



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. 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 is heard in decisions about residential, commercial, and public facility development? 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?

Takoma Park is an incredibly special place, and I feel a great responsibility to help steward our city into the future. My wife and I chose to live in Takoma Park because we felt it was the best community for us to build our family. We are so thankful to be able to raise our daughter here, and I want to do what I can to help keep and make this a place where many other people are able to do that too. I see the responsibilities of the Council to help achieve that by:

1.) doing what it can to keep the city affordable - trying to reduce property tax burdens on homeowners, preserving a robust rent stabilization policy for renters, and supporting additional affordable housing and other housing options for future residents. This requires a willingness to make harder choices on the city's budget to reduce spending and working with the county and state to explore ways to diversify our sources of revenue beyond property taxes, as well as continuing to pursue grants for additional funds.

2.) conducting vigorous oversight to ensure city services are meeting the needs of residents and providing value for the additional property taxes we pay.

To the second part of the question about how to overcome this condition as a tale of two cities, this is a macro problem that exists beyond just our city and a one that doesn't have a simple solution. I aim to regularly engage with residents across the Ward. Continuing door knocking beyond the campaign and seeking ways to make myself available to residents where they are, rather than just asking them to come to Council meetings or take the time to seek me out. The job of a council member is to vote - on the budget, on policies, on hiring the city manager - but I see that the responsibility is to listen. I will seek out residents in order to hear their concerns and ideas, and then try to make the best decision I can to help keep Takoma Park the great place that we all know, love, and want to be able to continue to be proud to live and raise our families.

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

The hospital site redevelopment is a major moment to shape the future of our city. The site provides an opportunity to build more housing - affordable housing, senior housing, larger units in multi-family buildings, etc. - to provide opportunities for more people to be able to live and stay in Takoma Park. Similarly, the initiation of service on the Purple Line marks a major moment for the Crossroads district and University Boulevard that will transform the housing capacity in that area.

I believe Takoma Park should continue to be a leader on rent stabilization. We are in the midst of a global affordability crisis, and I want to do anything I can to help ensure Takoma Park's residents who rent their homes are not facing an even greater housing cost burden than they already are.

Additionally, I believe the city should work to make it easier to preserve and rehabilitate existing small multi-family buildings that already exist throughout the city. I heard from a resident an example where a building like this with affordable units was simply torn down and replaced with a (market-rate) single family house because the policies around renovating the building were onerous. This is a bad outcome. We have great neighborhoods throughout our city where residents at various income levels and varied stages of life are able to live together. Preserving or supporting duplexes and other small multi-unit buildings and garden apartments help further what makes us unique.

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?

See my response above for additional thoughts about the hospital campus. New Hampshire Avenue is a potentially even bigger opportunity and harder challenge. I don't have an answer on how to do this. I look forward to working with the city's economic development team, my counterparts in Prince George's County, and others to see how we can transform this main corridor into one that can provide more benefits to residents.

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?

As the father of a very confident and active toddler, I now see the world every day in terms of fast cars, bikes/scooters, and short distances between all of us. This may be a very unpopular opinion but I support the stop sign cameras. Every day, I see cars at various intersections stop (or maybe just "slowly roll") mid-way through crosswalks. Maybe the cameras are too sensitive and need to be calibrated differently, but overall, I say err on the side of pedestrian and cyclist safety. The Purple Line will create new patterns for people at already dangerous intersections, and now that the construction is complete the city and other jurisdictions need to focus on ensuring safe passage to and from the stations and better use of those intersections. Anything that can make utilizing the Purple Line safer and easier to use, and thereby reducing some number of vehicle trips in that corridor, is a huge win for safety and environmental impact.

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?

I have not spent sufficient time on these topics to give definitive answers on these specific questions, but I am supportive of taking additional actions to reduce the city's climate impact.

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 MTCO_{2e} 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.