



COALITION FOR SMARTER GROWTH



2011: A Year in Review

From the Richmond Highway to Rockville, Largo to Loudoun, Prince William to Petworth, and everywhere in between, the Coalition for Smarter Growth once again demonstrated its effectiveness and versatility in 2011.

But even as we have helped the Washington D.C. region make progress toward more sustainable patterns of growth and more energy efficient transportation solutions, we had to challenge the revival of 1950's era planning initiatives – like the Outer Beltway in Virginia. We have become watchdogs of the Virginia Department of Transportation (VDOT) and its \$3 billion in borrowed taxpayer funds, challenging their push to revive the Outer Beltway and other rural highways at the expense of our critical metropolitan transportation needs. These rural highways would revive the unsustainable land use that helped to get us into the fiscal mess we face today, and would undermine our cities, towns, and existing communities.

Based on the Virginia experience, we've also made the case that we shouldn't just throw money at the transportation problems in Maryland. The gas tax increase that is currently being proposed shouldn't go forward unless it is carefully linked to smart growth outcomes.

But despite these and other challenges we are proud of the progress our region makes every year. We intend to continue playing a central role in the greater Washington D.C. area helping communities as we lead well-planned campaigns to advance smart growth and sustainability. You are the backbone for our work -- your active involvement, advice, and financial support are essential.

Please read on for more 2011 highlights and a look ahead to 2012, when we will ask you to join us in a sustained and comprehensive campaign for the next generation of a regional transit network. Without investment in an expanded transit network to support more efficient land use, our region's traffic will cost us our competitive edge.

Thank you for all of your support. Onward to 2012!

Stewart Schwartz
Executive Director

We are proud to be the leading organization addressing where and how the Washington region grows, and we have continued to win real victories supporting the livable, walkable, transit-oriented communities that are key to our future economic and environmental sustainability (not to mention the best tool to deal with the traffic woes that afflict parts of our region).

This year we racked up an impressive record, including:

- The passage of a multi-million dollar economic development fund in Prince George's County to be used to stimulate transit-oriented development (TOD) and revitalization.
- Regional action supporting a network of transit-oriented communities.
- Fairfax County's commitment to transit and TOD as the key to a sustainable and economically competitive future.
- Winning support for transit-oriented, walkable, and inclusive communities in D.C., Montgomery, Arlington, and beyond.

- Helping to organize one of the most successful Rail~Volution conferences ever, showcasing for a national audience the great strides made by our region.

We also enjoyed a great year with our expanded and popular Walking Tours and Forums Program. Highlights included: a heavily attended series on TOD in Prince George's County; the National Association of Realtors highlighting their national survey showing a growing number of people seeking convenient, walkable communities; and a walking tour along the booming H Street neighborhood in northeast Washington, D.C.

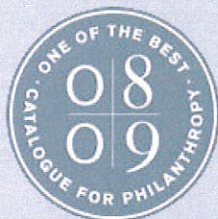
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VIRGINIA TRANSPORTATION REFORM CAMPAIGN

The Coalition for Smarter Growth (CSG) has become a watchdog of VDOT spending. With \$3 billion extra in borrowed money, VDOT has gone on a spending spree and risks squandering our tax dollars. VDOT's shifts in funding priorities are harming northern Virginia and other metro areas, and will fuel fiscally unsustainable land use practices. To combat these irresponsible actions, we have been:

- Challenging the erosion of bipartisan initiatives on secondary street connectivity, urban development areas, and traffic impact studies. These initiatives, led by Republicans in the 2007 General Assembly and by former Governor Tim Kaine, are designed to reduce transportation and other infrastructure costs. So far, CSG has protected these laws, but we have lost ground. For example, newly revised and weaker connectivity standards for new development will lead to more traffic on existing roads.



- Challenging the diversion of funds to wasteful rural highways. These projects fail to meet real needs, and they divert funding from the transportation challenges in Virginia's metropolitan areas. Working with our partners at the Virginia Conservation Network, we have challenged and offered alternatives to the following:

- VDOT's revival of the Outer Beltway as a "Corridor of Statewide Significance." The first 10 miles could cost \$250 to \$475 million, harm Manassas Battlefield, and divert funds from fixing roads like I-66.

- VDOT failure to do a thorough, objective study of I-95/395, looking only at privately controlled toll lanes and "no build," instead of also considering enhanced transit, HOV, and other options.

- VDOT's refusal to invest in Tysons Corner's transportation needs. They are also paying less than five percent of Dulles Rail Phase 2, leaving northern Virginia taxpayers and Dulles Toll Road users to foot virtually the whole bill.

- VDOT's push to spend over \$750 million for a private rural toll road in Hampton Roads, even though local leaders say their top priority is fixing bridge and tunnel crossing delays. Instead, VDOT is also diverting \$200 million or more to an ineffective, controversial highway in Albemarle County.



WORKING AT THE REGIONAL LEVEL

CSG remains deeply involved with significant regional initiatives that are advancing smart growth. The commitment to smart growth in the Metropolitan Washington Council of Governments' (COG) "Region Forward" vision is reflected in COG's application for a HUD Sustainable Communities grant linking affordable housing and transit. We serve on the Region Forward Coalition and helped to shape the grant, ensuring a rigorous focus on local implementation and participation.

We continue to fight for more sustainable transportation planning for the region through the COG Transportation Planning Board, including moving toward a regional plan focusing on projects that support a transit-oriented future. We also influenced the Northern Virginia Transportation Authority and Northern Virginia Transportation Commission.

In keeping with our focus on more sustainable priorities, we joined with our Maryland partners to argue that any increase in the Maryland gas tax should only be approved if it supports these priorities: maintenance of roads, bridges, and transit; major transit initiatives like the Purple Line, MARC, and the Baltimore Red Line; and the local street networks needed for suburbs and rural towns.

We continued our participation in the Choose Clean Water Coalition (CCW), fighting for cleaner streams and a cleaner Chesapeake Bay. We completed the first ever joint statement of smart growth and stormwater principles, showing how smart growth is a key component of saving our streams and the Bay. The principles are now circulating for review by the CCW members.



COMMUNITY TRANSIT-ORIENTED DEVELOPMENT

Our work and local partnerships are about creating great communities. Drawing from the best of our historic cities and towns, we help communities create neighborhoods with convenient access to transit, jobs, retail, schools, libraries, parks, and services, linked by interconnected local streets and safe pedestrian and bicycle networks. In addition to our focused work in D.C., Prince George's, and Fairfax, we also help communities throughout the region.



Montgomery County

In 2011 we testified at a number of hearings regarding individual projects and joined ongoing conversations about the next generation of transit in the county. We played a key role in supporting the first major residential project at Shady Grove Metro under the current development plan, where the Silverwood project at the Reed Brothers site will jumpstart redevelopment. We testified to the project's benefits at multiple hearings, helping to win Rockville City Council approval of annexation of the land and Planning Commission approval of the project.

In Silver Spring, we supported the carefully planned townhouse and open space proposal at the Chelsea School, which offers a thoughtful transition to adjacent neighborhoods and increases housing opportunities within walking distance of downtown Silver Spring. Although the rezoning proposal was sent back for further revision, we'll continue to support this well-designed development.

In Langley Park, our local partnership provided input into the county's Takoma-Langley Crossroads Sector Plan at a future Purple Line stop. While supporting the plan, we urged the County Council to preserve affordable housing and small businesses.

We also supported the county's new commercial-residential (CR) zones, which are intended to make TOD easier while ensuring clear community benefits. However, we also asked the county to address the inadvertent erosion of affordable housing benefits caused by the new zone. Meanwhile, we have served as a watchdog against unnecessary and destructive Potomac River bridges.



Charles County

A smart growth movement has come to Charles County thanks to the volunteer-led Smarter Growth Alliance for Charles County and regional partners. The county is on the verge of adopting a smart growth update to their Comprehensive Plan. CSG lent its support as a headliner in a major civic forum, as a panelist in a second forum sponsored by the county, and through policy advice and technical review.

Loudoun County

We partnered with local residents seeking more fiscally sustainable growth and smarter transportation solutions. Together, CSG, Loudoun Citizens for a Countywide Transportation Plan, and the Piedmont Environmental Council developed a platform and questions for the candidates called "Invest Wisely in Loudoun's Future." We outlined a fiscally sustainable and competitive approach to Loudoun's development and publicized it to local media, the candidates, and residents. Our recommendations are just as relevant after the recent election, as the new Loudoun Board of Supervisors grapples with the fiscal challenges before it.



City of Alexandria and Arlington County

In Arlington we helped to win approval of the East Falls Church Metro redevelopment plan through a combination of official testimony, media outreach, and grassroots mobilization. Meanwhile, in Alexandria, we supported the city's strong focus on transit and bicycle/pedestrian investments, monitored the affordable housing master plan and TOD planning, and made presentations to groups like the Environmental Policy Commission.

DISTRICT OF COLUMBIA

With the overwhelming success of Capital Bikeshare, and continuation of many other initiatives by the District's planning and transportation staff, D.C. has much to be proud of. We focused our mission in the District on championing affordable housing preservation and production, supporting well-designed and inclusive development, and helping a growing network of smart growth civic activists. Despite the prolonged recession, the market demand to live in vibrant, urban communities fueled continued mixed-use development. We evaluated major projects, including:

- The Southwest Waterfront project
- Ward 7 Parkside development at the Minnesota Avenue Metro station
- Hine School mixed-use development at the Eastern Market Metro station

Our most important task involved fighting for the policies and funding



so essential for affordable housing preservation and production. A truly vibrant, inclusive, and successful city must use its emerging prosperity to assist its less affluent residents. With our housing partners, we worked the D.C. budget process, engaged councilmembers and administration officials, and fought to keep the housing needs of lower-income D.C. residents a priority for decision-makers. We succeeded in increasing funding for Metro to avoid service cuts on weekends, and we won back many of the proposed housing program cuts, but the budget commitments for housing fell

short even as rents continued to rise.

The city is blessed with a strong civic culture and we have strived to serve as a resource on policy, strategy, and organizing. We are in the midst of helping the committed volunteer activists of Ward3Vision launch a reenergized campaign for the revitalization of the ward's commercial corridors as vibrant, walkable centers of the community. Our assistance with strategic planning, communications, and policy is helping this group to more effectively reach out to their neighbors and decision makers.

FAIRFAX COUNTY



In the year since our "Future of Fairfax" summit, Fairfax County has accelerated its smart growth initiatives and now views transit and transit-oriented development as the key to a sustainable and competitive economic future. We are seen as key stakeholders and continue to meet on a regular basis with county staff and elected officials about Tysons Corner, Route 1 revitalization, Reston planning, Dulles Rail, and more.

We were the first to call on the state to help fund transportation needs for Tysons Corner, a position since adopted by

county officials and business leaders. We are pleased that the county has adopted a strong plan for bicycle/pedestrian access to Metro for Tysons Corner, improved affordable housing standards to better serve lower-income members of the workforce, and implemented a strong standard for stormwater control.

We campaigned for a state commitment of at least \$500 million to Dulles Rail Phase 2. The state recently agreed to commit \$150 million, but that represents just five percent of Phase 2, leaving northern Virginia taxpayers and toll-pay-

ers to pay for almost the entire project. We will continue to fight for the state to provide more funding to this project, which supports the economic engines of the state.

Our Route 1 (Richmond Highway) revitalization and stormwater forum and tour were both big successes, attracting strong attendance and energizing both county staff and the local community. We were able to communicate the win-win possibilities of revitalization combined with good stormwater management.

We will soon release an interactive online report on the visionary possibilities for the Route 1 corridor – linking history, nature, community, and economics. We won inclusion of part of the corridor as a target investment area in the region's application for a HUD Sustainable Communities grant. We are also seeing a renewed commitment to transit investments as a result of our two-year campaign for the corridor.

PRINCE GEORGE'S COUNTY

This year, we built upon the success of CSG's 2010 campaign, when we turned transit-oriented development into the new buzzword in Prince George's County politics. We published several widely read and timely reports like *Invest Prince George's* and *Building Stronger Communities*, which inspired county residents seeking community revitalization and smart, competitive investments, and won the attention of newly elected officials.

In 2011, our focus has been on implementation of TOD. Nearly 600 people attended the four forums and one walking tour we organized with our allies at Envision Prince George's to highlight the benefits and challenges of building transit communities. Expert speakers offered detailed advice and showed what it takes to create a vibrant, pedestrian-friendly environment. We became a go-to source for the regional media for comment about TOD in Prince George's and saw a 73 percent increase in our supporter base over 2010.

TOD must be inclusive to ensure all residents have access to jobs and affordable transportation. That's why we continued to work closely in Langley Park with CASA de Maryland and other partners to ensure preservation of affordable housing and local businesses for the vibrant community of immigrants and lower-income

residents near the future Purple Line. Through our combined efforts, the issue reached the top leadership in the state.

We continued our frequent meetings with the county executive's office and County Council, WMATA, and state and federal officials. We urged joint efforts to win public and private investment in Prince George's TOD. Officials



announced three significant initiatives: a major mixed-use redevelopment at New Carrollton Metro, the move of the state housing agency from Anne Arundel to New Carrollton, and County Executive Rushern Baker's \$50 million economic development fund, focused primarily on TOD in inside-the-Beltway communities. We reviewed and mobilized support for the ultimate bill.

WALKING TOURS AND FORUMS

A record number of people participated in our Walking Tours and Forum Program in 2011. A generous sponsorship from the National Association of Realtors, partnerships with Envision Prince George's, the Northern Virginia Section of the Virginia Chapter of the American Planning Association, the NoMa Business Improvement District (BID), and terrific volunteers and speakers, helped to make it all possible. For the first time, thanks to the American Planning Association (APA), many of our events qualified for continuing education credits.

Our special Prince George's series, in close partnership with the Envision Prince George's Community Action Team for Transit-Oriented Development, included four forums and one walking tour, all focused on implementing TOD in Prince George's. These events addressed

a variety of topics, including updates on market demand, developer perspectives, mixed-income communities, and good design. The participation by community members, elected officials, and government staff surpassed anything we've seen in the region.

In May, we held our first-ever Young Planner Showcase. Following a competitive process, we selected three of the region's up-and-coming planners to present their best work. They faced our "American Idol" style panel and made dynamic presentations to an engaged audience. We were pleased to honor these young planners for their hard work, creativity, and commitment to a sustainable region.

We topped off the year with a film festival at the Rail~Volution conference. We partnered with the New Rail~Volutionaries

and Mobility Lab, a creative firm focused on better ways of sharing information on transportation options and expanding transportation choices. Transit planning advocates and professionals from all over the country and the world joined us to watch films on everything from bike sharing to smart growth education.

Highlights from 2011 include:

- St. Elizabeth's Walking Tour
- H Street Corridor Walking Tour
- Young Planner Showcase
- Real Estate Trends with the National Association of Realtors Forum
- Building Better Neighborhoods with Transit-Oriented Development: Community Design & Process Forum
- Restoring Streams, Revitalizing Communities Along the Richmond Highway Corridor Walking Tour and Forum

ONLINE ADVOCACY IN 2011



Breaking Records...

1,517 Tours and Forums RSVPs --
More Than Ever Before.



Making a Difference in Our Region...

3,353 Petition Signatures and Emails Sent to
Decision Makers and Elected Officials



Going Social...



1,230 Twitter Followers

509 Facebook Fans

Growing the Movement....

347,420 Emails Sent to CSG Supporters and
2,647 New Email Subscribers

LOOKING AHEAD

“This is D.C.?”

This October we constantly heard that pleasantly surprised exclamation from the attendees to the national Rail~Volution conference, which CSG helped organize. They rode Metro and loved it. They explored both the new and the revitalized walkable, bikeable, and transit-friendly neighborhoods in our city and surrounding suburbs, and they learned how we got it done.

Sometimes the best way to measure our progress is to hear from visitors to our community. The guests at the conference made us realize that the progress in our region in the 14 years since the founding of the Coalition for Smarter Growth has been nothing short of phenomenal.

We aim to continue that forward movement in 2012, with the help of our broad-base of supporters and the elected officials, government staffs, and private sector leaders who make it happen.

Look for us to:

- Continue our fight for VDOT reform and for wiser spending of our scarce transportation funds in both Maryland and Virginia. We'll fight the Outer Beltway because it is ineffective, wasteful, and diverts funding from critical needs.
- Work in as many communities as we can to help residents win smart growth plans and to support well-designed, walkable, inclusive, and transit-accessible development.
- Work for stronger policies and funding to ensure that we invest in a range of housing options for all levels of our workforce, improving access to jobs and transit, and enhancing employee productivity and business competitiveness.
- Continue our public education efforts through our Walking Tours and Forums Program, reports, and policy papers -- sharing the benefits and how-to's of smart growth and transit-oriented development.
- Launch a campaign for the next generation of transit for the Washington D.C. region. From bus rapid transit to streetcars, light rail, Metrorail, and commuter rail, we will advocate for the transit our region needs to meet the demands of growth and a changing market, ensuring more efficient land use, greater energy efficiency, and increased economic competitiveness.

Thank you again for your help and we hope you'll join with us in making the greater Washington D.C. region a national model of smart and sustainable growth.



THANK YOU TO OUR PARTNERS

Collaboration is key to our collective progress. We want to thank our partners, including foundations and individual donors; conservation, transit, and bike advocacy groups; local civic volunteers; leaders in business and mixed-use development; architecture firms and planners; and the elected officials implementing more sustainable policies.

Regional Partners

Piedmont Environmental Council, Sierra Club, Envision Prince George's, Partnership for Renewal in Southern and Central Maryland, Prince George's Advocates for Community-based Transit, Montgomery Countryside Alliance, Audubon Naturalist Society, Chesapeake Bay Foundation, Action Committee for Transit, Southern Environmental Law Center, Fairfax Advocates for Better Bicycling, Prince William Conservation Alliance, Northern Virginia Affordable Housing Alliance, DC Affordable Housing Alliance, Smarter Growth Alliance for Charles County, Mount Vernon Council of Citizens' Associations, Friends of Dyke Marsh, Washington Sustainable Growth Alliance, Loudoun Citizens for a Countywide Transportation Plan, and many more.

We also owe a special thank you to David Alpert and the bloggers and community of *Greater Greater Washington* for vastly expanding the discussion of smart growth solutions.

National Partners

Smart Growth America, Transportation for America, Center for Neighborhood Technology, and Reconnecting America.

We thank them for their invaluable and groundbreaking research and policy initiatives.



Our Champions Council, Fiscal Agent, and Foundations

Thank you to our Advisory Board, the Champions Council, for helping to expand our network of supporters and donors, develop our strategies, and ensure the long-term success of the Coalition.

We also thank our long-time fiscal agent, the Piedmont Environmental Council, whose support enables the Coalition's small staff to accomplish so much.

We are grateful for the continued support of: Prince Charitable Trusts, Morris & Gwendolyn Cafritz Foundation, Community Foundation for the National Capital Region, Naomi and Nehemiah Cohen Foundation, Enterprise Community Partners, Campbell Foundation, Ford Foundation, Meyer Foundation, Oram Foundation, and our individual and corporate donors.

Our Amazing Interns and Volunteers

We could not do everything we do without our interns and volunteers. From helping out at tours and forums, to parsing through pages of data and drafting dynamic reports, they do it all.

We don't have room to thank everyone, but we wish to recognize the outstanding contributions made by:

- CSG Policy Interns: Matt Schuneman, Alanna McKeeman, and Carla Maria Kayanan
- CSG Communications Interns: Chantelle Tolliver, Katie Young, and McKendree Jay
- CSG Volunteers: Ryan Hall, Jamie Scott, and Claire Gron

