

- 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. The available air rights above the Civic Core site represent a real opportunity to deliver housing in a neighborhood that has historically been resistant to new development. If those air rights are not needed for the public facilities being built, then surplusing them for housing consistent with the Chevy Chase Small Area Plan and existing zoning is exactly the right call. We should not leave that capacity sitting idle when the city has a housing supply crisis.

- 2. Given the ten-year 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?**

Absolutely. Ten years of planning and community engagement is long enough, and the residents and stakeholders who invested in that process deserve to see it move forward. Proposals by some in the Chevy Chase community, including elected officials, that would further delay this project are disappointing. One of the things that frustrates me most about housing production in DC is how often well-planned projects stall at the implementation stage. If elected, I will use my role on the Council to push for timely action on this project and hold the relevant agencies accountable to a real timeline.

- 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?**

Yes, I support the mix Risk Valley originally proposed. One-third deeply affordable at 30 to 50 percent MFI, one-third workforce housing at 80 percent MFI, and one-third market rate across 206 units is a responsible and balanced approach. Deep affordability in a high-cost neighborhood like Chevy Chase is not easy to achieve, and this proposal does it without sacrificing the workforce and market-rate units needed to make the project financially viable. I would fight to restore the original mix in the face of pressure to water it down.

- 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. The current "Small Scale Residential Neighborhood" designation in Chevy Chase is too restrictive for a city that desperately needs more housing. Updating the Future Land Use Map to permit multifamily housing here, guided by form-based codes that respect the neighborhood's scale and character, is a common-sense step that aligns with everything the Chevy Chase Small Area Plan has been working toward. DC cannot plan for housing in one document and then leave the land use map unchanged. Those two things have to be consistent with each other, and right now they are not. I support aligning them.