

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?

Historically, and as I expect will continue to be the practice, councilmembers share information they have gathered with their constituents to help inform community conversations, prepare for proclamations, and support informed decision-making and voting.

I am hopeful and will be watching closely to see how city staff utilizes the funding allocated to the Community Connectors project. I believe this initiative has the potential to support councilmembers in reaching residents who are often difficult to engage, ensuring they have access to essential information and are encouraged to participate in the city's decision-making processes.

My approach has been to work with other community leaders to share information that I believe is important and relevant to the residents I serve. Over the years, I have helped navigate conflicts on a variety of issues by educating myself on the topics, carefully considering different perspectives, and weighing the information available. In some cases, this has meant making difficult decisions after thoughtfully reviewing residents' concerns, staff recommendations, ideas, and supporting data.

Having participated in discussions and served as a decision-maker on numerous city initiatives over the past 29 years, I believe I have developed a strong foundation in community engagement, conflict resolution, planning, and informed decision-making. I remain committed to using that experience to serve my constituents, encourage meaningful participation, and help guide decisions that best serve our community. My process for community engagement is the same for my apartment communities as it is for my residential neighborhoods within Ward 4. There is a divide in where they live, economic status and culture, but how they engage does not differ in my estimation. Each of my buildings have a small group of active advocates for the building community, just as my three separate residential community groups. They both have many members who I rarely hear from and could use assistance gaining their attention on matters.

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 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?

Over the past two years, I have gained a crash course in the Minor Master Plan Amendment (MMPA) and its impact, though I am still learning the nuances of the amendment and its implementation.

We are in the early stages of a redevelopment project in Ward 4, and I have been in ongoing correspondence with the ownership group, MHP, which has led community and Council outreach and education efforts. Through this process, MHP has addressed numerous questions, many of which I raised regarding resident displacement and the eligibility requirements for returning residents. Another significant challenge has been identifying funding to support residents who may not meet the existing state recertification standards.

The community engagement meetings and presentations have helped answer important questions, while also identifying issues that required further discussion and adjustments to the project approach. As the project moves closer to the permit application stage, the next step will be to engage a relocation team to help current residents identify suitable nearby housing options at rents comparable to what they currently pay.

3. Development Sites and Tax Base

Single-family homes make up about half of Takoma Park housing units but pay about 77 percent of its property taxes. Meanwhile, the next Council will inherit decisions on several of the city 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?

While I think it worthwhile for any developer or land owner to come before council to present plans for development, council does not have the final say as to how property/land owners develop on their properties. Zoning codes dictate the development stipulations. I am aware that city staff has communicated with land/property owners at the locations mentioned and will keep council informed of whatever developments they learn of. With that said, I would love to see development that will ultimately strengthen the tax base of our city.

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 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?

I recognize that the Purple Line was developed in part to provide additional transportation options for residents who previously did not consider Metro a viable transit option. As a Council representative, I encourage residents to use Metro and other non-driving transportation options whenever possible.

Public safety initiatives, such as stop-sign and red-light cameras, can help encourage safer driving behaviors in and around the Takoma-Langley Crossroads and other areas within the city. Data has shown that speed cameras can improve driver behavior, and we have already observed improvements at locations where automated stop-sign cameras have been implemented. These initiatives can play an important role in promoting safer streets for drivers, pedestrians, and cyclists alike.

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

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?

2035 should remain the goal. Our city management and staff are making good conscious attempts to transition our city owned vehicles so that we are doing our part to reach the goal. Other projects are in the works to make our community more walkable and bikeable.

We can use our voice to advocate for stronger county and state policies, pursue available grants and partnerships, and help residents and businesses access resources for energy efficiency and electrification. We have done some of that and as long as we are transparent and consistent in our attempts, I would be ok if we come up short for 2035, but gave it our all.