKE TOUR "BUILDING BETTER BIKING IN DC." PHOTO BY AIMÉE CUSTIS.

CONNECTING EXPERTS & NEIGHBORS: WALKING TOURS & FORUMS

More people than ever before -- nearly 1000 -- participated in our 2013 Walking Tours & Forums Series. Our signature educational tours bring together community members from all walks of life to explore smart growth in our most interesting old and new neighborhoods.

Our forums attract national and regional experts like parking guru Jeff Tumlin and *Walkable City* author Jeff Speck to share creative approaches to getting the details right, from street design and zoning regulations, to parking and smart hospital design.

Through our continued partnership with the American Planning Association Virginia Chapter, attendees with AICP certifications have **earned thousands of hours of continuing education credit.**



WALKING TOUR OF DEGRADED STREAMS IN TYSONS. PHOTO BY AIMEE CUSTIS.

TRAINING A NEW GENERATION: INTERNS & FELLOWS

This year, the Coalition for Smarter Growth trained over a dozen emerging leaders in policy and advocacy for smart growth. Recent interns and fellows have gone on to **positions in local government, planning firms, nonprofit development, journalism, and graduate planning programs.**

Each semester, this program introduces between three and six students or young professionals to our proven model of smart growth advocacy. Through research projects,

staff shadowing, and community outreach, interns and fellows expand their knowledge of smart growth issues around the greater Washington region and bolster their writing, speaking, and analytical skills.

This year's participants have worked on Northern Virginia transportation and TOD planning, social media campaign strategy, Montgomery County rapid transit, the DC zoning update, aging in place issues, and our Walking Tours & Forums Series.



REBECCA & ALISTAIR'S STORY

"We moved to be near the Petworth Metro so that we could rely on the great supply of non-auto options here: Metro, buses, Bikeshare, and lots of places to walk to. During the week, we rely 100% on the Metro for getting to work and for dropping off our son Alistair at daycare at L'Enfant Plaza. On the weekend, we more often walk or bike. We walk to church and to go grocery shopping or run other errands in Columbia Heights."

PHOTO BY AIMEE CUSTIS.

REAL STORIES OF WALKABLE LIVING

This summer, we lit up DC's social media community with #walkableliving, our campaign to share the stories of dozens of everyday DC residents living a car-free or car-lite lifestyle. Our most successful social media campaign ever, **we reached over 8000 people on Facebook**, and even became a regional trending topic on Twitter.

We paired short, 140-character narratives (and some longer stories) with pictures of people with their favorite way to get around town -- including Capital Bikeshare, car2go, Metro, walking, bike caravan, and many more!

Our participants came from all walks of life: retirees, working parents (like Rebecca, above), young professionals, homeowners, and more. We even got DC's chief librarian, Ginny Cooper, to share a photo of her Capital Bikeshare helmet!

The campaign's interactive webpage continues to attract new submissions from car-free and car-lite DC residents every day. The campaign has been so successful, we're taking it to Arlington and Alexandria in 2014.



981: The number of people tweeting about #walkableliving when it became a Twitter regional trending topic.

spreading the word

GETTING THE WORD OUT ON THE GROUND AND AROUND TOWN

You can do a lot for more walkable, inclusive communities from inside an office, but you can do even more by getting out into the community itself!

This year, the Coalition's staff and volunteers have put that axiom to the test, tabling at festivals, talking to civic associations and other groups, testifying at public meetings, and even canvassing at bus stops and Metro stations.

In June, we spent the day at the New Belgium Brewery's Tour de Fat festival in Southeast DC, talking to festival-goers about how important smart growth and good bicycling infrastructure are to one another. We also signed

up over 100 new supporters that day on issues ranging from the DC zoning update to reforming the Virginia Department of Transportation.

Throughout the summer and fall, our team members have been out canvassing at Montgomery County transit stops, handing out flyers, and talking to commuters about plans for rapid transit.

In October, we celebrated with supporters old and new at our **Smart Growth Social at Eastern Market, attracting over 200 friends** to hear from author Jeff Speck about our work in the Washington region!

EDUCATING COMMUNITY LEADERS: ANC SUMMER CAMP

With booming development in DC, it's more important than ever that community leaders understand how to evaluate projects to ensure net benefits for their neighborhoods.

In August, we invited Advisory Neighborhood Commission (ANC) members from across the District to **learn about urban design, parking, and transportation, and to share their experience** with fellow commissioners. This is helping DC's ANC Commissioners advocate for good design and a more walkable and inclusive DC.



CHAMPIONS COUNCIL & STAFF

CHAMPIONS COUNCIL

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Champions Council business affiliations are for reference only and do not imply endorsement.

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Reba Watkins, Fundraising Coordinator



JOIN US ONLINE!



@betterDCregion



facebook.com/betterDCregion

Pictured: Champions Council members Andrew Aurbach, Jeff Speck, and Ron Eichner at the 11th annual Livable Communities Leadership Award reception in May. Photo by Aimee Custis.

THANK YOU TO OUR FUNDERS

FOUNDATION SUPPORT

Generous support from regional and national foundations comprised 71% of our revenue in 2012.* We are deeply grateful to the following foundations for their commitment to walkable and inclusive communities:

Prince Charitable Trusts • The Morris & Gwendolyn Cafritz Foundation • The Rockefeller Foundation • Naomi and Nehemiah Cohen Foundation • The Keith Campbell Foundation • Share Fund • The Community Foundation for the National Capital Region

SMART GROWTH BUSINESS COUNCIL

In 2013, we launched the inaugural Smart Growth Business Council to offer a place for smart growth activists and progressive firms to come together to discuss key issues in advancing walkable, inclusive neighborhoods in the Washington region. Corporate support for our work comprised 9% of our revenue in 2012* and comes from architecture, planning, and development firms committed to sustainable, inclusive, walkable, and transit-oriented communities. Charter members of the Smart Growth Business Council include:



Partner level



Supporter level



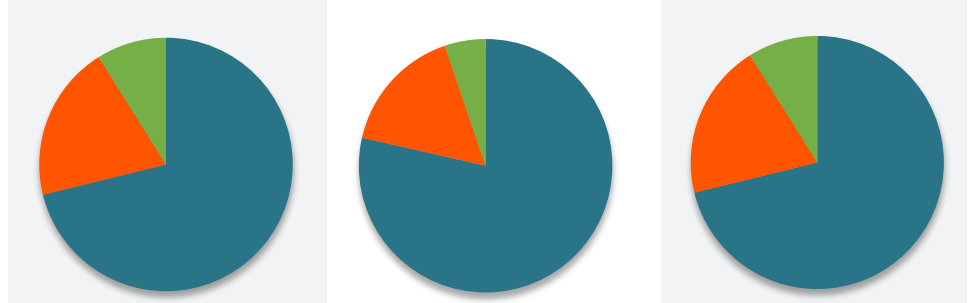
DAVID M. SCHWARZ ARCHITECTS CHARITABLE FOUNDATION

INDIVIDUAL SUPPORTERS

A significant portion of our funding each year is provided by individual contributors. Hundreds of individuals generously supported our work, comprised 20% of our revenues in 2012.* While those supporters are too numerous to list here, we are incredibly grateful for their support for our work for more walkable and inclusive communities.

**FY2013 numbers are not yet available at print deadline, as our fiscal year ends on December 31.*

	2012			2011			2010		
	Amount	%		Amount	%		Amount	%	
Foundations	\$ 440,322	71%	\$	343,250	79%	\$	291,500	69%	
Individual	\$ 123,276	20%	\$	71,400	16%	\$	91,692	22%	
Corporate	\$ 55,100	9%	\$	23,000	5%	\$	31,450	8%	
Fee-for-service	\$ 3,817	< 1%	\$	-	0%	\$	5,293	1%	
Total support	\$ 622,515	100%	\$	437,650	100%	\$	419,935	100%	



**FY2013 numbers are not yet available at print deadline, as our fiscal year ends on December 31.*

The Coalition for Smarter Growth is grateful to its fiscal agent, the Piedmont Environmental Council, (PEC) a 501(c)(3) nonprofit based in Warrenton, Virginia. PEC provides accounting, tax reporting, and human resources support to the Coalition for Smarter Growth, and segregates all contributions made to the Coalition for Smarter Growth. Copies of PEC's most recent audited financial statements and IRS Forms 990 and 1023 (which incorporate the activities of the Coalition for Smarter Growth) are available online at www.pecva.org/donate. For further information, contact Coalition for Smarter Growth Managing Director Alex Posorske at (202) 675-0016.

FINANCIAL INFORMATION

KEEP US WORKING FOR SMART GROWTH.

For walkable, inclusive communities and the transit investments and land use policies needed to support them.

We are proud to be a results-driven organization committed to promoting a sustainable vision of where and how the Washington, DC region should grow. This year, we were once again recognized as one of the region's best nonprofits by the prestigious Catalogue for Philanthropy.

That means you can trust us to spend your dollars carefully to support our programs.

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