

## **Chevy Chase Forward's Endorsement Process**

Dyana for DC Dem At-Large Responses

May 20, 2026

**Yes. I support surplusing the available air rights of the Civic Core site for housing, and I am committed to doing so in a way that delivers genuine community benefit, maximum affordability, and a world-class civic space that Chevy Chase residents deserve.**

The Civic Core site is a once-in-a-generation opportunity. The District owns the land. The community has already done the hard work of planning. The zoning is in place. The question before the Council is not whether Chevy Chase should change but whether the District will use this moment wisely, equitably, and in good faith with the community that helped shape it.

The Chevy Chase Small Area Plan (CCSAP), adopted by the DC Council in July 2022, was built on a community-informed vision to advance more equitable and environmentally sustainable growth along the Connecticut Avenue corridor, supporting an inclusive Chevy Chase community and a thriving commercial main street. The plan was developed through extensive community engagement and explicitly identified the Civic Core as the site best positioned to catalyze affordable housing and equity goals for the neighborhood and the broader District.

The CCSAP recognized that the Rock Creek West Planning Area has the fewest dedicated affordable units of any of DC's ten planning areas, with less than 1% of the District's total dedicated affordable units. It reflects decades of exclusionary land use — restrictive covenants, biased lending, and zoning that have kept one of DC's highest-opportunity neighborhoods exclusive. The surplus and disposition of the Civic Core air rights are among the most direct tools available to begin correcting that.

### **The Process Has Been Thorough and Community-Led**

I have heard the concerns raised about this process, and I take them seriously. The record shows that this has been one of the most community-engaged public land development processes in recent DC history.

Over months of community meetings and Advisory Neighborhood Commission engagement, residents reinforced their priorities through an extensive public process — including a public surplus hearing in January 2023, a community-wide survey in spring 2023, two OurRFP community meetings in October 2023, the issuance of a Request for Proposals in January 2024, and a full-day public disposition hearing in March 2025 that included presentations from development teams and hours of public testimony.

The Zoning Commission approved zoning changes on January 30, 2025, noting that they are consistent with the objectives in the Comprehensive Plan and the Small Area Plan to increase both income-restricted, subsidized housing and market-rate housing along the Connecticut Avenue corridor and specifically at the Civic Core site.

The next step is for the DC Council to act on the surplus and disposition legislation so this project can move forward.

### **Benefits of the Selected Proposal Delivers**

In January 2026, Mayor Bowser selected Rift Valley Chevy Chase, LLC to redevelop the site. The project will deliver a modern public library, a new community center, and 177 units of affordable and market-rate housing, while also expanding public space and strengthening connections to the surrounding neighborhood.

#### Key details of the Rift Valley proposal:

- A new 23,500-square-foot library and a 21,600-square-foot community center, both exceeding the space requirements identified by DC Public Library and the Department of Parks and Recreation, with expanded outdoor amenities that more than double the existing open space.
- 177 units of housing, including 54 affordable units — 27 at 30% AMI and 27 at 50% AMI — alongside 123 market-rate units, with a range of studio, one-bedroom, two-bedroom, and three-bedroom homes.

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- Planned outdoor amenities include a play park, public plaza, flexible sports and events courts, amphitheater, roof terrace, outdoor classroom, oak lawn, and native plant garden.
- Approximately 8,000 square feet of ground-floor, community-serving retail space, with most on-site parking relocated below ground, and more than 30 spots reserved for public facilities.

The absence of affordable housing is itself an economic justice issue. Workers who cannot afford to live in the communities where they work spend hours commuting and are economically precarious. Chevy Chase, with its extraordinary access to transit, schools, parks, and services, should be a place where working families can live.

Including affordable, mixed-income housing at the Civic Core fulfills the intent of the Chevy Chase Small Area Plan, the Comprehensive Plan, and the DC housing equity goal to add 1,900 affordable homes to the Rock Creek West Planning Area.

### **Prioritizes as a Councilmember**

If elected, I will vote yes on the surplus and disposition legislation for the Civic Core, and I will push for the following as the project moves into design and delivery:

1. **Genuine affordability.** The 30% and 50% AMI units in the Rift Valley proposal are a strong start. I will push to ensure those commitments are locked in through long-term deed restrictions and that the District uses every available financing tool — including the Housing Production Trust Fund — to maximize the number of deeply affordable units.
2. **Local hiring and CBE participation.** The Rift Valley team comprises DC-based businesses and CBEs, and will be held accountable to robust local hiring, apprenticeship, and contracting commitments so that the economic benefits of this development flow to DC residents and workers — including those who will live in the affordable units.
3. **Community benefits agreement.** Recommend binding commitments regarding open-space access, programming, small-business support, and construction mitigation. I will advocate for a community benefits agreement that is enforceable and monitored.
4. **Ongoing community engagement through design.** DMPED, DPR, and DCPL will lead a comprehensive community engagement process to inform the design and programming of the site's civic uses. I am committed to attending meetings, holding agencies accountable for genuine participation, and ensuring that ANC 3/4G has a meaningful role in shaping the final design.
5. **Transparency on the surplus legislation timeline.** The DC Council must pass two bills: the first to surplus the Civic Core property, declaring at least a portion of it no longer needed for public use; the second to dispose of the property to the chosen developer to repurpose it for creating affordable housing as well as building new community center and library facilities. I will prioritize moving that legislation through hearings with full public participation and a clear timeline.

Chevy Chase has devoted years of deliberation to this question, thousands of public comments, and an extraordinary level of civic engagement. The community has earned a decision that respects the public investment in facilities, delivers housing and affordability to the District desperately needs, and creates a Civic Core worthy of one of DC's most vibrant neighborhoods.

**Yes. Unequivocally. If elected, I will make moving this project forward one of my immediate priorities on the Council.**

As a former ANC Commissioner myself, I know how hard it is to sustain community engagement over months — let alone years.

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The ANC first raised the need for significant upgrades to the Civic Site in a meeting with Mayor Bowser in April 2016 and unanimously adopted a resolution in September 2016, beginning a lengthy data-gathering and analysis process with a series of special meetings, widely publicized and open to everyone, and the opening of a decade-long civic commitment.

The Office of Planning was involved in over 45 community events, received more than 4,000 written comments, and engaged more than 200 participants at the virtual kick-off, 568 survey respondents, more than 100 participants in community walks, and more than 90 at the community open house.

DMPED drove public participation during the RFP phase from 2023 to 2026, holding a public surplus hearing, collecting 1,692 responses in a community survey, and hosting multiple public workshops to review developer proposals and share visions for the site.

The ANC supported the Small Area Plan with a unanimous vote, and the Council approved it unanimously in June 2022. This was one of the most robust community planning processes in recent DC history. Every perspective — whether in support or opposition was thoroughly voiced, debated, and documented across multiple venues for a decade.

### "Expediently" Means in Practice

The DC Council must pass two bills: the first to surplus the Civic Core property — declaring at least a portion of it no longer needed for public use — and the second to dispose of the property to the chosen developer to repurpose it for creating affordable housing as well as building new community center and library facilities.

These are not minor procedural votes. Every month of delay in moving the legislation is a month the community continues to use a library built in 1967 and a community center built in 1971. It is a month when working families who could live in affordable units at this site cannot. It is a month in which the Civic Core — the social and physical heart of the Connecticut Avenue corridor — remains unrealized.

I will:

- **Prioritize scheduling committee hearings** on surplus and disposition bills, and work with the Committee on Housing and leadership to ensure these bills are prioritized on the Council's legislative calendar.
- **Show up to the hearings.** I will engage substantively, understanding the record already built, so that hearings are productive.
- **Hold agencies to a design-and-construction timeline** after the legislation passes, with clear milestones for DMPED, DCPL, and DPR.

### Why I Take This Seriously

I know what it means to do the painstaking work of building community consensus — survey by survey, meeting by meeting, resolution by resolution — and then watch that work stall at the decision-making stage. It is demoralizing in a way that erodes trust in government for years.

I also served as an ANC Commissioner, and I know that ANC commissioners and the community members who engage with them give enormous amounts of volunteer time. When that civic investment produces a plan — a real plan, unanimously approved, built on nearly a decade of engagement — and then that plan sits waiting for a Council vote, it tells people their participation didn't matter.

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As President of the AFL-CIO DC, I also viewed the Civic Core question through a labor lens: this project, done right, means union construction jobs, local hiring commitments, and a new community anchor serving working families. Those outcomes require the project to be built.

### **Delay Costs Communities**

The risk of inaction here is not hypothetical. DC has a history of public land opportunities that slipped away or were diminished by Council delay or inertia.

The Tenleytown Library is the most instructive case. The facility was rebuilt as community advocates pushed for affordable housing on District-owned land in another high-opportunity neighborhood in Ward 3. The moment passed without the Council acting decisively to include housing. The result is a rebuilt library without a single affordable unit and a neighborhood that remains one of the most economically exclusive in the city.

The Chevy Chase community and this Council cannot afford to repeat that mistake. The developer has been selected. The Rift Valley proposal will deliver a modern public library, a new community center, and 177 units of affordable and market-rate housing, while also expanding public space and strengthening connections to the surrounding neighborhood. The only thing standing between that vision and reality is the Council's surplus and disposition vote.

### **Concerns Raised in the Process**

Not every voice in this community has supported the housing component of this redevelopment. Some residents have raised legitimate concerns about open space, parking, school capacity, and the pace of change.

I will not use those concerns as a reason to relitigate decisions already made through an exhaustive democratic process. The Zoning Commission, the Office of Planning, the ANC, and the full DC Council have all weighed in. The Zoning Commission approved zoning changes on January 30, 2025, noting that they are consistent with the objectives in the Comprehensive Plan and the Small Area Plan to increase both income-restricted, subsidized housing and market-rate housing along the Connecticut Avenue corridor.

I will actively support the ongoing community engagement on design, programming, and amenities that DMPED, DCPL, and DPR have committed to lead as the project moves forward. There is still meaningful community input to be had on how the library is designed, how the community center is programmed, what the open space will look like, and how local businesses are supported during construction. That engagement is real and important. It is not, however, a reason to delay the surplus and disposition vote.

### **The Equity Imperative**

The Commission adopted a recommendation at its December 2022 meeting that the District build significant dedicated affordable housing and workforce housing with a focus on households earning 50% or less of the median family income above the Chevy Chase Community Center and the Chevy Chase Library. That recommendation came from the community's own ANC, through a process that included a Housing Work Group that met for 1.5 hours every week for months. It is not an imposition on the neighborhood — it is what the neighborhood's own elected representatives requested.

The CCSAP was developed against a backdrop in which the Rock Creek West Planning Area had the fewest dedicated affordable units of any of DC's planning areas — less than 1% of the District's total — and where the Housing Equity Report set a longer-term goal for a minimum of 15% of each planning area's housing units to be affordable by 2050.

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Housing in high-opportunity neighborhoods is a school's issue, a health issue, a transportation issue, and a labor issue. The workers who sustain this neighborhood, the teachers, the library staff, the small business employees, and the care workers deserve a path to live in the neighborhood. The Civic Core project is at the crux of the path, and it's the Council's job to ensure it happens.

### **Summary**

Ten years. Thousands of community members. Hundreds of meetings. Unanimous ANC votes. Unanimous Council approval of the Small Area Plan. A competitive RFP. A selected developer. A community meeting was held on February 28, 2026, to review the vision. The conversation has been had. Every perspective, whether in support or opposition, has been thoroughly voiced, debated, and documented. It is time to move to implementation.

I will vote yes on the surplus legislation. I will vote yes on the disposition legislation. And I will use every tool available to me as an At-Large Councilmember to make sure this project is delivered on time, on budget, and with the community benefit commitments that make it worthy of the decade of work the Chevy Chase community put into making it possible.

**Yes — I support the spirit and structure of Rift Valley's original proposal, and I am concerned about what was lost between that proposal and the Mayor's selection. I will use the Council's role in the surplus and disposition process to push to restore a housing mix closer to the original one-third/one-third/one-third framework, with a strong emphasis on deep affordability and family-sized units. My goal is not to delay the project — it is to make sure the project that moves forward actually delivers on the equity promise that motivated a decade of community planning.**

### **Understanding What Changed**

In Rift Valley's original proposal presented at the disposition hearing in March 2025, the team divided the housing roughly in thirds: 69 market-rate apartments, 67 workforce units available to those earning up to 80% AMI, and 70 units reserved for households earning up to 30% and 50% of AMI.

That is a materially different housing mix than what was ultimately selected. In the proposal Mayor Bowser unveiled in January 2026, the split flipped: 54 affordable units and 123 market-rate units out of 177 total — providing only the bare minimum under DC law, which requires 30% affordability for housing built on public land.

In Rift Valley's initial proposal, there were to be 137 affordable housing units and 69 market-rate units. That's two-thirds affordable to one-third market-rate. But in the proposal Bowser unveiled, that flipped.

That reversal — from a two-thirds-affordable majority to a market-rate majority — was immediately noticed by the community advocates who had spent years fighting for meaningful affordability at this site.

"I'm surprised and disappointed," said Anne Schwartz, a Ward 3 resident and member of the Washington Interfaith Network, which had lobbied neighborhood residents to accept affordable housing on the site. "A proposal that initially had over 100 units of affordable housing is now down to 54. We're trying to understand what happened — 'The 5st' 1

On publicly owned land, in a neighborhood where the community planning process explicitly called for significant affordable housing, the Council has both the right and the responsibility to ask hard questions about how a proposal went from 137 affordable units to 54.

### **What I Support**

My position on the housing mix is guided by three things I have spent my career fighting for: equity, working family economic security, and the integrity of community-driven planning processes.

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Here is where I stand:

**1. I support restoring the one-third/one-third/one-third framework as the target, using the surplus and disposition legislative process to negotiate toward that outcome.** The original Rift Valley proposal — one-third deeply affordable (30–50% AMI), one-third workforce (80% AMI), one-third market-rate — was not an accident. It was the result of a competitive RFP process, years of community engagement, and a developer who understood the room. That framework was widely supported by housing advocates across the spectrum in Chevy Chase. It honored the CCSAP's equity goals without eliminating the market-rate component that helps make the project financially viable.

The Council's surplus and disposition legislation is not merely a rubber stamp on the Mayor's selection. It is a deliberative process with hearings, public testimony, and the opportunity for Councilmembers to negotiate improvements to the community benefit terms as conditions of approval.

**2. I support prioritizing the deepest affordability — 30% and 50% AMI — because that is where the District's need is greatest and where Rock Creek West has failed most completely.** DC's Housing Production Trust Fund statute requires that at least 50% of HPTF spending serve households with incomes below 30% of AMI, and at least another 40% serve households between 30% and 50% AMI. The District has historically struggled to meet these targets at the project level. The Civic Core, as a publicly owned site where land value replaces much of the typical subsidy requirement, is uniquely positioned to deliver deep affordability that the private market is unlikely to provide.

The selected proposal's 27 units at 30% AMI and 27 at 50% AMI is something. Deputy Mayor Nina Albert noted that the housing units will be targeted to residents making 30% to 50% of the area's median income, approximately \$46,400 to \$77,500 for a family of four. DC has historically spent less money on housing for those income ranges, prompting ignored critiques from some of the city's most vulnerable residents. Fifty-four units are not enough, and 27 units at 30% AMI in a neighborhood where the median household income exceeds \$187,000.

**3. I support a workforce housing tier (80% AMI) as a genuine component of the mix, as a bridge for DC workers who are priced out of Chevy Chase but earn too much to qualify for deeply subsidized housing.** The CCSAP study area median household income in 2019 was \$147,000 — approximately 170% of the District-wide median, and no new apartments or condominiums had been built in recent decades within the study area. A workforce housing tier at 80% AMI serves the teachers, social workers, city government employees, and tradespeople who work in this neighborhood but cannot afford to live here.

My career in labor has taught me that stable housing close to work is not a luxury — it is a precondition for workers being able to build economic security and participate fully in community life.

**4. I support the family-sized unit commitment and will push to ensure it survives any renegotiation.** Over one-third of the homes in the selected proposal are family-sized two- and three-bedroom units, providing an important entry point for families into an amenity-rich neighborhood with access to transit and schools. Family-sized affordable units in high-opportunity neighborhoods have become a unicorn in DC, and right now the need is non-negotiable.

### Learning From the West End

The West End Library public-private partnership is the most relevant precedent for this project, and its history contains important lessons.

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Plans to redevelop two city-owned parcels — including the West End Library — were first discussed in 2000, a proposal was put forth in 2007, and during contract negotiations, the developers argued that the library parcel should be exempt from the District's affordable housing requirement. The District agreed to waive the requirement; the Zoning Commission reasoned that the new library and fire station represented a sufficient public benefit to offset the need for affordable housing.

The final West End Square 37 project included 164 luxury residences — 71 condominiums and 93 apartments alongside the new library, with no affordable units on the library parcel itself. The fire station parcel did include 52 units of affordable housing at or below 60% AMI.

The West End outcome, a world-class new library, but only minimal affordability achieved through controversy and litigation, illustrates precisely what happens when the Council and community do not hold the line during the negotiation phase.

The Chevy Chase Civic Core process has the advantage of being designed from the outset to prioritize affordability. We should not negotiate that away during the final legislative stages.

If elected, I will approach the surplus and disposition legislation with a clear set of asks:

- A transparent explanation of what changed between the March 2025 proposal and the January 2026 selection, and what financing constraints drove the reduction in affordable units from 137 to 54.
- A financing analysis of the additional HPTF investment, tax credit layering, or operating subsidy required to restore the one-third/one-third/one-third framework.
- A commitment to deed restrictions that lock in affordability requirements for the maximum allowable term, preventing future conversion of affordable units to market-rate.
- Binding local hiring and CBE participation requirements, with reporting and enforcement mechanisms.

### **Commitment to Chevy Chase Forward and the community:**

- I will push for the most affordable units that are financially achievable without jeopardizing project viability, recognizing that the land value subsidy already provided by the public sector is a powerful tool.
- I will advocate for transparency in the community benefit negotiation, so that residents can understand what tradeoffs are being made and why.

DC's Housing Production Trust Fund provides low-cost loans and grants to help build and preserve affordable homes, but DC law's requirement that 50% of HPTF funds serve those below 30% AMI has never been fully met. When the District already owns the land, as with the Civic Core, the land value itself is the subsidy, and the depth of affordability that is not possible on privately owned sites.

**Yes. I support changing the Future Land Use Map designation for Chevy Chase's residential areas to permit thoughtfully scaled multifamily housing that is consistent with the look and feel of the neighborhood — and form-based codes are precisely the right tool to achieve that. This is not a radical proposition. It is what equity, housing needs, and good urban planning all point toward.**

### **Why This Question Matters — and How I Think About It**

This question sits at the heart of one of the most consequential planning decisions DC will make in a generation. The DC 2050 Comprehensive Plan rewrite is underway now. The last full rewrite of the Comp Plan was in 2006. In Plan 2050, the

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Office of Planning is using a new idea called "place types" to address issues of density, use, building, street connectivity, and public space. Residential areas are divided into small, moderate, medium, and large-scale place types. Chevy Chase's residential blocks are currently proposed as "Small Scale Residential Neighborhood" — the most restrictive designation in that hierarchy.

The designation currently proposed would be in the single-family exclusivity that has defined and excluded Rock Creek West for over a century. The entire arc of the Chevy Chase planning process, the community engagement, the Small Area Plan, the equity analysis, and the recognition of Chevy Chase's history of covenants and exclusionary zoning point toward a more inclusive future. The FLUM designation should reflect that.

**The Case Against Maintaining "Small Scale Residential" Exclusivity** Rock Creek West has by far the highest share of land zoned for detached single-family housing, at 77 percent of residential land area, and contains over half of the District's total single-family zoned land which is not a natural outcome of topography or history, it is policy choice. Explicit race-based zoning was struck down by the Supreme Court in 1917 but racist-based land-use and zoning policies continued in DC through redlining, racial covenants, apartment bans, large-lot minimums, and exclusionary single-family zoning.

Allowing "missing middle" housing, particularly in high-cost, high-opportunity neighborhoods, would bolster the District's coffers and support local businesses. Maintaining "Small Scale Residential" as the FLUM designation for the Chevy Chase residential blocks would preserve a neighborhood and a structure of exclusion.

### What Form-Based Codes Are — and Why They Are the Right Tool

Rather than focusing on land use, a form-based code makes the building's form the controlling element, allowing different uses of parcels while preserving compatibility in design and appearance. Specific design standards apply to all buildings within a specified area, regardless of the building's use.

In practical terms, a form-based code for Chevy Chase's residential streets could mandate:

- **Building height and massing** are consistent with the neighborhood's existing two-and three-story scale.
- **Setbacks, lot coverage, and façade articulation** that match the rhythm of the existing streetscape.
- **Materials and architectural language** are compatible with the brick and craftsman character that defines the neighborhood's visual identity.
- **Active ground-floor design** to maintain the pedestrian-friendly street presence that residents value.

Within those form constraints, a duplex, triplex, or small apartment building could be built by right — without requiring a special exemption, variance, or years of case-by-case review. Form-based code can be customized to fit a community's vision, be it to preserve and enhance a neighborhood's character, dramatically change and improve it, or do a bit of both.

This is the missing middle housing that planners and housing advocates have pointed to for years, referring to a range of multi-unit or clustered housing types — compatible in scale with detached single-family homes — that fall between a single-family home and a larger apartment building in terms of density. These types of units are often more affordable to low- and moderate-income families than single-family homes.

### Lessons From Other Cities

The national experience with missing middle and form-based reform offers important lessons that could shape DC's approach.

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### **Minneapolis 2040 — What Changed and What Didn't**

Minneapolis became the first major US city to eliminate single-family-only zoning in 2018, allowing duplexes and triplexes across the city. The results have been instructive. From 2017 to 2022, Minneapolis increased its housing stock by 12%, while rent increased by just 1%. In comparison, over the same period, Minnesota as a whole added only 4% to its housing stock while rents increased by 14%.

The Minneapolis story also has an important caveat. The abolition of single-family-only zoning in Minneapolis led to the construction of just 104 new duplex and triplex units in the first two years after the reform. The more significant housing production gains in Minneapolis came from other reforms — reducing parking minimums, streamlining approvals, and allowing larger multifamily buildings along corridors. While legalizing duplexes citywide immediately increased potential housing capacity, there has been so little missing-middle housing in recent decades that there is no existing ecosystem of developers and financiers to build it at scale.

The lesson: a FLUM change and form-based code reform are necessary but must be paired with complementary tools — financing support, streamlined permitting, ADU programs, and active housing production investments — to produce results at scale.

### **Arlington's Columbia Pike — Form-Based Codes and Affordability Together**

A closer-to-home model is Arlington County's Columbia Pike corridor, where a form-based code has governed redevelopment for over a decade. The Columbia Pike form-based code is helping Arlington County, VA, preserve or replace an estimated 1,300 affordable housing units built with public funds, while enabling new mixed-use development that adds housing and neighborhood-serving retail. The code governs building form — height, setbacks, frontage — while allowing a range of uses and densities within those parameters. The corridor has added housing while maintaining a walkable, human-scaled environment that residents recognize and value.

Research shows that form-based codes are "changing urban form in measurable ways and supporting more sustainable behaviors" and are connected to higher walkability scores, shorter commute distances, and more multifamily housing. Critically, these benefits do not vary significantly across demographic characteristics such as income, race, and education, signaling that form-based codes offer a more holistic approach that produces results for all types of communities.

### **Nashville and Redwood City — Character Preserved, Value Created**

Form-based code success stories from Redwood City, California, show a downtown that is "more active than it has been in decades," and Nashville, Tennessee, saw taxable value in districts using form-based code increase by 75 percent. These are examples of neighborhoods that became more economically vital and more accessible by using code to shape communities.

A FLUM change for Chevy Chase's residential blocks, from "Small Scale Residential Neighborhood" to a designation that permits modest multifamily development consistent with neighborhood form, would have several concrete effects:

**It would enable "missing middle" housing on residential side streets.** Duplexes, triplexes, small courtyard buildings, carriage houses over garages, and backyard cottages could all become possible by right, within form parameters that match the existing neighborhood character. These types of units are more accessible to working families than single-family homes and add diversity of housing type that Chevy Chase currently lacks almost entirely.

**It would create a housing pipeline throughout the corridor** — not just at the Civic Core. The Civic Core redevelopment is essential, but it is one project. Meaningful neighborhood-level equity requires many smaller changes

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across the residential fabric. A form-based FLUM designation creates that possibility for private owners, small developers, and community land trust models over time.

**It would support the DC 2050 housing production goals** to which the District has explicitly committed. The DC 2050 Comprehensive Plan is gathering citizen input on "citywide growth scenarios," specifically to identify where and how to allow more housing or commercial opportunities across the city and in neighborhoods. The Chevy Chase FLUM designation will be one of the most significant answers to that question in all of DC.

**It would honor the equity commitments already made.** The CCSAP, the Comprehensive Plan, and the DC Council's unanimous approval of both documents have already identified Chevy Chase as a neighborhood that must become more inclusive. The FLUM should reinforce those commitments, not undermine them with a restrictive place-type designation.

### Legitimate Concerns:

- Since form-based codes take the surrounding neighborhood context into consideration when assigning street and building types, the existing community characteristics are preserved and encouraged. A well-crafted form-based code for Chevy Chase would ensure that new buildings match the scale, materials, setbacks, and streetscape of existing homes, even when they contain two, three, or four units inside.
- Missing middle housing: duplexes, triplexes, and small apartment buildings do not add children to schools at the same rate as single-family homes. It tends to attract smaller households, renters, and empty nesters. The incremental pace of change in a form-based code environment is also gradual by design, allowing infrastructure planning to keep pace with growth.
- Form parameters can and should include lot coverage limits, tree canopy requirements, and landscaping standards. These are standard features of well-designed form-based codes, and they can protect the green character of Chevy Chase's residential streets while allowing housing density to increase modestly.

### **My Commitment as a Councilmember**

The DC 2050 Comprehensive Plan will go before the DC Council for approval in 2027. The agency expects to secure full approval by the end of 2028, with the decision coming before the Council during my first term if elected.

I will advocate for the following in the DC 2050 process:

- **A FLUM designation for Chevy Chase residential areas** that permits modest multifamily housing — including duplexes, triplexes, small apartment buildings, and ADUs — by right, governed by a robust form-based code that preserves neighborhood scale and character.
- **Community participation in code design.** The form parameters for a Chevy Chase form-based code should be developed with meaningful community input. The community has demonstrated its capacity for serious engagement and should shape what the code requires.
- **Complementary tools alongside the FLUM change** and push for ADU financing programs, streamlined permitting for missing middle development, and community land trust models that can capture permanently affordable units within the new form framework.
- **An equity lens on implementation** is about more affordable and accessible housing. I will advocate for affordability requirements attached to any new development enabled by the FLUM change.