



Dear candidates for elected office in the 2026 Takoma Park City Council election,

Thank you for standing for election to public office. It is a vital function in our democracy, and we appreciate your willingness to serve, spend personal time, and represent our community.

[Takoma for All \(TFA\)](#) is a group of Maryland and Washington, D.C., neighbors working to strengthen a vibrant, inclusive, prosperous, resilient, and transit-friendly community. We advocate for [smart growth principles](#) and for creating and preserving affordable and market-rate housing, commercial spaces, and community amenities, including schools, parks, recreation facilities, and public spaces.

We would be honored if you would respond to the following questions, which will help us better understand your position on key topics of interest to our group and the Takoma Park public. Please note that an appendix at the end includes additional context. We will publish the questions and your responses on our website, and TFA members will vote to endorse candidates who best align with our priorities and vision, based on your feedback.

1. Vision, Inclusion and Consensus Building

Please share your vision for Takoma Park, including how you would approach sustainability, economic vibrancy, and housing access.

I am an advocate for more affordable housing in Takoma Park. I am a member of Takoma for All.

I am a homeowner in Takoma Park but came to this on a journey through more than 20 rental properties. While our house was being renovated, for three months I was a renter in Takoma Park, living with my family of four in a neighbor's one-bedroom basement apartment. This gives me a dual perspective on the challenges of housing.

On affordable housing, I follow up my words with deeds. In 2020, my first time speaking at city council was to support the Habitat for Humanity project on Garland Ave. I volunteered with that project to help strip and rebuild the property. Later, I supported the city's efforts to apply for state funding that kept it affordable missing middle housing. I have welcomed the neighbors who now live there, one of who seconded my nomination for this council seat.

In 2023, I spoke at city and county council in support of the Minor Master Plan Amendment. Most recently, in September 2026, I spoke on my experiences touring

a Montgomery Housing Partnership (MHP) project. My website and newsletter have addressed affordable housing issues on multiple occasions and at length.

A 2021 consultant report commissioned by the City found that Takoma Park is a "Tale of Two Cities," with stark divides across lines of race and class. How would you ensure a wide range of residents are heard in decisions about residential, commercial, and public facility development?

In Takoma Park, we need an inclusive view of residents and whose voice is heard. While single family homeowners traditionally have the loudest voice in municipal politics, we must acknowledge our city is a majority renter and a majority minority community. When talking about development, business owners and landlords should also be heard.

When those views conflict, how would you weigh them and explain your decision, and what experience do you have building consensus across a real division?

The city's Housing and Community Development (HDC) is showing with recent proposals and developments that they have the networks, trust, and convening power to make processes inclusive. Council should recognize the role staff play, work with them closely, and encourage, empower and resource HDC to do more to allow all voices to be heard. As for my role, if elected, I would draw on my experience in conflict resolution and community development to facilitate discussions with all stakeholders, recognizing that all sides need to be consulted, involved, and heard in any significant community decision.

2. Housing, Zoning and Rent Stabilization

Takoma Park has not seen a new multifamily building since the late 1970s. Much of the city is zoned R-60, which permits only detached single-family homes, and Montgomery County, not the City, sets the zoning. Meanwhile, the City's rent stabilization law, the first of its kind in Maryland, is under review by the current Council.

What changes to the law, if any, would you support, and what would you pursue at the County on zoning?

In 2023, I spoke in favor of the Minor Master Plan Amendment (MMPA) at city and county council meetings. With the Edinburgh House redevelopment, we now see the benefit of this zoning change. As this development moves forward, we should work with Montgomery Housing Partnership (MHP) to set precedents in Takoma Park in both the process and result to show we can develop affordable housing that adds quality housing to our community, provides better choices for renters, and does not permanently displace any current residents.

There are still significant parcels of unused or commercial land in Takoma Park, some of which are zoned for single family occupancy. There is significant potential for multi-use redevelopment along New Hampshire Avenue and University that could be sites for multi-use and multi-family homes. While law changes may not be needed, some would require zoning variations and if a developer brings a quality development forward the council should consider supporting zoning variations to increase density, especially if they add affordable housing and offer to diversify our city's economy.

Under the current consultant's review, the basics of the rent stabilization law are not being changed, but its implementation can be improved through better education for landlords and tenants. For all renters, and not just those protected by rent stabilization, the city needs to ensure our aging housing stock does not degrade any further than it already has and we do not condemn those covered by the rent stabilization law or other renters to sub-standard living conditions.

How would you bring renters, housing providers, and homeowners to an outcome that each can accept?

Building consensus needs inclusive consultation processes that help stakeholders understand each other's perspective, and work towards a viable and acceptable compromise. Part of this is through established public processes at the county level that the owners, developers, and city's Housing and Community Development (HCD) are involved with. But these public processes are just the "tip of the iceberg." What we do not see is the extensive behind the scenes roles played by city council members and the mayor, working with HCD, to communicate concerns of residents directly impacted, and those in adjacent neighbor, and to build trust between owners and developers and these community stakeholders. We are seeing this happen in public and privately with the MHP Edinburgh House project. This project is setting important precedents on the how concerns are accommodated and decisions made that will be an example for future redevelopment on the Washington Adventist site, along the Purple Line corridor, and on other vacant or underutilized plots within the city boundaries.

3. Development Sites and Tax Base

Single-family homes make up about half of Takoma Park's housing units but pay about 77 percent of its property taxes. Meanwhile, the next Council will inherit decisions on several of the city's most significant sites: the former Washington Adventist Hospital campus, the New Hampshire Avenue Recreation Center, Takoma Junction, the McLaughlin property on Poplar Avenue, and 6530 and 6600 New Hampshire Avenue.

What is your vision for these and similar sites, how would you attract developers who can deliver it, and what role should new development play in easing the burden on homeowners?

Takoma Park needs to diversify its tax base. In the short term, there are some small ways to start doing that, including efforts by Maryland municipalities to receive more from state sales tax collected in their areas. However, in the long-term, diversification of income will require the redevelopment of the many underused sites in our city, including the old hospital, university, Purple Line corridor, and all along our section of New Hampshire Avenue. Multi-use development with a mix of commercial, retail, and residential uses is necessary to broaden our economic and tax base and ensure the long-term viability of Takoma Park.

4. The Purple Line and Safe Streets

The Purple Line is expected to open in late 2027, with a station at the Takoma Langley Crossroads. New Hampshire Avenue and University Boulevard remain dangerous corridors despite Vision Zero and other initiatives.

How would you leverage the Purple Line for the city's benefit, and what would you do to make those corridors, and for that matter, the city, safer for pedestrians, bicyclists, scooters, and other non-car travelers?

The Purple Line will be a game changer for Takoma Park. The light rail has the potential to create a vibrant corridor across Montgomery and Prince George's counties. As my family is an active user of public transport, I can see the potential good the Purple Line will bring and how lucky Takoma Park is to border this soon to be regional public transit asset.

As a pedestrian living a seven-minute walk from the Langley Park stop, and as an avid cyclist, I support the plans are being developed for better foot and bicycle access to our nearest stations at Langley Crossroads and Long Branch. Takoma Park needs to continue its active planning and grant seeking efforts to develop the New Hampshire Ave cycleway and associated paths. We should be able to do a better job of connecting Takoma Metro to our communities by improving street infrastructure and find support and funding to build the planned Maple Avenue corridor.

We need to partner with parallel efforts at the county and state levels and do our part to make the Purple Line a safe, viable and accessible transport option for Takoma Park residents. There will be challenges, but we should work together with county and state agencies to implement a public safety and prevention approach to use the science and data we have to control these risks. Plans for cycleways, street plazas, and sidewalks to access the Purple Line should be

prioritized, with the safety of public transit riders an overriding concern. In the long run, lessening our dependence on using cars for local transportation needs serves community safety, the environment, and our climate goals.

5. Growth and Climate

The City has committed to net zero emissions by 2035, but modeling presented to the City Council in January 2026 shows 55 percent of that goal is not achievable on the current path. Transportation is the largest single source at 54 percent of the City's emissions, and Montgomery County, not the City, sets building energy codes.

How would you close that gap?

Would you support making the 2035 target binding for municipal operations, where the City does control the levers, and what role does land use play for the rest?

We should be building in efforts to achieve our climate goals in many city programs. As noted above, making the most of the Purple Line and getting residents out of cars and on bikes on foot or onto buses to the Metro and light rail is one contribution the city can make. Other measures worth studying for the contribution to climate goals might include lowering speed limits and promoting the use of or making the charging of electric vehicles easier, either for the city, residents, or visitors. Promoting energy efficiency in our city, commercial, rental, and single-family homes, especially for low-income earners, is another contribution we have been and should continue to make. On whether these efforts should be binding, and whether that is an achievable goal, if elected I would seek the advice of city staff and the Sustainable Maryland Committee made up of knowledgeable residents.

Thank you for your time and for working to make our city a great place for everyone.

Appendix: Background

Provided as reference.

Housing, Zoning and Rent Stabilization. The 2026 current allowance is 3 percent, tied to regional CPI. Montgomery County's cap is 5.2 percent. Newly constructed buildings are exempt for their first five years, after which increases are capped at CPI. Developers and housing advocates have raised the concern that five years is too short to recover construction costs, and that the math pushes projects toward for-sale condominiums, which fall outside the law entirely and shrink the rental stock rather than expand it. The law also governs reinvestment in the buildings already standing.

Owners of older apartments face County energy performance deadlines in the 2030s that require significant capital, while the City's law limits how much of that investment they can

recover through rents. The same provision that shields tenants from sharp increases determines whether these buildings are reinvested in or continue to deteriorate. RSG, Inc. presented findings to Council on June 10, 2026, concluding that the program helps preserve diversity with respect to race, ethnicity, and income, but may worsen housing availability and the quality of rental housing.

The City's Fiscal Year 2027 priorities name missing middle housing and expanded accessory dwelling units as goals, but the zoning that would allow duplexes, triplexes, and small apartment buildings is not the City's to change. The McLaughlin property on Poplar Avenue illustrates the cost. It is roughly five acres, one of the largest parcels in the area, close to transit, and currently for sale at a substantially reduced price, yet R-60 zoning limits it to maybe two dozen detached houses. One option a future Council could weigh is City acquisition, on its own or with a housing partner, followed by a rezoning request and a sale with conditions attached.

Development Sites and Tax Base. Adventist HealthCare is demolishing the hospital campus and intends to sell it. The Minor Master Plan Amendment envisions residential and mixed-use development there.

The City's 2022 request for proposals for the Recreation Center drew two responses, both proposing affordable housing at the site's full by-right capacity, but staff recommended neither because a shovel-ready public-private partnership did not appear feasible.

At Takoma Junction, the development agreement ended in a 2024 settlement that returned the lot to the City, and the lot was resurfaced in May 2026. Congestion at the Junction drives cut-through traffic into adjacent neighborhoods. Separately, Montgomery Housing Partnership has proposed redeveloping Edinburgh House at 7513 Maple Avenue, a 45-unit affordable property, at greater density.

In July 2021, the City presented Council with a \$500,000 state revitalization grant for 6530 and 6600 New Hampshire Avenue, a derelict three-story commercial building, to create a conference center, commercial and arts space, and housing, with the stated aim of increasing the City's tax base. The milestone schedule called for acquisition by December 2022, permits by April 2023, construction complete by June 2024, and parking by August 2025.

From the adopted Fiscal Year 2027 budget: detached and attached single-family homes make up about half of housing units and pay about 77 percent of collected real property taxes. Multifamily properties pay about 12 percent, in part because older buildings depreciate and many are deed-restricted. Commercial property pays about 5 percent. FY27 real property rate is \$0.5422 per \$100, a one-cent reduction from FY26, offset by doubling the railroad and public utilities rate. The budget draws about \$1.9 million from reserves. The former hospital campus contributes little to the tax base today, and demolition will further reduce its assessed value, though redevelopment could eventually make it one of the City's largest revenue sources.

Purple Line and Safe Streets. The Purple Line is expected to open in late 2027, with a station at Takoma Langley Crossroads. Both New Hampshire Avenue and University Boulevard are

state highways, so safety changes require State Highway Administration approval and County coordination. New Hampshire Avenue and University Boulevard are both on Montgomery County's High Injury Network, designated for serious injury and fatal crashes.

Growth and Climate. Resolution 2020-6 commits the City to net zero by 2035 "as our resources and authorities allow." City staff presented emissions modeling to the City Council on January 14, 2026, using the ClearPath platform. It shows 45 percent of the 2035 goal achievable under the current transition pathway and a 55 percent gap. Emissions fell roughly 31 percent between 2005 and 2023, driven substantially by a cleaner regional electricity grid rather than by local action. Transportation is the largest single sector at 54 percent of the City's 128,706 MTCO₂e in 2023, driven by vehicle travel on roads the City does not control. Montgomery County sets building energy codes and covers multifamily buildings of 25,000 square feet and larger under its performance standards. The City's direct levers are land use and voluntary programs, run by a sustainability office currently staffed by one person.