

Dear Mr. McDuffie,

Chevy Chase Forward (CCF) will endorse candidates in the June 16, 2026 election based on their responses to four questions that are crucial for our neighborhood and the District as a whole. We recently formed CCF as a 501(c)(4) nonprofit based on our belief that Chevy Chase can and should lead by example. We are a diverse coalition of neighbors united around our commitment to the neighborhood's future while also prioritizing the District and its residents beyond local borders. We reject the status quo in favor of a path that builds bridges, fosters inclusivity, and solves real neighborhood problems. More information about CCF and our objectives is available on our [website](#).

Our endorsement will be more than symbolic. Through our members and 1000+ email list, we will commit to candidates whose principles align with ours and will assist them in whatever ways we can: e.g., door knocking, yard signs, visibility events, fundraising, and working the polls on election day. Chevy Chase voters turn out for elections, and votes in our neighborhood can make a difference in this election. We will be there to help our endorsed candidates to win.

In order to understand your positions, we request that you respond to these questions focused on creation of more diversity in Chevy Chase through an expansion of housing opportunities.

Please send us your responses no later than the close of business on May 20, 2026, so that we can make a decision on our endorsements and begin supporting our chosen candidates. Please contact me if you have any questions. Thank you.

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1. Do you favor surplusing the available air rights of the Civic Core site that have not and never will be needed for the public facilities (the new library, community center, revitalized open spaces, and parking) so that it can be used for housing consistent with the [Chevy Chase Small Area Plan](#) and zoning regulations?

Yes. Publicly owned land in a high-opportunity neighborhood like Chevy Chase should be put to its highest and best use, and that means maximizing housing on every square foot not needed for the library, community center, open space, or parking. I authored the Disposition of District Land for Affordable Housing Amendment Act on the Council, which requires affordable housing set-asides any time DC disposes of publicly owned land for multifamily development. That same principle applies here. Rock Creek West has less than 1% of the city's total dedicated affordable housing units. The air rights above this civic site represent a real opportunity to begin changing that, adding homes in a part of the city that has had zero dedicated affordable housing units and has resisted growth for decades. The air rights above this civic site represent a real opportunity to add homes in a part of the city that has had zero dedicated affordable housing units and has resisted growth for decades. Leaving that capacity unused would be a failure of public stewardship. The Small Area Plan and the applicable zoning regulations provide the community-informed guidance this project needs. I will surplus the available air rights and use them for housing consistent with that guidance.

2. Given the ten-years process of planning and community engagement that has taken place (described in detail on our [website](#)), do you support acting to move this project forward expeditiously if you are elected?

Yes, and I will take action on this in my first 100 Days. Ten years of engagement produced a clear, well-documented community vision. The Small Area Plan was adopted unanimously by the Council and developed through thousands of written comments, dozens of public events, and multiple rounds of community input. The process has been thorough. Further delay is a policy choice with real costs to real people. The McMillan project in the ward I grew up in spent 8 years tied up in appeals while DC housing prices rose 42%. Families who could have bought homes at 2014 prices were priced out entirely by 2022. That is what delay does, and I am committed to ending it. The Chevy Chase community did the hard work of building consensus around a vision that includes affordable and mixed-income housing. My administration will honor that work by acting on it. My administration will work with DMPED to move this project forward without the kind of litigation-driven stalling that has plagued so many good projects in this city. Neighbors will have a genuine voice on design and impact questions, but community engagement and forward momentum are not in conflict. I will push both at the same time.

3. Do you support the mix and amount of affordable housing that the Deputy Mayor for Planning and Development's selected vendor, Risk Valley, originally proposed — one-third deeply affordable housing (30% to 50% MFI), one-third workforce housing (80% MFI), and one-third market-rate housing based on a total of 209 units? If not, what amount and degree of affordable housing do you support at the site?

My strong preference is to restore as much of the original proposal as possible. DMPED selected Risk Valley's proposal precisely because it delivered the most homes, including 137 income-restricted units across a genuine mix of income levels. When DMPED required the developer to reduce height and mass, income-restricted units fell from 137 to 54. That is a significant loss of affordability on publicly owned land in a

neighborhood that has never had a single dedicated affordable unit, and I will work to recover it. As Mayor, I will direct DMPED to work with the development team to explore every available option for getting the income-restricted unit count back toward 137. The deeply affordable tier at 30-50% MFI is particularly important. That is where the market will never go on its own, and it is where the city's greatest need sits. The original income mix was also the right structure for beginning to change who can afford to live in Chevy Chase. Teachers, nurses, sanitation workers, and city employees deserve access to a neighborhood with these amenities and this transit access. A project combining a library, community center, and housing at a transit-accessible location should be delivering maximum affordability across a real spread of income levels, and my administration will hold that standard.

4. Would you support a change to the draft [Future Land Use Map](#) from the current proposed “Small Scale Residential Neighborhood” in Chevy Chase to permit multi-family units to be built so long as they are consistent with the overall look and feel of the neighborhood (e.g., through the use of form-based codes)?

Yes. I have already said publicly that the current draft Future Land Use Map is insufficient and that I would send it back to the Office of Planning to add housing potential. A FLUM that locks in a quarter-century of exclusionary zoning in neighborhoods like Chevy Chase is directly at odds with the city's housing goals and with my administration's commitments. The Chevy Chase commercial corridor is walkable, transit-accessible, and backed by a Council-approved Small Area Plan that explicitly calls for mixed-income housing. Keeping a "Small Scale Residential Neighborhood" designation on adjacent land makes no sense when the surrounding planning framework already supports more density. Expanding housing opportunities in Chevy Chase is also a matter of racial and economic equity. The neighborhood's history includes restrictive covenants, discriminatory lending practices,

and the deliberate displacement of Black families. Zoning that forecloses multifamily housing perpetuates those outcomes without ever using discriminatory language. Changing the FLUM designation is one concrete step toward a more inclusive Chevy Chase.

Form-based codes are the right tool here. My housing platform supports replacing blunt FAR mandates with form-based controls that govern height, setbacks, and massing, giving builders the flexibility to produce more homes while respecting what the community actually values about the neighborhood's character. This approach lets Chevy Chase grow in a way that fits its context while meaningfully contributing to the city's housing shortage. Every part of DC should share in solving that shortage, and the FLUM should reflect that obligation.