

**1. Please provide a brief biographical statement (i.e., education and employment background, any elected offices you have held and years held).**

<p>Sylvester Turner (Mayor)</p>	<p>I have served in the Texas House of Representatives in 1989, where I am currently Vice Chair of the Appropriations Committee and a member of the Legislative Budget Board. I was Speaker Pro Tem from 2003 to 2009. I chair the Harris County Legislative Delegation. I co-founded the law firm Barnes &amp; Turner in 1983. For the past 18 years, I have owned American Title. I graduated from Klein High School, where I was valedictorian. I received a BA in Political Science from the University of Houston in 1977 and a JD from Harvard Law School in 1980.</p>
<p>Adrian Garcia (Mayor)</p>	<p>I began my life in public service as a Houston Police officer. After 23 years with the department, I served six years as a Houston City Councilmember, eventually becoming Mayor Pro Tempore under Mayor Bill White. On City Council, I chaired the Public Safety and Homeland Security committee, while also serving on the Minority Business Women Enterprise, Fiscal Affairs, and Flooding and Drainage committees. From 2008 through 2015 I lead, managed, and reformed a major organization, the Harris County Sheriff's Office, into savings of over \$200 million dollars while keeping the streets of America's 3rd largest county safe.</p>
<p>Lane Lewis (At Large 1)</p>	<p>I began my community involvement organizing friends and neighbors 25 years ago focusing on public safety and social issues. Time and time again the issues I encountered in communities came back to city services and infrastructure. This motivated me to run for office, so I could help provide the help communities and community organizers need to better their neighborhoods. I am the Chairman of the Harris County Democratic Party. My professional capacity is in education--I consult teachers and schools and have spent years teaching low-income children. Before teaching, I was a social worker focused on homeless children.</p>
<p>Tom McCasland (At Large 1)</p>	<p>I walk, bicycle, ride public transit and drive. I worked successfully on the legislative change allowing hike &amp; bike trails on CenterPoint's easements. I wrote the city's successful \$15 million grant application to close gaps in the bayou trail system, and I worked with Houston Parks Board to pass the ParksByYou bond. As CEO, I turned around the Harris County Housing Authority, managing a nearly \$40 million budget and providing affordable homes to nearly 4500 low income households. I represented governmental entities as an attorney at Vinson &amp; Elkins before leaving to become Bill White's Director of Research in 2010.</p>
<p>Chris Oliver (At Large 1)</p>	<p>I have been born and raised in the City of Houston. I attended high school in this city and received my Bachelor's degree - and am pursuing my Master's - from Texas Southern University. For the past twenty years I have served as Houston Community College Trustee for District IX where I have sought to expand educational access across the city. I am a small business owner and currently own the construction final cleaning company Tekoa Property Management Services.</p>
<p>David Robinson</p>	<p>I received a BA in Architecture from Yale College in and earned a Master of Architecture degree from Rice University in 1993. I have been licensed since 1997 and started my own company in 1999 as a sole practitioner with an</p>

(At Large 2)	emphasis on building large commercial and institutional buildings. I teach a graduate level seminar here in Houston for Texas Tech focused on planning and development, entitled "Infrastructure in the Urban Environment. I am currently the incumbent City Council Member, Position #2 and have been since January of 2014.
Andrew C. Burkes (At Large 2)	1970-71 Veteran of the United States Air Force; 1957-63 Edward L. Blackshear Elemtnary School, Houston, Texas; 1963-65 James D. Ryan Junior High School, Houston, Texas; 1965-68 Jack Yates Senior High School, Houston, Texas; 1968-70 San Jacinto, Junior College, Pasadena, Texas; 1975-77 Houston Community College, Houston, Texas; 1980-82 Texas Southern University, Houston, Texas; 1982-Present President and CEO of AM-PM Telephone Service, Inc.; 2012-2014 Member Houston City Council, Council member At Large Pos. #2
Doug Peterson (At Large 3)	I have been a community activist – primarily with Democratic Party, non-partisan political groups and environmental groups including Sierra Club and Exploration Green Conservancy – for many years. Professionally, I recently retired early from NASA/Johnson Space Center completing a career in External Relations and Public Affairs leading activities in media, outreach and strategic communications. Building on Master in Public Administration and BA in Political Science. I've led a number of political organizations and campaigns including founding the Bay Area New Democrats (BAND), served as SDEC and Senate District chairman, and led Bill White and Peter Brown campaigns for Clear Lake area.
Larry Blackmon (At Large 4)	I am Larry Blackmon, native Houstonian. I graduated from Jack Yates High School. Recieved a Bachelor's degree from Lamar University and Master's Degrees in Public Administration and Urban and Regional Planning from Texas Southern University. I interned in Galveston Tx as administrative assistant to the City Manager. I am a retired school teacher (33years), married (43 years) with 4 children and 4 grandchildren.
Amanda Edwards (At Large 4)	Amanda is an attorney with Bracewell & Giuliani LLP. In her legal practice, Amanda specializes in public finance matters, representing governmental entities and nonprofit organizations in tax-exempt bond financings. Amanda also provides general counsel advice to governmental entities engaged in urban development as well as to non-profit organizations regarding federal tax exemption issues. Amanda obtained her B.A. from Emory University and her J.D. from Harvard Law School. From 2007-2008, Amanda served as a judicial law clerk to The Honorable Ivan L. R. Lemelle of the Federal District Court for the Eastern District of Louisiana.
Laurie Robinson (At Large 4)	My name is Laurie Robinson and I owned a management consulting firm located in Houston called Project and Vendor Management Advisors (PVMA). I provide services to the healthcare and disaster management in the areas of regulatory compliance, project management and financial operations. I have never held elected office, but ran for Houston City Council in 2011. Employment for over 22 years includes, Prudential Insurance, Ernst & Young, Health & Human Service - Office of Inspector General, Jefferson Wells, MFR, PC and currently with PVMA, LLC. I have a BA in Communications/RTVF from the University of North Texas, and a MBA from St. Thomas.
Philippe Nassif (At	I am running for Houston City Council At-Large Position 5 because I want to serve the people of Houston and give

Large 5)	back to the city that has given myself and my family so much. At-large position 5 is currently held by an incumbent who promised Houstonians that he will serve the public and move our city into the future, but has instead voted against our interests. We need is a leader who will listen to the people, lead on issues that matter to Houston, and serve the public and not work against it.
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**2. Please identify any non-profit, public, or private corporations of which you currently are or have been a member. (Include the dates of your membership in each, and for those on which you have served as a member of the board of directors, include dates and any officer positions held.)**

Sylvester Turner (Mayor)	Organizations: State Democratic Executive Committee, Democratic Party of Texas; Board member, Hester House; Board Member, Houston Metropolitan Ministries; Board Member, Northeast Area YMCA; Board Member, Acres Home Citizens Chamber of Commerce; Coordinator, Acres Home War Against Drugs Committee; Board Member, United Negro College Fund; Board Member, American Cancer Society; Member, Brookhollow Baptist Church; Member, Coalition for School Improvement
Adrian Garcia (Mayor)	I have actively participated in Big Brothers Big Sisters, the Boy Scouts of America, the YMCA, and a host of other community organizations throughout my career. I am a member of the Sierra Club. As a proud product of H.I.S.D. schools, I have always been an active volunteer giving back to the schools in my community.
Lane Lewis (At Large 1)	I have served on several boards and committees over the decades.  Mayoral appointed Coordinator of the Houston Police Citizen Review Committee - Internal -Affairs Division [additional serve on the Administrative Disciplinary Committee] (1998 - 2009); Founded the Houston Coalition of Community and Commerce (1997); Appointed to the City of Houston HIV Advisory Committee (1991 - 1994); Elected Youth constituent and later a Director for Stonewall 25 at the United Nations (1992-1994); Co-Founded the non-profit Houston Institute for the Protection of Youth, Inc. (Asst. Clinical -Director - 1992) (Formally the Lewis-Scott Youth Center)
Tom McCasland (At Large 1)	BikeHouston, Board Member (2014-2015)  I have served in a variety of mostly governmental capacities in the efforts to end homelessness and other affordable housing efforts.
Chris Oliver (At Large 1)	Houston Community College Board of Trustees (1995-2015). Houston Community College Board of Trustees; Board Chairman (1997 & 2009). Advisory Board Member of Career and Recovery, Inc. (1998-2002) and member of Phi Beta Sigma Fraternity (1985 - present).
David Robinson (At Large 2)	Walking, bicycling, and using public transportation are a part of my family's daily routine. I am often found walking or bicycling around my neighborhood (Nearthown) and occasionally bicycle to City Hall or a jobsite.
Andrew C. Burkes	<ul style="list-style-type: none"> <li>Former Executive Director of "Wise Up" ( a non profit agency) who's sole purpose is to help prevent children</li> </ul>

(At Large 2)	from getting involved in crime and caught up in our judicial system
Doug Peterson (At Large 3)	<ul style="list-style-type: none"> <li>• Sierra Club Houston Group Board - member</li> <li>• Sierra Club Houston Group - political chair</li> <li>• Sierra Club Lone Star Chapter - political committee member as Houston area representative</li> <li>• Clear Lake Water Authority Community Planning Group – hike and bike chair</li> <li>• Exploration Green Conservancy – vice-chairman</li> <li>• Harris County Democrats Club – board member</li> <li>• Bay Area New Democrats BAND – founding president, board, vice-president</li> <li>• Senate District 17 Democrats – state democratic executive committeeman</li> <li>• Senate District 11 Democratic – Harris County chair</li> </ul> <p>Precincts 568 and 306 chair</p>
Larry Blackmon (At Large 4)	I am presently serving the City of Houston as Director, for public/private venture partnerships on the Health Facilities, Higher Education and Industrial boards and Executive Director for the non profit (PACCO), Parents Against Community Crime Organization.
Amanda Edwards (At Large 4)	I have served on the boards of directors for numerous organizations, including Project Row Houses (2009-present), Texas Lyceum (2014-present), Crisis Intervention of Houston (2009-present), Texas One Voice: A Health & Human Services Collaborative (2011-present), and Houston Area Urban League Young Professionals (2009 – present). I am the former President of the Board of Directors for Project Row Houses and have held leadership roles in the Houston Area Urban League Young Professionals and Crisis Intervention of Houston.
Laurie Robinson (At Large 4)	Delta Sigma Theta Sorority, Inc since 1984 (Member); NAACP - Lifetime Member (Houston Branch Board Member in 2010); Center for Houston's Future Class of 2005; PVMA, LLC (Majority Shareholder) 2010
Philippe Nassif (At Large 5)	World Affairs Council - Global Ambassador - 2006-2007; Obama for America - Volunteer Field Organizer - 2008-2009 & Field Organizer – 2012; Americans for Informed Democracy - Regional Director - 2007 – 2009; City of Houston, Office of Mayor Annise Parker - Special Assistant for International Affairs - 2009 – 2010; Center for American Progress - Media and Political Communications – 2011; The White House - Advance Associate - 2010 – 2011; U.S. Global Leadership Coalition - Senior Outreach Associate - 2011 – 2012; Presidential Inaugural Committee - Dept of Constituency Engagement – 2013; CARE USA - Regional Advocacy Director - 2013 - Present

### 3. How often do you walk, bicycle, or use public transportation to travel in the City of Houston?

Sylvester Turner (Mayor)	I grew up using public transportation. My mother never learned to drive so we took the bus everywhere. I depended on public transportation to go shopping, I depended on it to get me to school (I was bused to Klein High School), I depended on it to get me to college and to the job that paid my college tuition and I depended on it to get me downtown where a young boy from Acres Homes began to dream about one day becoming successful and working in a tall building. Through hard work, my dream came true.
Adrian Garcia (Mayor)	I try to use non-vehicular modes of transportation as often as I can. In fact, I was thrilled to ride the light rail line down Fulton to my mayoral campaign's grassroots kickoff event in Moody Park. I also arrived at our 4th of July campaign BBQ on my bicycle. As mayor, I'll continue the trend of making Houston's transit system more integrated and multi-modal. Through the use of bus, bike, and train, our City can achieve greater economic growth and gains in quality of life as we continue to orient more people away from the exclusive use of cars as transportation
Lane Lewis (At Large 1)	I am not able to use public transit on a regular basis, since I do not have a dedicated job site. This is not the case for the majority of people in Houston. They are unable to use public transit due to the poor quality of its network. This is something that must change to make Houston a truly world-class city. I am anxious to monitor the "Reimagined" bus system Metro is rolling out. Buses, bikes, rail, and walkability will be key to making Houston a multi-mobile solution city.
Tom McCasland (At Large 1)	My first two years in Houston, I did not own a car, so I walked, bicycled and rode public transportation as my only means of transportation. I continued to commute only by bicycle the following two years. The following years, I have ranged from 20% to 80% of my trips being by public transit, bicycle or walking. I am currently celebrating METRO's new routes by attempting to maintain a work, campaign and family schedule using only METRO, B-Cycle, walking and my own bicycle.
Chris Oliver (At Large 1)	While I most often use my personal vehicle to travel in and out of the city center, I do use public transit and other modes of transportation to get to large public events. As Council Member I will make it one of my foremost priorities to make our city more walkable, "bikeable," and livable by focusing on building upon the projects that look to improve and enhance the city's public transit and greenspace infrastructures.
David Robinson	Walking, bicycling, and using public transportation are a part of my family's daily routine. I am often found walking or

(At Large 2)	bicycling around my neighborhood (Nearthown) and occasionally bicycle to City Hall or a jobsite.
Andrew C. Burkes (At Large 2)	None
Doug Peterson (At Large 3)	Walk, run or ride daily in Clear Lake area on Exploration Green, Horsepen Bayou right of way, county supported hike/bike trail along streets around Armand Bayou, through Clear Lake Park (county owned) and across from the lake along NASA Parkway. This is primarily in Houston but also in some areas that are part of Pasadena. Occasionally visit and enjoy Houston premier parks especially Hermann Park and Buffalo Bayou Park and dogpark with daughters who live inside 610.
Larry Blackmon (At Large 4)	Walking 20% Cycling 5% Public Trans 15%
Amanda Edwards (At Large 4)	When I moved back to Houston from more "walkable" cities, I wanted to walk as much as possible. I moved to Midtown in Houston's inner loop. Because of my work and civic activities, I utilize a personal vehicle to travel to and from work on most days. However, I often use public transit to get to and from large public events when they come to the city, to go to the Medical Center and (on occasion) to go to work. I frequently walk in my neighborhood to visit shops and other attractions and have also used some of the new jogging trails in the City.
Laurie Robinson (At Large 4)	I walk 3-5 days per week at Memorial Park.
Philippe Nassif (At Large 5)	At least once a week.

**4. How often do you use green spaces or parks in the City, and which ones?**

Sylvester Turner (Mayor)	I understand the importance of parks and green space to a community. For many years, Acres Homes had no public baseball fields. All it had was West Little York Park—29 acres of weeds. The city refused to upgrade it but agreed to maintain it if I could raise the money for improvements. With a combination of private donations and state grants, we built a jewel of a park which any neighborhood would be proud to have. Major League Baseball put an Urban Youth Academy there, where 2,000 kids from all over the city learn baseball and softball each year.
Adrian Garcia (Mayor)	I frequently enjoy our city’s great parks, and I try to get a bayou jog in along our hike&bike trails whenever the campaign grind allows for it. Recently, my wife and I enjoyed our first canoe trip down Buffalo Bayou. I chose Moody Park for my campaign launch because of its unrivaled importance as a hub of community in my neighborhood, the Near Northside. As a child, I was present the day that riots broke out in Moody Park, and that event undoubtedly developed my political consciousness and sensitivity to some of the critical challenges that faced the Houston of my youth and in many ways still challenges Houston today.
Lane Lewis (At Large 1)	My dogs and I are regular patrons of T.C. Jester Park, which is in walking distance of my home in the Oak Forest Subdivision of north Houston. Even before the development of the past decade, the park was a major reason I purchased my home in 1999.
Tom McCasland (At Large 1)	I use greenspace or parks within Houston at least 2-3 times a week, usually for transportation or exercise along the bayous. I enjoy running at Memorial Park, and I regularly ride the bayou trails along Buffalo, Brays and White Oak Bayous. I frequent Hermann Park as often as possible, usually for events at Miller Outdoor Theater, or for running along the trails near Rice University. Ever since working with the Houston Parks Board, I have also ridden exploratory rides to plan future hike and bike trails along our bayous or the CenterPoint utility easements.
Chris Oliver (At Large 1)	Depending on the weather, I try to utilize the city's greenspaces and parks as often as possible. I often take my four-year-old son Geovanny to the city's various greenspaces and parks, including Discovery Green, Buffalo Bayou, and Tom Bass Park, amongst many others.
David Robinson (At Large 2)	Walking, bicycling, and using public transportation are a part of my family's daily routine. I am often found walking or bicycling around my neighborhood (Neartown) and occasionally bicycle to City Hall or a jobsite.
Andrew C. Burkes (At Large 2)	Very often.
Doug Peterson (At Large 3)	As partially described above I use green spaces in Exploration Green, along HCFCD right of way along Horsepen Bayou, drainage ditch right-of-ways, and sidewalks and streets daily in the Clear Lake area of Houston. Sylvan



	Rodriguez city park, distant from residential areas and across a major divided street, gets limited use especially by children.
Larry Blackmon (At Large 4)	70% Herman, Sharpstown, MacGregor, Yellowstone
Amanda Edwards (At Large 4)	I try to utilize Houston's greenspaces as often as possible, and as weather permits. As I currently reside in Midtown, and I go to some of the pocket parks there, but I most often use Buffalo Bayou to walk and enjoy its various greenspaces.
Laurie Robinson (At Large 4)	3-4 days per week at Memorial Park and occasionally at Hermann Park and Buffalo Bayou.
Philippe Nassif (At Large 5)	At least once a week I use one of the following greenspaces and/or parks: Heights Biking Trail, Buffalo Bayou, Memorial Park, Cottage Grove Park, and Discovery Green

**5. What is your top environmental concern for the City? (Air pollution, water pollution, trash? Etc.)**

Sylvester Turner (Mayor)	Access to clean drinking water is a fundamental human need. It is essential that Houston meet the water needs of our growing population. A strong conservation strategy must be the centerpiece of any effective water plan. Mayors White and Parker took steps in this direction, including beginning to retrofit city buildings for water efficiency and establishing a water conservation task force, but more must be done. For example, toilet-replacement and retrofit programs are proven ways of reducing water use while voluntarily engaging residents.
Adrian Garcia (Mayor)	I would like to see us double-down on Green Houston's efforts to improve the air and water quality. A large component of this improvement will require redefining what transportation looks like in our city. The pollution that comes from our congested freeways can only be addressed if we take material steps to provide quality transportation infrastructure that attracts more residents away from cars as their exclusive means of transportation. Additionally, under my administration, cost-effective steps will be taken to stop ongoing pollution of our bayou waterways. Our City's bayous are our most promising, underutilized natural assets.
Lane Lewis (At Large 1)	The quality of our air concerns me greatly. The issue of air quality is intricately woven with our transportation issues. When we relieve our traffic issues we will do so by reducing cars on the roads, which in turn will have a direct impact on the quality of our air.
Tom McCasland (At Large 1)	I will focus on cleaning our waterways (both bottles and other pollutants) and cleaning our air (using the Air Quality Ordinance). I will also work to ensure native trees and prairie plants replace as much as possible of the non-native plants in our parks and along our bayous and our utility easements.
Chris Oliver (At Large 1)	I think that the city must have a comprehensive plan for protecting the City's environment. With that, I would make preserving Houstonians' air and water quality my top environmental priorities as Council Member. Similarly, I will also look to make our trash collection and disposal processes more efficient and cost effective to help ensure a more sustainable Houston.
David Robinson (At Large 2)	No environmental issue is unrelated to another. The environment is an ecosystem, air pollution will effect water quality; uncollected trash and litter will pollute our ecosystem. As a Council Member, I am sensitive to these and other issues and look for integrated solutions to Houston's environmental challenges. I have been actively trying to focus the region's attention on the potential for tragic consequences related to storm surge. We need to remain vigilant regarding both hurricane and other natural disaster preparedness.
Andrew C. Burkes	Brown-fields.

(At Large 2)	
Doug Peterson (At Large 3)	Air pollution continues in my opinion as the most significant environmental concern for Houston, although there are multiple, important “runners-up,” including water pollution in our waterways and bayous, and weak recycling programs. Air pollution including ozone, routine air toxics, and start up issues continue at petro-chemical plants in the region. Despite some large improvements compared to our past ozone records, current state of air in Houston region is in non-attainment and marginal for ozone and gets an F for ozone and F for particulate annual figures which depending on weather and future development can get worse again. Air pollution is still very important because it can be so widespread and routinely exposed to all ages causing very real, dangerous health problems asthma, COPD, cardiovascular issues, etc. And, air pollution can be exceptionally bad from environmental justice standpoint due to fence-line releases next to very poor neighborhoods.
Larry Blackmon (At Large 4)	Water (flooding) Trash (sedimentary) Air (airborne diseases)
Amanda Edwards (At Large 4)	I think the City of Houston should take a holistic approach to protecting the city's environment. As Council Member I will ensure that we dispose of our trash efficiently, protect the city's air quality, and ensure that Houstonians have safe, reliable water sources. With that said, I will make increasing Houston's greenspaces my top environmental priority.
Laurie Robinson (At Large 4)	Trash, water and pollution.
Philippe Nassif (At Large 5)	Air pollution is my top environmental concern for the city of Houston. The federal clean air act poses problems to citizens all over the country which is why the municipalities should not only enforce these laws but create new, more stringent laws that further enhance the quality of the air and furthermore the quality of life.

**6. What are your top concerns for the built environment for the City? (Affordable housing, historic preservation, mobility, walkability? Etc.)**

Sylvester Turner (Mayor)	A reliable and well-maintained transportation network is critical to Houston’s continued growth. Without adequate transportation, Houston businesses are at a competitive disadvantage— costing Houston jobs and economic opportunity—and Houstonians will continue to face the daily grind of traffic snarls, damage to their cars and unsafe roads. Our transportation network must be multi-modal, including better streets, more rail, an improved bus system and walkable communities.
Adrian Garcia (Mayor)	Although all the above issues are of concern, mobility has been a central issue of my campaign. So much of how we interact with our city is dependent on how we move through it. When that interaction is confined to a vehicle we see a significant negative effect on the environment, economy and quality of life. These negative effects compound as our city grows. The implementation of a quality multi- modal transportation infrastructure in Houston has the ability improve neighborhoods by making them more accessible, increasing their economic viability, and making it easier to partner with developers to build quality affordable housing.
Lane Lewis (At Large 1)	Affordable housing is my chief concern followed by mobility of the city. The city is facing a crisis of economic segregation that has created a city of have and have nots. Without a middle class, the city will not have the tax revenue to accomplish its goals. The middle class needs affordable housing and quality transpiration options to flourish inside the city. That is why I will prioritize affordable housing and mobility.
Tom McCasland (At Large 1)	(1) Traffic deaths reduced to zero, (2) Walkability defined as a useful, safe, comfortable and interesting walk, (3) Mobility defined as providing convenient and efficient choices for travel, and (4) Affordability including affordable homes.
Chris Oliver (At Large 1)	. Again, I believe that we have to take an all-inclusive approach to these issues. I believe that, along with its budgetary concerns, the City of Houston faces an increasingly pressing issue in regards to its affordability. While Houston has remained relatively affordable as compared to other large metropolitan area over the past few years, we have seen housing costs take a steep incline as of late. We must work to help reverse that trend and keep Houston an affordable, livable city.
David Robinson (At Large 2)	My top concerns include improving mobility, walkability and public transportation options for all our citizens. I am a passionate advocate for the expansion of the light rail system along the Richmond Ave corridor. I have been a champion for improvement of the services at the Houston Permitting Center and look forward to working to make permitting a more user-friendly process in promoting responsible development.

<p>Andrew C. Burkes (At Large 2)</p>	<p>My concern is quite simple. The city has used a General Plan instead of a Council District to address the city's housing concerns. We are a diverse city meaning there should be more plans to meet the housing needs of all our citizens. One Plan doesn't fit all. Over 40% of the Senior Citizens in Constable Pct. #7 living on a Fixed Income have lost their homes after living in them for over 50 years because of new home construction. Resulting in rising property values and property taxes which they no longer can afford to pay. They are losing their homes.</p>
<p>Doug Peterson (At Large 3)</p>	<p>Affordable housing, mobility, historic building and neighborhood cultures, walkability (including city centers) are major concerns for Houston's built environments. Competition for older, less expensive housing inside the 610 loop has driven rent costs high enough to force many to move farther out. Still limited mass transit and a driving culture are major issues that keep traffic congested and hold back urban concentration. Historic buildings are key to Houston's cultural draw, and neighborhood cultures need to be protected, as new development tends to drive out older residents. Walkability is very important all across the Houston region and the City should facilitate the development of city centers across Houston so that people can more easily walk and ride to work, school and recreation.</p>
<p>Larry Blackmon (At Large 4)</p>	<p>Affordable Housing: Housing should be affordable to moderate wage earners as well as those on the minimum wage pay scale.  Historic preservation: Is extremely important because it determines the posture and character of the city.  Mobility: There is a distinct lack of ridership on Metro Rail and the routes of the rail should be altered.  Walk-ability: Assessed communities and neighborhoods should have sidewalks for increased safety.</p>
<p>Amanda Edwards (At Large 4)</p>	<p>We must think about how our policies (i.e. parking) and other initiatives promote walkability and mobility. We must also focus on balancing that with keeping Houston relatively affordable in order to attract new residents and industries. I support our communities' historical identities and I am also in favor of our communities developing with an eye to the future (as appropriate). We must develop more innovative approaches to maintaining and creating affordable housing in our City's core.</p>
<p>Laurie Robinson (At Large 4)</p>	<p>Affordable Housing for lower income workers and mobility. I am also concerned about our senior's mobility where in parts of the City there are no sidewalks.</p>
<p>Philippe Nassif (At Large 5)</p>	<p>Our city is facing a major infrastructure crisis. Our streets are crumbling and our traffic is getting worse every year, causing businesses to relocate, people to stop traveling as often as before, and longer commute times for Houstonians. Our traffic is also slowing response times for emergency vehicles, putting lives at risk. Poor infrastructure combined with immense inequality in our city is a recipe for serious long-term problems where our economic growth is at a real risk and our quality of life in danger of declining rapidly. These are major issues that need to be prioritized and addressed on day one.</p>

**1. What should the City do to support its residents' ability to travel around the City?**

<p>Sylvester Turner (Mayor)</p>	<p>As mayor, I will fight for a world-class, comprehensive transportation system that includes not just improved roadways but buses, rail, bikes and pedestrian options to provide effective and affordable transportation to all areas of the city. It is crucial that any citywide transportation proposal includes usable transportation for every community, not just point-to-point transportation for commuters. I support TxDOT's plan to update I-45 and METRO's recent steps forward on its long-term BRT proposal. I also believe we must strike the right balance between emergency road repairs and larger, long-term improvements.</p>
<p>Adrian Garcia (Mayor)</p>	<p>The City has the most significant role to play in supporting effective transit throughout the City. I firmly believe we require a more interconnected multi-modal transportation infrastructure in order to effectively provide feasible alternatives to our largely vehicular dependent transportation model. That said, we must still alleviate freeway congestion and encourage use of existing alternative transportation, but in order to achieve smart growth we must adopt a strategic plan for change, insist on the inclusivity of all, and integrate safety, environmental and quality of life thinking into all aspects of the plan.</p>
<p>Lane Lewis (At Large 1)</p>	<p>Expansion and revamping of the bus system is the most important step. Metro's reimagined bus system will be key in utilizing rail, bike paths, and ride sharing to give Houstonians multi-mobile solutions. We will need to monitor its effectiveness. The HOV system has long been underutilized, but now private bus companies from surrounding municipalities are taking advantage. Education on mobile options will also be instrumental in helping long-time Houstonians take advantage of the new transit options.</p>
<p>Tom McCasland (At Large 1)</p>	<p>I have lived without a car in Houston for two years, so I know first hand the indignities suffered by people who choose not to drive or who cannot drive for physical or economic reasons. In order to create a truly urban environment, the city needs to ensure that mobility, regardless of the mode, is safe, interesting, comfortable and useful. For vehicular traffic, I would like to see more focus on creating continuous movement of cars at a safe speed using roundabouts, light signal synchronization, and grade separation.</p>
<p>Chris Oliver (At Large 1)</p>	<p>First, I think we have to be more effective at maintaining our current infrastructures, as well as identifying and repairing those that need it most. A part of that solution includes ensuring that monies designated for infrastructure projects are being spent the ways they were initially intended. In terms of mobility, I will advocate for the further interconnectivity of Houston via its various modes of transportation. That means increasing the reach of METRO Rail, better connecting our freeways, and supporting new methods and modes of transportation across the city.</p>
<p>David Robinson (At Large 2)</p>	<p>The City should continue to advocate for an expansion of Metro light rail to include a "University" or "Blue Line." Additionally, there is more we can do to expand the existing network of hike and bike trails and facilitate safer pedestrian sidewalks. The Houston Bicycle Master Plan and Greenways Initiatives are two programs that need further</p>

	work and support from the City of Houston.
Andrew C. Burkes (At Large 2)	The city should assist citizens (handicap or disadvantaged) who desire to repair, install or improve sidewalks in front of their homes. The city should repair its streets and change the way Re-Build Houston selects repairing Worst Street First Program. The Worst First Program should be applied by Council Districts. Funding should come from Community Development Funds.
Doug Peterson (At Large 3)	Houston's continued fast growth and start/stop approach to public/mass transit has the City at a breaking point for transportation and traffic. The new approach to Houston bus routes should be an improvement as the routes are refocused on where people need them, help people move laterally in the city, and at stops close to users. New METRO light rail lines are good step forward but need to be "quickly" supplemented by several additional lines probably at 290 and Richmond area. Houston region transportation needs better coordination across governing officials and a dose of leadership to find consensus on ways to go forward. Coming from "distant" suburban Clear Lake, I know residents outside of 610 want effective, reliable forms of mass transit into and around the City. It is time for Houston to engage with railroads and build funding to develop regional mass transit along rail right of ways. Facilitating more "community centers" where people can walk, bike or run to work will help the overall traffic challenges as Houston continues to grow.
Larry Blackmon (At Large 4)	Provide a better routing system with accessibility to transit travel.
Amanda Edwards (At Large 4)	The City of Houston must make transit one of its top priorities. We must effectively manage programs like "ReBuild Houston" that look to fix our crumbling infrastructure. Similarly, Council must also work more closely with METRO to support multi-modal transit options (including METRORail and METRO's reimagined bus network) among other transit options. Working closely with TXDot, we should also look to better connect all of Houston's roads, highways, and vital thoroughfares.
Laurie Robinson (At Large 4)	Implement heavy rail similar to Dallas, Atlanta, and Washington, DC for heavy commuting areas. As a City Council member, I will lobby the Department of Transportation to receive more funding.
Philippe Nassif (At Large 5)	As the population of Houston continues to grow, we need to look to expanding methods of public transportation. Current bus routes are difficult to navigate and do not reach all areas. Many people claim that even if services such as the Metro rail and bus system were more efficient than driving their cars, they would still stay away from public transportation options and choose to drive their own cars. It will be important we get more professionals on our public transportation systems.

**2. Is there more the City can/should do to ensure its sidewalks are safe and accessible for all users, such as dedicating general funds, passing a bond, or creating a dedicated revenue stream for sidewalks?**

Sylvester Turner (Mayor)	I believe the city should take more responsibility for sidewalk repairs. Leaving it up to property owners is not getting the job done. Yet, with current limitations on revenue, transferring responsibility to the city in the near term is not feasible. I support Mayor Parker's recent efforts to make it easier for property owners to maintain their sidewalks by providing access to contractors that have been vetted by the city and that have agreed to fixed rates for the repairs.
Adrian Garcia (Mayor)	I support a more robust sidewalk construction and repair program in which the City plays a greater role. Sidewalks are an essential part of a complete streets policy aimed at more functional urban mobility, as more sidewalk connectivity will increase mass transit ridership. I would like to see us expand the Safe Sidewalk program that I supported on Council. I would continue to leverage the City's bargaining power and streamlined permitting to secure property owners have the most cost efficient way to build up our sidewalk network. I also would like to prioritize sidewalk construction and connectivity as a condition for development incentive
Lane Lewis (At Large 1)	I believe ReBuild Houston could potentially be a funding source to repair our sidewalks along with other infrastructure needs. For immediate help, I would look to work with TIRZ and management districts. Many of these zones and districts can be effective for this type of project. Others are in need of revamping and the city should be more hands on with poor performing zones and districts. If a TIRZ is able to pay for its own infrastructure repairs the city can allocate its funds to other neighborhoods that need help including sidewalk repair. I am not opposed to the use of bonds.
Tom McCasland (At Large 1)	I am open to finding alternative sources of funding for to ensure sidewalks are well maintained. As a pilot project, I would support using the Neighborhood Greenway proposal to bring grant funding to assist with building safely designed streets with well maintained sidewalks.
Chris Oliver (At Large 1)	With all of the economic issues the city is facing today, it will be difficult to divert new, dedicated dollars to improving our sidewalks. With that said, I believe that we need to utilize fiscally efficient programs that pay for these improvements without taking on additional debt. I also believe that the City has to be smart about tackling the projects that need to be completed in order of their necessity and the danger they pose to the community. I think we have the dollars to effectively attack these issues - we just need to be more transparent and deliberate with where they go.
David Robinson (At Large 2)	We should consider including sidewalk condition as a factor in street "worst-first" calculations and include sidewalk repair and replacement as a component of the Rebuild Houston program. Also Council should expand the City's existing efforts to offer a pre-negotiated contract for the repair of sidewalks to include a matching grant program for



	Civic Clubs and Super Neighborhoods to target the most needy streets and corridors for improvement.
Andrew C. Burkes (At Large 2)	This is a way to address this but I feel City Council need to know exactly how much money is in each budget category. I am concern actual dollar amounts are not and have not been presented in fiscal reports to council. This has impeded council's decision making in addressing these concerns.
Doug Peterson (At Large 3)	Yes! The COH currently has a Safe Sidewalk Program (SSP) managed by Public Works and Engineering Department (PWE), which maintains sidewalks and ramps within the public right-of-way to help ensure the safety and welfare of the citizens of Houston. This three part program provides sidewalks and ramps along streets leading up to schools, along major thoroughfares and where needed to improve mobility and access for citizens with disabilities. The City, however, can do a much better job of sharing the information and walking people through the process on how to apply for these programs. Many citizens have expressed frustration and, in some cases were simply uninformed of its existence. For residents that do not qualify, I would support a program that would make it more cost effective by waiving permitting fees, etc. Also, I would encourage partnerships with community groups such as management districts, TIRZ's, etc. to supplement costs.
Larry Blackmon (At Large 4)	First make sure that the communities and neighborhoods the have the least are addressed first.
Amanda Edwards (At Large 4)	The City of Houston should explore all of these avenues (i.e. bonds, dedicated revenue streams, and general fund support) for sidewalk support to ensure Houston's sidewalks are safe and accessible for all users. Moreover, we have to better identify the needs of Houston's communities in terms of sidewalk disrepair, as well as be more transparent and purposeful about where those revenues are going.
Laurie Robinson (At Large 4)	I believe that Rebuild Houston should be revamped and a certain side-aside amount should go towards sidewalks.
Philippe Nassif (At Large 5)	Prioritizing projects such as sidewalk construction/maintenance in business community will be key to ensuring that Houston's sidewalks are safe and accessible for all residents of the city.

### 3. What would you do to improve the City's existing Complete Streets program?

Sylvester Turner (Mayor)	The Complete Streets concept is an important shift for the city in terms of establishing a new standard for transportation development. The main obstacle to the effective implementation of Complete Streets is funding. Public-private partnerships are solutions for a few neighborhoods but relying exclusively on the market leaves other Houston communities behind. We need to bring all stakeholders to the table, including investors and residents, to develop an equitable solution for funding these improvements throughout the city.
Adrian Garcia (Mayor)	Based on the most recent annual report, I think we are off to a good start with the implementation of the Houston Complete Streets Transportation Plan. Although the current administration has recognized complete streets as a philosophy, I believe we can do more to reinforce the philosophy and require that all city programs that involve our streets, or activity on them, incorporate complete streets into their thinking. Additionally, I will explore ways to enhance funding streams for sidewalks specifically. There is more that we can do to leverage growth and repair along the approximately 3000 miles of Houston streets.
Lane Lewis (At Large 1)	Create a complete city plan and integrate Complete Streets as part of that plan. The current attempt at city plan, Plan Houston, is more of a vision and yet lacks concrete goals and a path to success. Dallas has 17 individuals that focus solely on the development of the city, Houston basically has 1. Development is seeking economic impact, but a huge part of that impact will come from building neighborhoods that are livable, and that is where Complete Streets can be a catalyst development of the entire city.
Tom McCasland (At Large 1)	A complete street is simply a properly designed street for all users of that particular street. Right now, few of Houston's streets were designed for Houstonians who walk, cycle, use a wheelchair or ride transit. The streets being built along Kirby and Wertheimer appear to have the same design of crowding a narrow sidewalk close to rapidly moving four lanes of traffic. Moving forward, every street project must consider how all users will move safely along the street and cross the street. I am a fan of the Neighborhood Greenway proposal to ensure a few continuous streets in every neighborhood designed to keep every user of the street safe.
Chris Oliver (At Large 1)	I believe that the City has to be better about finishing what they start and educating the community on the projects that will better their communities. That is, I believe that residents take issue with programs like these because of a lack of transparency and concrete details. The City could improve our Complete Streets program by completing the projects they begin in full, and better engaging the community on what it is currently working on. The work the city takes on is designed to improve citizens' lives - we just need to do a better job of showing them how.
David Robinson	Having met with experts in Complete Streets throughout the country, there is much more Houston can do to facilitate the construction of multi-modal streets, with pedestrian, bicycling, and storefront benefits. The Public Works and

(At Large 2)	Engineering Department needs to update its Infrastructure Design Manual to accommodate a diversity of street and sidewalk designs and construction materials, and then work to implement these standards as infrastructure development and re-development occurs.
Andrew C. Burkes (At Large 2)	I would make this plan be a Council District Program instead of a City Wide Program. Areas in greater need should get the help first. Otherwise if this cannot be done a “new” program needs to be started.
Doug Peterson (At Large 3)	All infrastructure projects should properly balance the needs of pedestrians, bicyclists, the disabled, automobile drivers, freight operators, transit, and local businesses along the street. If elected to office, I would lead the discussion on adopting a policy of using Complete Streets design in all projects under the ReBuild Houston initiative. Where appropriate, when the streets are dug up, they should be replaced with wide sidewalks, ADA compliant intersections, and safe and clear bike lanes, as well as adequate, safe travel lanes for automobiles, transit, and freight operators. I support the 15 recommendations identified by the Houston Coalition for Complete Streets as current measures that can be taken to further this initiative. Further, I plan to sign up as a champion to lead a petition for vision zero in my community.
Larry Blackmon (At Large 4)	I support any tree lined and aesthetic trimming to accommodate the streets and sidewalks.
Amanda Edwards (At Large 4)	I think that improving the City's Complete Streets program starts with being better at identifying and completing Complete Streets in accordance with the area need and potential usage. The current City Streets program looks to complete projects incrementally in part, but I believe we should focus on fully completing improvement projects as often as possible. We need to promote a higher standard (via Complete Streets) to allow Houstonians safe, user-friendly options for traversing the City.
Laurie Robinson (At Large 4)	Fund the program and monitor it to ensure it is compliant with objectives and goals.
Philippe Nassif (At Large 5)	I would work to properly fund and staff the existing Complete Streets program in order to make sure it has the biggest positive impact on the city.

**4. What changes, if any, would you propose to the City's current parking requirements?**

<p>Sylvester Turner (Mayor)</p>	<p>Our current parking standards were developed for the Houston of yesterday. We need to update them or the Houston of tomorrow. For Houston to become an urban, bike- and pedestrian-friendly city with effective transit options, we need to shift our thinking on a variety of development issues. Parking is one such example. With car-ownership in decline among young people and driving habits shifting throughout Houston, the expansive amounts of parking that were once necessary for commerce and growth are out-of-date today. We need to update our parking ordinances to reflect the kind of city we want Houston to be.</p>
<p>Adrian Garcia (Mayor)</p>	<p>Establishing optimal parking requirements is one area where it is essential to utilize a holistic approach that incorporates economic development, environmental and mobility concerns, and community engagement. We need to get all the stakeholders to the table and balance residential neighborhood concerns against commercial feasibility to determine the appropriate parking requirements. I am sensitive to parking concerns in neighborhoods, but I also recognize that parking requirement exemptions may be necessary to stimulate small business growth in certain areas targeted for enhanced walkable urbanism. This process will be a give and take.</p>
<p>Lane Lewis (At Large 1)</p>	<p>Current regulations that hinder small business need to be reevaluated. The parking requirements for small businesses are often penal. With better transportation options, small businesses flourish and the required parking could become a new tax generating storefront. I also believe the city is too far out ahead on Parking Benefits Districts (PBD), until we are sure there are mass transit options, across the city, that are viable we should not be so quick to establish these PBDs. We should first see how well the new Metro system works for a few months before we unleash potentially hurtful PDB.</p>
<p>Tom McCasland (At Large 1)</p>	<p>Ensuring proper protections for residential areas, the City should allow the free market to determine how much parking a particular business needs to survive. Every possible curb in downtown Houston and other business districts should have curbside parking, and if possible angled parking. Nothing is more important to creating a safe barrier for pedestrians than a barrier of cars. Properly priced metered parking that varies with demand will both ensure available spaces and reduce traffic cruising for underpriced curb parking. Finally, encouraging companies to make drivers bear the full cost of parking will encourage more transit riders, etc.</p>
<p>Chris Oliver (At Large 1)</p>	<p>As Council Member I would encourage the City to take parking on a community-by-community basis. That is, we must look at the needs of the community and the demands on its current street and parking infrastructures and plan accordingly. As an example, a large parking lot may make fiscal and geographical sense in Sunnyside, but that same approach will not work in Downtown Houston. By utilizing mixed development strategies, we can help solve some of the spatial issues that the demand for more parking causes in Downtown.</p>

David Robinson (At Large 2)	The parking ordinance needs to be reconsidered. The current ordinance and its minimum parking requirements based on building occupancy is outmoded in view of improved transit options and often leads to unnecessary and sprawling parking lots. However, we must remain sensitive to demands for public parking in high-traffic areas and work with residents and commercial stakeholders to find alternative parking arrangements through Special Parking Areas or Parking Districts. Residential Parking Permits are another tool that should continue to be made available for our congested neighborhoods.
Andrew C. Burkes (At Large 2)	Change and eliminate our permitting and fee policies for business. This will free businesses to expand and have more money to address the parking problem in our communities. As a business person I want my patrons to park near my business rather than far away.
Doug Peterson (At Large 3)	In a city as large as Houston, it's difficult to address parking necessities without improving mass transit and multi-modal alternatives. As mentioned before, I would work with Metro regarding additional light rail lines, encourage the use of the 128 + miles of hike and bike trails by improving walking and cycling conditions and encourage carpooling. Addressing the density of cars that need parking is the first step in meeting parking requirements. To address the current parking requirements, I'd work to increase parking facility efficiency by sharing, regulating and pricing; use off-site parking facilities; implement overflow parking plans; improve user information.
Larry Blackmon (At Large 4)	All parking should be safe and affordable. Allow for the Hopper to be all day anywhere and allow weekly Hoppers.
Amanda Edwards (At Large 4)	The City of Houston's dated, one-size fits all parking requirements should be revamped to promote the type of development that residents and visitors to communities and areas in town desire. For example, in areas that embracing livable center study principles of pedestrian-friendly and higher density mixed-use development, parking should be commensurate with allowing people to walk to storefronts instead of large, sprawling parking lots. Accordingly, creative shared parking arrangements should be promoted by our parking policies instead of rejected so that limited space is best utilized.
Laurie Robinson (At Large 4)	Transparency in the amount of money collected from the meters and what it is used for. I would dedicate some of this money to building sidewalks and maintaining green space (e.g. parks, etc.)
Philippe Nassif (At Large 5)	The change that I would propose would be to reform the antiquated parking space requirements in order to support our businesses and foster urban growth in Houston.

**1. How should the City fund improvements to and excellence in parks, libraries, and other public buildings?**

Sylvester Turner (Mayor)	I have long advocated for Houston's public spaces. I supported the Bayou Greenways Initiative, Houston's recent greenspace funding effort. This year, as Vice Chair of the Texas House Appropriations Committee, I secured \$500,000 in funding for the Buffalo Soldiers Museum, \$500,000 for the Houston African-American Museum, and \$1.5 million for Emancipation Park. But more is needed. One idea that works elsewhere is a voluntary contribution program, where residents designate up to a certain amount from their property tax contribution to support specific projects. The city should also redouble its fundraising efforts from private sources.
Adrian Garcia (Mayor)	This is a great example of why proper management of our city finances is so crucial. The absence of sustainable pension commitments leads to a structurally unbalanced budget, which strangles resources from parks, libraries and community centers. Revenue gaps also stall the process of effectively planning for a built environment that ensures sufficient long term access to quality public facilities. Apart from implementing systems to insure that we can do more with our tax dollars, I will also explore the financial barriers within management districts, such as revenue thresholds, that prevent improvement projects from promptly breaking ground.
Lane Lewis (At Large 1)	At this time the city is facing a looming budget crisis and basic services, pensions, and city employees may be facing cuts. The city must address the basics and get its financial house in order. Fortunately Houston's generosity is immense and public private partnerships have given us beautiful additions to our parks. I would encourage more public private public partnerships to improve our parks, libraries, and public building. I would also encourage TIRZ and management districts to include public building in their boundaries, so they can benefit from those tax dollars.
Tom McCasland (At Large 1)	Parks, libraries and community centers will likely be publicly funded primarily by bond issuances and TIRZ funds, with parks receiving additional funds from the developer fees paid due to the open space ordinance. An issue that deserves serious attention is the way in which both TIRZ funds and the "open space" fund tend to focus available money within thriving neighborhoods. TIRZs do not receive additional increments and developers do not pay into the "open space" fund in areas of town that are not being developed. The City needs to solve both the economic and fairness problems created by this issue.
Chris Oliver (At Large 1)	I believe that the city can fund improvements in these areas through the effective implementation of TIRZ's and special management districts. These entities can help bring in more dollars dedicated solely to making these improvements without taking on additional debt or raising taxes on residents. Similarly, I believe the City can increase funding for these projects by developing a more robust approach to identifying and securing grant dollars.
David Robinson (At Large 2)	The City should continue to look at creative ways to allocate robust funding to enhance our parks, libraries, and other public buildings, especially in underserved neighborhoods. One such creative opportunity may be found in partnering with other private and public entities. By promoting cooperation with HISD, Houston First, TIRZs, Management Districts, and private businesses I have been privileged to spearhead civic and greenspace improvement projects to

	the benefit of different public interests. For instance, the SPARC park initiative is a flagship program for enhancing greenspace for both schools and neighborhoods.
Andrew C. Burkes (At Large 2)	The CAP should remain in place until a Full Audit is preformed to see where all monies are. It is very troubling to me to hear the City doesn't have any money. City Employees volunteered to take an additional day off per week to help. Then the mayor gives all her staff raises and bonuses. Something is wrong with that picture.
Doug Peterson (At Large 3)	Growing demand with shrinking budgets should power innovation in funding sources and partnerships/sharing of costs and resources. Libraries like the Freeman Library in Clear Lake can be funded using resources from both the City and Harris County, enabling a strong library with good hours rather than duplicating facilities and costs. In part because of inadequate funding for parks, I strongly recommend that the city increase its economic development staff to facilitate (and guide) the development of more city center areas and parks across the City. The combination of residential and commercial development along with green spaces can provide many benefits including increased tax revenues that neighborhoods alone can't trigger like a TIRZ or management district can, especially with some city support.
Larry Blackmon (At Large 4)	Some form General funds, some in grants, some in bonds.
Amanda Edwards (At Large 4)	Like other major U.S. cities, the City should look to a variety of sources to support (i.e. tax-exempt bonds (when market conditions are favorable) and special purpose districts, such as TIRZs and management districts) to support parks, libraries, and other public buildings.
Laurie Robinson (At Large 4)	I believe libraries, parks, etc. are fundamental to quality of life for Houston residents and should be funded.
Philippe Nassif (At Large 5)	We need to be more inviting with our City and Public assets by giving companies, patrons and other nonprofits opportunities where they can give to a city endowment of sorts for projects to renew, update, or create public assets for all Houstonian to enjoy now and generations to come.

## 2. What changes should the city make to reduce flooding?

<p>Sylvester Turner (Mayor)</p>	<p>The city must work with Congress to fully fund the Brays Bayou project so that those critical bridge and channel modifications are completed as soon as possible. We must work closely with all stakeholders – the U.S. Army Corps of Engineers, TxDOT, and the Flood Control District to develop and implement a comprehensive flood reduction strategy. Finally, we must embrace the most up-to-date technology so that we are aware of potential flood events well in advance, and we must improve communication with citizens so that they know of flood problems before they happen.</p>
<p>Adrian Garcia (Mayor)</p>	<p>Flooding will need to be a major planning consideration as the regional population continues to explode and the City pushes for more transit oriented development of greater density. I believe that the City and developers need to work more closely with neighborhoods on flooding matters concerning Ch. 9/Ch. 42. Sheet run patterns need to be better understood and flood mitigation areas need to be enforced. Regional growth outside the City contributes to flooding within the City. City hall needs to coordinate more effectively with our Federal and County partners to finish major bayou expansion projects that are running behind schedule.</p>
<p>Lane Lewis (At Large 1)</p>	<p>ReBuild’s pay-as-you go philosophy is the right path to avoid more borrowing and spending; however, it requires a project to be fully funded before work begins. I would like to explore the possibility of starting projects simultaneously based on a predicted revenue stream prior to being fully funded.</p> <p>With all that said, flooding is a regional issue, we are affected by drainage issues in surrounding counties and cities. It will take collaborations with counties, local municipalities, and of course state and federal cooperation. I have the relationships in place to bring these multiple agencies and offices together from day one.</p>
<p>Tom McCasland (At Large 1)</p>	<p>Complete street design provides Houston with great options for creating landscape that both slows and cleans stormwater runoff rather than pushing it downstream as quickly as possible regardless of the impact on the downstream neighborhoods. Bioswales, planters, and street trees that can be planted in traffic calming curb extensions or as an additional barrier along a sidewalk can provide reduced flooding, cleaner water and safer mobility. Such flood reducing mechanisms should be considered every time Houston is rebuilding a city street.</p>
<p>Chris Oliver (At Large 1)</p>	<p>I believe the City has to better prioritize the sufficient funding, resources, and support for the areas of the city that flood the quickest. We must also ensure that bayous and vital infrastructures are expanded and strengthened throughout the City ensuring that every corner of the city has the infrastructure necessary to handle large amounts of water. I believe that we should also redirect Rebuild Houston funds to help expand the city’s bayou and flooding infrastructure and help complete projects like the Project Brays initiative in District K.</p>



David Robinson (At Large 2)	We need to continue to partner with the Harris County Flood Control District to provide flood damage reduction projects that work, with appropriate regard for existing communities that are suffering from recent nearby development. It is not only critical that we devise flood damage reduction plans, but also implement these plans and maintain flood control infrastructure. As a city we need to continue to enforce compliance of our existing drainage ordinance, ensuring sufficient permeable surface area and reducing storm water runoff. Development fees collected should be used on real, local, flood mitigation projects.
Andrew C. Burkes (At Large 2)	We should work on flooding on a regional bases and not just in Houston only. Flooding is Regional. When we truly address this problem in its totality then the problem can be solved.
Doug Peterson (At Large 3)	COH needs to work closely with Harris County Flood Control District and County to guide development away from flood prone areas and increasing threat in existing communities, and City needs to keep ReBuild Houston moving forward with streets/drainage improvements with more transparent and prioritized approaches. In Clear Lake, I'm in a partnership with Clear Lake City Water Authority, Exploration Green Conservancy and Galveston Bay Foundation to create a 200-acre flood detention, conservation and park area call "Exploration Green" at site of bankrupt golf course in heart of Clear Lake area. The area, protected under a conservation easement, will greatly reduce flood risk in local neighborhoods. This is an excellent example of moving forward with multiple partners blending expertise and resources to reduce flooding threats in Houston, and improve the environment while offering large green space to local communities.
Larry Blackmon (At Large 4)	The city should be divided into 6 districts; north,northeast,northwest,south southeast, and southwest with a command station. Each district should be bordered by the county its adjacent to share the cost of flood prevention. Lift stations can be better calibrated and waters rerouted.
Amanda Edwards (At Large 4)	I would look to better prioritize the improvement and reinforcement of flooding infrastructure in the communities that are most prone to flooding first. I also think that we must push to ensure the full and successful completion of initiatives like Project Brays, which will go a long way in improving our defense against flooding and keeping Houstonians in that area of the city safe.
Laurie Robinson	Improve Rebuild Houston and make sure the drainage fee money is used for only its intended purpose.
Philippe Nassif (At Large 5)	Houston is a flat city just barely above sea level. Under these circumstances, flooding is unavoidable. Some of Houston's roads are designed to collect large pools of water when the city's drainage gets overwhelmed, however the city's drainage system still needs improvement. Houston has compromised on the amount of money they will dedicate to their drainage system and infrastructure, we need to change that.

**1. What steps should the City take to encourage the development and preservation of affordable housing?**

<p>Sylvester Turner (Mayor)</p>	<p>I will pursue approaches including targeted development and homebuying assistance. Just as we offer incentives to developers building new housing downtown, we should use these same incentives to increase affordable housing in neighborhoods throughout the city. We should also revise the city code to allow increased construction of affordable housing. Current city requirements for details like parking and setbacks can hamper the construction of new affordable housing. Finally, I will work with neighborhood development groups, which have already considered these issues and developed targeted proposals to address them.</p>
<p>Adrian Garcia (Mayor)</p>	<p>Creating more affordable housing inside the city limits needs to be made a priority, as the homeownership rate in Houston lags behind the national average and every other large Texas city. The benefits of greater availability of affordable housing go beyond lowering housing costs for low and moderate income families, as regional mobility and air pollution will be improved through shorter commute distances. On the development side, we need to get smarter about the use of incentives to encourage the construction of affordable housing units, and I believe the City could better oversee the utilization of TIRZ affordable housing funds(30%).</p>
<p>Lane Lewis (At Large 1)</p>	<p>The city needs a well-formulated plan. Lack of zoning laws does not prohibit us from planning responsibly for the future. As we bring more infrastructure into the city, we can direct where development goes. Creating affordable housing in proximity to business centers will reduce traffic, pollution, and increase the tax base for quality services. Historic perseveration can be achieved along with new development if we have a true long-term plan.</p>
<p>Tom McCasland (At Large 1)</p>	<p>Affordable housing has been too focused on rental housing. Affordable homeownership must become a significant push if Houston is to remain a city of opportunity. Community land trusts have great potential for preserving affordable homeownership for the long run in neighborhoods that are rapidly gentrifying. The city is also long overdue for a conversation about how Section 8/housing choice vouchers are concentrated in low income, high crime neighborhoods with failing public schools. True housing choice for low income residents must include the choice to stay where they are and the choice to move to areas of opportunity.</p>
<p>Chris Oliver (At Large 1)</p>	<p>I think the City needs to become a better advocate for itself when it comes to the development and preservation of affordable housing. I believe that we must push for federal dollars to help us with this development, as well as provide incentives to developers who will create quality affordable housing in Houston. Similarly, I think the city needs to revisit its current TIRZ system to find where the program is strong and where it is weak. While development is important for all of Houston's communities, I think we need to prioritize the development of those communities who have not seen their fair share in the past.</p>
<p>David Robinson</p>	<p>The City should consider a number of development instruments including identifying potential private partners for the</p>

(At Large 2)	development of affordable housing. I have worked with TIRZs, CDCs, private developers, and Harris County as well as with City planners in identifying areas where affordable residential growth coincides with community and neighborhood regeneration. These programs should be supported and developed further by City government.
Andrew C. Burkes (At Large 2)	Stop offering Tax Incentives unless they are providing jobs for a substantial number of years and affordable housing is included. In one of your earlier questions I mentioned Seniors losing their homes because of high property taxes evaluation. They can't afford to purchase another home nor pay the rent. They were removed from the American Dream. General Plans don't work. District Plans will work.
Doug Peterson (At Large 3)	Continuing Plan Houston through final development and adoption by the City will help provide participation by neighborhood groups/individuals and provide guidance for more planned development to include multi-income levels. Part of this increased emphasis on planning will to facilitate partnering of varied government entities to work with the private sector and nonprofits like Avenue Place creators and SPARC consortia to bring together resources to build developments and/or sub-divisions that are designed to be affordable for different income levels. Integrating income levels into common areas should be the next step for improving education and racial relations across Houston's diversity.
Larry Blackmon (At Large 4)	A dedicated amount of affordable rooftops should be enough of an incentive to assure that developers are held in contract agreements to avoid penalties and unfavorable ratings.
Amanda Edwards (At Large 4)	With an influx of attention and people descending upon the City of Houston, the housing market has seen an increase in demand in market rate housing, which our current supply cannot match. We must find innovative ways to keep up with these demands, while still providing quality affordable housing. Initiatives like promoting mixed-income development, the effective utilization of 380 agreements, and utilization of TIRZ affordable housing programs will go a long way in solving this critical issue. We must also utilize the affordable housing dollars made available by the U.S. Dept. of Housing and Urban Development.
Laurie Robinson (At Large 4)	I have worked with the local housing authorities and believe that affordable housing is imperative for our City and to attract new people and businesses to Houston. I believe we should have several master plan develops created through private/public partnerships to make this happend.
Philippe Nassif (At Large 5)	Gentrification and community re-development are natural processes for a city experiencing rapid growth, but they should not come at the expense of our historic neighborhoods and our economically challenged parts of the city. We need a city council member in Position 5 that will highlight the neighborhoods that need investment the most. You do this with fair equitable growth and growth that focuses on hiring Houstonians first and supporting small businesses. I will work to address the growing income inequality in Houston by advocating for affordable housing and providing

	incentives for developers to provide controlled price housing units.
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**2. Are there approaches to affordable housing siting and development that you champion?**

<p>Sylvester Turner (Mayor)</p>	<p>The recent Supreme Court ruling on affordable housing will have major impacts on development siting, with the result being a greater number of economically-mixed neighborhoods. This mode of housing integration has demonstrated benefits, but it may also have unintended consequences, including disinvestment in established lower-income neighborhoods. City leadership must be thoughtful about affordable housing placement to ensure that new, mixed-income development does not come at the expense of development in existing neighborhoods.</p>
<p>Adrian Garcia (Mayor)</p>	<p>We need more affordable homeownership, as it is one of the most crucial components in attempting to reduce the wealth gap. My administration will pay extra attention to is better linking lenders, builders, and financial literacy organizations to work more effectively at expanding affordable home ownership. Additionally, we need to be mindful of location and build new mixed income affordable housing in areas outside of traditionally racially autonomous neighborhoods. This will begin the process of breaking down housing segregation and building more economically stable households. I'm encouraged by the U.S. Supreme Court holding on this matter</p>
<p>Lane Lewis (At Large 1)</p>	<p>TIRZ are required to help maintain and develop affordable housing. This is not happening effectively in many of our TIRZ, as your city council member I will work with TIRZ to help its facilitation.</p> <p>On a macro scale the city needs a city wide long-term plan with defined goals, and one of the principal goals must be affordable housing. With well-planned infrastructure development we can create affordable housing areas where we currently have no development. The other goal of this long-term plan must be to bring low-income communities into the middle class without gentrifying them.</p>
<p>Tom McCasland (At Large 1)</p>	<p>I am in favor affordable homes that deconcentrate poverty, provide access to good schools, serve as stepping stones to self sufficiency, and sit near public transit. Any development receiving any kind of economic incentive should be required to have a plan for incorporating workforce or affordable housing units in the development. TIRZ funds designated for affordable housing could become the capital startup for community land trusts to encourage homeownership in gentrifying neighborhoods. Finally, the city should help private landlords of low rent apartments to address the blight in their neighborhood or within the complex.</p>
<p>Chris Oliver (At Large 1)</p>	<p>As Council Member I will champion taking a comprehensive approach to our housing issues. I support the use of TIRZ dollars to continue to develop affordable housing in underdeveloped communities across the City. As HCC Trustee I have seen the enormous difference that bringing community cornerstones like schools, businesses, and venues can have on a neighborhood, and I think that by encouraging further development into underdeveloped communities we can also help keep housing affordable. I will also look to utilize measures like 380 agreements and federal dollars to</p>

	help develop more affordable housing across the City.
David Robinson (At Large 2)	When considering the development and siting of affordable housing, it is critical that the surrounding neighborhood be included in the planning and development stages of construction. The development of housing should not dramatically alter the character of a community, but should contribute to neighborhood enhancement through context sensitive design.
Andrew C. Burkes (At Large 2)	Yes.. This is why I need to return to city council to complete my work. I am asking for your vote..
Doug Peterson (At Large 3)	This story in Chronicle at <a href="http://goo.gl/ec52es">http://goo.gl/ec52es</a> describes the Avenue Place sub-division, a good public/private partnership that is building and selling lower cost homes within three miles of downtown and costing around \$200K. This needs to be replicated. The SPARC consortium of management districts and economic development organizations proposes a larger approach for extensive close-in land areas that have been left by former residents and businesses. Ideas like these may work for city to help organize larger parcels of abandoned land in some areas close to the core, where new, lower cost housing can be built and sold to lower income people. This kind of development may be a key step in slowing the continuing wave of families moving farther and farther out from downtown, and increasing transportation and pollution issues with excessive commutes.
Larry Blackmon (At Large 4)	Make use of public land for affordable housing. Exp; vacant parking lots no longer utilized or effective to commercial areas anymore.
Amanda Edwards (At Large 4)	The City of Houston has to do a better job of utilizing the existing programs that promote the availability of affordable housing, such as TIRZ affordable housing and funds made available by the U.S. Dept of Housing and Urban Development. Mixed-income development is also an underutilized tool that can lead to improvements in housing affordability. I believe that using these tools - as well as others - can help stabilize the rising costs of housing in the Houston area.
Laurie Robinson (At Large 4)	Please see <a href="http://hchatexas.org/cypresswood-estates">http://hchatexas.org/cypresswood-estates</a> . This is a Plantium Leed Housing development that was developed by Harris County Housing Authority that provides affordable housing to 55+ active adults. I was a part of the team that assisted in the development as a compliance contractor in 2010. The average utility bill year round is \$40. We need more of this!
Philippe Nassif (At Large 5)	There should also be rent controlled options in the city so people are not driven out to far suburbs in order to find affordable housing because their commute may be prohibitive to a job in the city. I will work to address the growing income inequality in Houston by advocating for affordable housing and providing incentives for developers to provide controlled price rental units in new developments across the city.

### 3. How should the City balance economic development with historic preservation?

<p>Sylvester Turner (Mayor)</p>	<p>Historic preservation is an important tool in a city as storied and significant as Houston. Done right, historic preservation aligns with a property’s most productive use and makes the surrounding area a more valuable place to be. Homebuyers are investing in a neighborhood as much as in an individual home. To that end, we should consider design guidelines to increase predictability for buyers. Guidelines already exist for neighborhoods including the old Sixth Ward and Germantown, but not for neighborhoods including the Heights. Expanding this solution might make it easier for families to invest in the city.</p>
<p>Adrian Garcia (Mayor)</p>	<p>In addition to the “pride of place” and quality of life benefits traditionally associated with historic preservation, recent studies have made a strong case for the positive economic impact preservation has had on Texas. On Council, I worked alongside Mayor White on one of Houston’s first successful historic preservation ordinances. Working within our communities and leveraging our resources, both human and financial, I believe historic preservation can be used as a tool for effective economic development. I intend on finding ways to solidify the perception of historic preservation as a community asset, as opposed to an impediment to progress</p>
<p>Lane Lewis (At Large 1)</p>	<p>Historic preservation makes Houston a more desirable place to live. Chapter 42 is a good idea but is in need of adjustments, which are happening now. With input from residents, realtors, and community leaders the happy median is being found. I am always a proponent of stakeholders helping to fashion policy.</p>
<p>Tom McCasland (At Large 1)</p>	<p>I am in favor of providing incentives that will make it more affordable to preserve and protect older homes with historic value. This is not an area of expertise for me, so I will be seeking guidance on how the current ordinance could be improved.</p>
<p>Chris Oliver (At Large 1)</p>	<p>As I've learned as HCC Trustee, a community's history is vitally important to its residents. With that said, I also think that there is a balance between preserving our history while still developing our communities with an eye to the future. I think we need to have a serious conversation about utilizing a Master Plan to help better chart the future of our communities while still preserving their historical characteristics that make them unique.</p>
<p>David Robinson (At Large 2)</p>	<p>Historic preservation need not be antithetical to economic development. Many neighborhoods are attractive precisely because they preserve an historical character. However, historic preservation tools should be userfriendly and should include comprehensive and accessible design guidelines to encourage property improvement.</p>

Andrew C. Burkes (At Large 2)	The Planning Department roles should be examined and changed where needed. I voted against the Historic area of German Town. Why? Because there were no Germans living there. However the 4 <sup>th</sup> Ward is an Historic Area where streets and homes were built by Slaves. But this area is not recognized as Historic. Development has come in built non affordable housing and then name of the area has changed to "Mid Town."
Doug Peterson (At Large 3)	The City needs to ensure a close relationship between economic development function and the planning and development office to coordinate efforts to stimulate economic development and protect the historic nature of neighborhoods via the Chapter 42 regulations for instance minimum lot sizes and building lines and historic neighborhood designations. A natural competition needs to occur between these two areas with open review and discussion of actions. There needs to be very transparent processes and thoughtful oversight by City Council to ensure a fine balance between the important objectives that are approved/disapproved by council. Citizens have a key role in identify preferred steps, such as historic district designation, finding and proving popular support and coordinating with the city and elected officials.
Larry Blackmon (At Large 4)	With sense and sensitivity. Historic preservation is essential to the character of the city.
Amanda Edwards (At Large 4)	I think this solution starts with looking at the needs of the community in question, as well as the needs of the city as a whole. That is, if a community needs further development to meet the needs of the city's growth then I would advocate for its development. The solutions aren't mutually exclusive though, as I also think it is crucial to preserve the history of our communities. I truly believe that retaining some of our city's history will help up us to move forward into the future.
Laurie Robinson (At Large 4)	I would need to study this issue more. However, I believe the City should follow guidelines that establish what is considered a historic preservation building.
Philippe Nassif (At Large 5)	<p>I believe Houston can do a much better job protecting its historical structures and lands. Our history is an essential part of our city's fabric, showing where we have been and how far we have come. We can develop and grow while ensuring that we protect and preserve character of our neighborhoods and our architecture.</p> <p>Sylvester Turner</p> <p>Historic preservation is an important tool in a city as storied and significance Houston. Done right, historic preservation aligns with a property's most productive use and makes the surrounding area a more valuable place to be. Homebuyers are investing in a neighborhood as much as in an individual home. To that end, we should consider design guidelines to increase predictability for buyers. Guidelines already exist for neighborhoods including the old</p>



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**1. What should the City do to reverse the pattern of siting landfills, recycling centers, and wastewater treatment facilities in low-income and minority neighborhoods?**

Sylvester Turner (Mayor)	I am proud of my legislative record fighting for environmental justice but more must be done. An important first step is to properly inventory all hazardous incompatible land uses in residential neighborhoods so that they can be monitored and the appropriate agencies encouraged to do the appropriate remediation. I also support bringing together environmental experts, EPA representatives and community leaders to recommend actions that they city should take to address that issue.
Adrian Garcia (Mayor)	This is a matter of equity, and as mayor, I will represent ALL of Houston. The city cannot steamroll lower income and minority neighborhoods into continually being the chosen location of proposed waste facilities, there must be more community engagement. Although there are negative sensory aspects associated with these types of facilities that lead to strong opposition, they do provide necessary and valuable services to all communities. Upon identifying sites, I also believe we can leverage the design talent in Houston in order to better design facilities that integrate within our communities and built environment.
Lane Lewis (At Large 1)	This goes back to the need for a true plan for the city that includes the development of quality middle income neighborhoods. There are many industrial areas that can accommodate these needed facilities without encroaching on existing communities. We need to establish the needed infrastructure in those areas so they can accommodate new facilities away from residential areas. I am quite concerned that there are sites, such as in District B, that are having grossly negative impacts on the neighborhoods.
Tom McCasland (At Large 1)	It should stop doing it and make certain that future facilities are equitably distributed throughout Houston.
Chris Oliver (At Large 1)	I think that a mixture of development patterns, available land, and economics has caused this current trend. I think that we must continue to encourage the development of underserved communities so that they aren't always the first choice when it comes to the location of these landfills and facilities. Similarly, I think we have to give incentives to those entities that decide to place their facilities and landfills in other communities in order to make the current pattern more equitable across the city.
David Robinson	When necessary, we must look to acquire alternative facilities through limited purpose annexations in largely unpopulated and industrial areas in the greater Houston region. We should also do more to ensure that low-income

(At Large 2)	neighborhoods are up to standards in terms of the underlying ground water quality. Equitably protecting the quality of life of all Houstonians is a major priority of the At Large 2 office.
Andrew C. Burkes (At Large 2)	I am aware of the environmental concerns of our city. However the city has done very little in addressing many of these issues and concern Such as “Brownfield’s”. There are more Brownfield’s in District “B”, “D” and “I” than any other council district in the city. Yet nothing is being down to clean them up. Three years ago I had a meeting with the EPA officials in Washington DC. It was revealed to me that Houston doesn’t request monies to clean up these problems. I reported this to our mayor and at that time Public Works Director. Nothing was done only promises made. All went on to be forgotten. I will continue to fight to clean up this area
Doug Peterson (At Large 3)	The City should work very closely in a highly transparent manner with publicized criteria that protect all citizen neighborhoods before permitting landfills, recycling centers and water treatment facilities in Houston jurisdictions. It should guide such developments to areas with similar uses away from all residential areas, including low income and minority. Considering current legacy issues, incentives might be used to create new facilities in certain, unpopulated industrial areas and shift problem site materials to more distant locations. This may be an opportunity to partner with the County to develop new locations further from historic and current neighborhoods. Fees for services like garbage and recycling depending on approach might be used to help decrease trash, increase recycling and decrease blight in the city.
Larry Blackmon (At Large 4)	Relocate them to non residential areas.
Amanda Edwards (At Large 4)	We should not further expose low-income areas to added risks relating to environmental contamination among other environmental risks. Because our underserved communities are oftentimes the least developed (and thus have cheaper land values), the decision to place these facilities in those communities is often based on economics of the market. Accordingly, government should play a role in protecting such residents by incentivizing such facilities to move out of such communities into more isolated spaces where residents are not at risk. It is critical that we reverse this trend.
Laurie Robinson (At Large 4)	I have worked in New Orleans after the BP Oil Spill concerning this exact topic and found that strict compliance and community involvement is the only way to circumvent this situation. Outreach to communities and education is the key.
Philippe Nassif (At Large 5)	Any form of regulation needs to be thought out and measured for their impact on businesses. I would much rather convene business owners and environmental organizations with environmentalists and urban planners to better mitigate impacts on the environment and discuss ways the city can educate the population not through regulations,

	but common sense practices and sustainability.
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**2. What measures within the City’s authority and its influence on regional planning agencies should be pursued to reduce air pollution?**

Sylvester Turner (Mayor)	Our municipal efficiency efforts have been effective in substantially reducing energy consumption in city buildings, as well as in reducing the emissions of city vehicle fleets. The city is currently moving toward zero-emissions for the city fleet. This is an example of the type of commonsense effort that I will continue as mayor. Long-term investments in our transit infrastructure, the establishment of community-wide efficiency goals, and the establishment of incentives for efficient behavior such as switching to electric vehicles are additional air quality improvement solutions that I would like to explore as mayor.
Adrian Garcia (Mayor)	I would like to see us double-down on Green Houston's efforts to improve the air quality in our City. I believe a large component of this improvement will require redefining what transportation looks like in our city. The pollution that comes from our congested freeways can only be addressed if we take material steps to provide quality transportation infrastructure to attract us away from our vehicular dependence. Therefore, from the start of the administration we must get buy-in from Federal, State and private sources on the dream of a truly multi-modal transportation network in Houston and beyond.
Lane Lewis (At Large 1)	Most regulations regarding air pollution are made at the federal level, but as an At-Large City Council Member my charge is to server all Houstonians. I will be an advocate for clean air in Houston. Over the years, I have developed relationships in the County, Austin, and Washington D.C. which I will use to bring help for Houston’s air quality.
Tom McCasland (At Large 1)	I fully support the Air Quality Ordinance passed under Bill White in 2007 that is currently being challenged in the courts. On appeal, the ordinance has been upheld, and it provides the proper structure for both monitoring and enforcement against bad actors who contribute to the poor air quality in far too many of Houston’s lowest income neighborhoods. If upheld, I will work to ensure this ordinance is administered effectively and forcefully.
Chris Oliver (At Large 1)	At the city level we can pass more stringent ordinances and measures that help reduce air pollution and help improve air quality. While this is an important responsibility for City Council and the Mayor, I believe that we must be better at working with county, state, and federal agencies to advocate for measures that better protect our air quality.
David Robinson (At Large 2)	The City should encourage the planting and preservation of trees on private and public land. Young trees consume more carbon dioxide than their older counterparts and can be invaluable in improving the quality of life within neighborhoods. The City needs to work to maximize its involvement in the Houston-Galveston Area Council and their important Transportation Policy Council (TPC) to reduce emissions and improve our regional mobility network.

Andrew C. Burkes (At Large 2)	Help areas in need and work harder to control this ongoing problem. We have representatives on the regional boards but as a council member we never get reports on their actions. I feel, if we appoint members on the board then reports should be given to us so that we can address these problems.
Doug Peterson (At Large 3)	Houston's leadership, especially the Mayor and city council should take lessons from former Mayor Bill White who personally led and took actions to bring about voluntary clean up actions by petro-chemical plants such as those near Manchester and outside of Houston. He led public meetings, formed task forces, negotiated with plants and even threatened nuisance charges against plants that polluted Houston's air. Houston leadership should actively work with Houston-Galveston Area Council, Greater Houston Partnership and other organizations to find voluntary agreements to improve the air, such as the reduction of ethylene and other start up leaks that also cost plants lost profits.
Larry Blackmon (At Large 4)	Collaborate with all agencies, enforce the community right to know act provisions, and coordinate, formulate, and establish a emergency contingency plan.
Amanda Edwards (At Large 4)	Reducing our carbon footprint as Houstonians is important in order to reduce our air pollution. By providing alternative transportation options, such as bike lanes, light rail and improved pedestrian conditions, the City can improve its environmental state. As a Council Member I will support measures that keeps Houstonians air clean and breathable and will look to work with other entities that will help accomplish that goal.
Laurie Robinson (At Large 4)	Strict compliance and monitoring efforts should be funded.
Philippe Nassif (At Large 5)	The air quality policies that have benefited Houston the most and should be reimplemented are Bill White's system, which were in effect between 2004-2010. These policies saw a significant reduction in air pollution and an improvement in overall air quality.  <a href="http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4310685/">http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4310685/</a>

**3. What steps should the City take to eliminate trash, bacteria, and other chemical pollutants in the bayous that run through the City? What steps should the City take to enforce applicable prohibitions against such pollution by violators?**

Sylvester Turner (Mayor)	One commonsense step we can take to reduce trash and chemicals in our waterways is to restrict single-use plastic bags. Besides being highly visible and contributing to an appearance of urban blight, these bags clog drainage systems, leading to flooding and increasing the standing water in which mosquitos breed. They also release harmful chemicals as they degrade. Cities across Texas have enacted successful bag restrictions. Given Houston's flooding issues, our concerns about mosquito-borne illnesses like West Nile, and our key position within the watershed, strong plastic bag restrictions should be on the table.
Adrian Garcia (Mayor)	Data collection and planning need to be coordinated to mitigate the ongoing contamination of waterways that continue both upstream and downstream of our city limits. This is truly a regional problem that must be coordinated. As we eliminate garbage and lessen bacteria levels, waterway development will proceed to establish multi-purpose zones that provide for both recreation and floodwater detention in flood mitigation areas. Federal coordination and contribution will be sought for flood mitigation area development. Through enhanced coordination with the EPA and TCEQ we will enforce, currently unenforced, clean water standards.
Lane Lewis (At Large 1)	The first step is enforcement of existing ordinances and laws to discourage the dumping of waste into our bayous. I will work with law enforcement to find solutions, whether it be mobile surveillance cameras or federal grants to add environmental police to HPD's force.
Tom McCasland (At Large 1)	Passing the bottle bill with the help of other major cities in Houston should be a top priority. Creating bioswales and other green street infrastructure, and using our greenspace to filter and clean storm water should occur. I would also support an educational and possibly enforcement campaign on the impact that pet waste has on our waterways. For chemical waste being dumped in the waterways, I would support efforts similar to the air pollution efforts discussed above.
Chris Oliver (At Large 1)	As Council Member I would support stronger enforcement of the current regulations that prohibit the pollution that plagues some of our bayous. I think that we can have a significant impact on the levels of pollution if we implement and enforce more stringent penalties for violating our ordinances. Similarly, the City should also look to work with the state to find new ways to prevent people from polluting our bayous. I also think that educating the community on the effects of pollution on the sanctity of our communities will help to keep people from polluting our waterways.
David Robinson	Runoff from our streets and roadways contribute to the pollution in our bayous. Trash, plastic bags, and pet waste are all areas where the City's Solid Waste Department and our recycling policies might further improve water quality and

(At Large 2)	reduce pollutants.
Andrew C. Burkes (At Large 2)	We need to enforce the laws that are already on the books. If we do this, we can control and eliminate this problem.
Doug Peterson (At Large 3)	Much more needs to be done to clean up waterways, from the drainage ditches to the larger bayous to Galveston Bay. The city needs to continue and expand campaigns to get residents to control littering, use less fertilizers on lawns, avoid putting oils or greases down household drains or street sewers, pick up pet waste, and not wash cars with detergents in driveways. Nearly all streams have major bacteria issues that result in illness for those who come in contact, so effective PR/communications campaigns about actual dangers need to be more visible in addition to efforts to clean up the waterways. Until the public and others significantly reduce throwaway litter, the City needs to increase clean up efforts by using city resources. A special effort to stop release of chemicals into local streams, such as Armand Bayou, is necessary and will require pro-active efforts by the city; efforts much like Bill White did with air pollution. Trash dumping restrictions need to be enforced with targeted efforts by HPD and other city organizations and actual chemical dumping is dangerous and illegal needs an ongoing effort by the city in concert with other government agencies to identify and punish polluters.
Larry Blackmon (At Large 4)	Enhanced enforcement of the environmental rules and regulations via TCEQ, EPA etc. Notification to violators. Lawful time to make adjustments.
Amanda Edwards (At Large 4)	I think the City needs to implement and strictly enforce anti-pollution measures to protect its bayous. By strictly enforcing strong regulations, the city can help deter and discourage people from violating pollution laws and keep our bayous clean.
Laurie Robinson (At Large 4)	Strict compliance and monitoring efforts should be funded. I believe that City should raise the fines to violators.
Philippe Nassif (At Large 5)	A push for the former industrial sites to be cleaned to residential level (it is currently to be cleaned up to industrial level only), appropriate the necessary resources to purchase and clean it to residential standard, and set up a committee that includes neighborhood residents to determine compatible future use of the property. Violations of such a measure should merit a proper enforcement response.

**4. Should the Mayor's Office of Sustainability be terminated, renewed, or altered? Why or why not?**

Sylvester Turner (Mayor)	The Office of Sustainability should be renewed. Disparate issues such as environmental quality, energy efficiency, energy alternatives, land use and city planning are, in fact, closely interrelated. The Office of Sustainability avoids siloed policy-making and instead allows for an efficient, cohesive approach to these issues.
Adrian Garcia (Mayor)	Renewed. I have been impressed and supportive of the work being done by Laura Spanjian at the City of Houston's Office of Sustainability over the past few years. The strides made by this Office and Green Houston are commendable, but there is no need for complacency. The beginning of a new administration provides the opportunity for a renewed push and focus. As the green movement has matured in Houston, this renewed focus will require a stronger effort to make sustainability a core criteria within the programming and projects across all City offices.
Lane Lewis (At Large 1)	It is in need of revamping, but not elimination. At this crucial time of budget shortfalls, the Sustainability office is not likely to be a candidate for expansion. By streamlining its focus on core issues that are not addressed by other departments, the office of Sustainability can continue to be an asset to Houston. Once we are able to settle a budget, I see great potential for an expanded office of Sustainability.
Tom McCasland (At Large 1)	As long as the Office of Sustainability does not become cover for other unsustainable practices in other departments, but instead is the impetus for moving such practices toward sustainability, I believe this office has an important role to play.
Chris Oliver (At Large 1)	I believe that the initiatives undertaken by the Office of Sustainability are not only beneficial to the city, but also vital to the future marketability and appeal of the city to prospective residents and businesses. With that, I would advocate for its renewal and enhancement by pursuing further community education and seeking citizens' input on what they'd like to their city's sustainability to look like not only for today, but for tomorrow as well.
David Robinson (At Large 2)	The Mayor's Office of Sustainability should be renewed in order to create raised awareness of Houston's environmental challenges. With recycling expanded to every home in Houston, it is important that we educate our citizens on how to most effectively utilize the recycling system to the benefit of our City, its waste management, and the preservation of our planet. Passing a General Plan for Houston will help break down silos between departments and augment the collaboration of city services provided for in a wide range of areas.
Andrew C. Burkes (At Large 2)	Eliminated.
Doug Peterson (At	The Houston Office of Sustainability should be renewed and strengthened to help Houston reach the quality of life

Large 3)	needed to be come a truly world-class city of the future. In this sense, quality of our lives depends on clean air, clean water, renewable energy and maximized recycling combined with development of green spaces for all ages and transportation choices that are convenient, reliable, environmentally-friendly and effective. To attain this quality of life for All Houstonians, the City needs a much greater focus on sustainability.
Larry Blackmon (At Large 4)	No. It should be looked at, accessed, evaluated, and recommendations made.
Amanda Edwards (At Large 4)	I support the renewal of the Mayor's Office of Sustainability. I believe focusing on the sustainability of Houston is crucial to its future and will help make Houston as more livable city. I believe projects like the City's Bikeways Programs, Farmers Markets at City Hall, sustainable food initiatives, the Green Building Resource, etc. not only make the city more sustainable, they also make it more appealing to individuals and businesses looking to relocate to Houston.
Laurie Robinson (At Large 4)	I do not believe that new regulations or cost to local businesses be implemented by this office, but rather, it should be informational and a place for companies to gain information on sustainability project and opportunities.
Philippe Nassif (At Large 5)	This office needs to be needs to be renewed in order to create and maintain focus on Houston's local environmental issues and green spaces/parks.



**1. This year the City entered into a three-year partnership with Cigna to co-sponsor Sunday Streets. Have you attended a Sunday Streets? Should the City expand Sunday Streets and, if so, how?**

Sylvester Turner (Mayor)	I have attended Sunday Streets and would be eager to see the program expanded. In addition to its public health aspects, the program is a boon for local businesses and a great way to boost civic pride and engagement. I hope that as Sunday Streets goes forward, it will take place in locations that truly reflect the rich diversity of our city. Houston is the most diverse city in the country and that diversity is among our greatest strengths. Sunday Streets has the potential to highlight excellence in all of our neighborhoods.
Adrian Garcia (Mayor)	Sunday Streets provides an opportunity for healthy activity, interaction between neighbors, introduction to businesses and the ability to experience Houston on bike and by foot. I support expanding Sunday Streets in terms of locations, but we must also remember that one of the goals of the program is to get Houstonians to continue interacting and exploring on their own even after the formal set-up of Sunday Streets has come and gone. To this end, I would support a measured expansion and investigate the opportunity for local organizations and businesses to become more invested in contributing resources for such an expansion.
Lane Lewis (At Large 1)	The Heights edition of Sunday Streets was a great success and I believe should be continued in non-traditional “festival” neighborhoods. The Heights and Westheimer are not strangers to festivals and pedestrian traffic. The Navigation edition was the most intriguing for me. I would like these events to serve as introductions to some of our more historical neighborhoods for the rest of Houston.
Tom McCasland (At Large 1)	I believe I have attended every Sunday Street except for one when I was out of town. I would like to see Sunday Streets continue to grow. I love the element of having access to the entire street, and the prior Sunday Streets have accomplished this goal phenomenally. I would also like to see Sunday Streets become more playful with more community engagement that is not simply business driven--more hula hooping, dancing, busking, etc.
Chris Oliver (At Large 1)	I think the Sunday Streets program has been a great success for the City of Houston. I have attended a Sunday Streets event with my family and truly enjoyed seeing everyone out in the community walking, biking, rollerblading, and enjoying their community. As Council Member I will look to continue this program by working with our various communities and engaging private organizations to help plan future installments in the Sunday Streets series.
David Robinson (At Large 2)	I am a great champion of the Sunday Streets program and wholeheartedly endorse a renewal and expansion of the program. We should work with civic clubs, super neighborhoods, and management districts to identify potential neighborhoods for Sunday Streets type programs and promote them across the city. We should especially look to work with neighborhoods outside the inner loop, where the benefits of such programs may be less likely to be understood.

Andrew C. Burkes (At Large 2)	I would like to wait a little longer to see how the community responds over a period of time before expanding it.
Doug Peterson (At Large 3)	Sunday Streets initiative is a great way to help Houston residents begin to better experience walk-able neighborhoods, commercial districts from a pedestrian or rider's more relaxed perspective. At this point, I've not been able to participate, but I will be in the future. I hope the initiative will be used in all major neighborhoods of Houston so that residents might bike or walk to have the complete experience!
Larry Blackmon (At Large 4)	Yes. Sure. Let's see how it would work over a short period of time in similar areas of the city.
Amanda Edwards (At Large 4)	I have attended the Sunday Streets event and think that they have been a success, both for the city and for the respective communities. I would support the continuation of Sunday Streets by further developing the public-private partnership infrastructure that supports this program.
Laurie Robinson (At Large 4)	I have not attended and will need to research.
Philippe Nassif (At Large 5)	Yes I have, they should be expanded by adding more dates per calendar year and getting our other local companies involved.

**2. Should the City empower civic associations, Super Neighborhoods, or other neighborhood groups to reimagine their streets through community-driven initiatives?**

Sylvester Turner (Mayor)	Yes, certainly. People who live in neighborhoods have the best knowledge of both the challenges those neighborhoods face and the solutions that are likely to be effective. Many of the development ideas that we're looking to see citywide – from proposals for mixed use development near transit lines, to proposals for industrial conversions – have already been created by Houston's various neighborhood groups. As mayor, I will be committed to bringing neighborhood voices to the table.
Adrian Garcia (Mayor)	Allowing communities to take ownership of their streets is something that we must strive for. Community empowerment, when managed well, will not only lead to benefits for individual neighborhoods, but also allows for the knowledge transfer and duplication of successful initiatives in other neighborhoods. Organizations such as the S.N. Alliance were designed to bring together individual S.N. Councils to facilitate information sharing and collaboration directly with the City. I believe in the S.N. organizational framework, and feel that the City needs to devote staff to coordinate directly and solicit early stage feedback with the alliance.
Lane Lewis (At Large 1)	With professional assistance, this process can be a wonderful tool to not only improve neighborhoods, but also engage communities. I was recently sat in with the Museum Park Super Neighborhood meeting, which is in the process of reimagining now with the help of the city and SWA Group. The facilitators organically bring out the identity of the neighborhood and help establish a plan with focus.
Tom McCasland (At Large 1)	Yes! Neighborhood Greenways, residential streets with low volumes of auto traffic and low speeds where bicycles and pedestrians are given priority, is the perfect opportunity for community-driven initiatives for reimagined streets.
Chris Oliver (At Large 1)	I strongly support empowering our neighborhood organizations to help give the City direction in the development of their communities. Nobody knows their community better than the citizen and organizations that work to better them and, as Council Member, I will look to give our civic associations, Super Neighborhoods, HOA's, etc. all the tools they need to help improve their communities.
David Robinson (At Large 2)	I have long been a proponent of neighborhood planning. My reputation as a neighborhood oriented Council Member and as a community leader has been built around the notion that government works best when citizens are empowered at its most local level. Whenever a public street or facility is constructed, citizens should have a seat at the table from day one. I have first hand experience of the benefits of neighborhood stakeholder membership on any project team. Their expertise and knowledge of "on the ground" conditions make public infrastructure improvements truly "context sensitive."
Andrew C. Burkes	Yes most definitely. This is why I have been advocating a District Plan instead of a General Plan.

(At Large 2)	
Doug Peterson (At Large 3)	The City needs to ensure a close relationship between economic development function and the planning and development office to coordinate efforts to stimulate economic development and protect the historic nature of neighborhoods via the Chapter 42 regulations for instance minimum lot sizes and building lines and historic neighborhood designations. A natural competition needs to occur between these two areas with open review and discussion of actions. There needs to be very transparent processes and thoughtful oversight by City Council to ensure a fine balance between the important objectives that are approved/disapproved by council. Citizens have a key role in identify preferred steps, such as historic district designation, finding and proving popular support and coordinating with the city and elected officials.
Larry Blackmon (At Large 4)	Yes, balanced with guidelines.
Amanda Edwards (At Large 4)	I believe that communities and community-focused organizations should have a strong voice in the development of their neighborhoods. As a Council Member, I would support engaging civic associations, Super Neighborhoods and other neighborhood groups and giving them the resources they need to develop and complete community-driven initiatives.
Laurie Robinson (At Large 4)	Yes. The best people to provide information and bring new ideas to the City concerning improvements in neighborhoods are the people who live in them.
Philippe Nassif (At Large 5)	Yes the city should empower civic associations and neighborhood groups to participate and cooperate to reimagine their streets through such initiatives.

