District D

	INFRASTRUCTURE				NEIGHBORHOODS				TRANSIT			LOCAL ECONOMY				
	Do you have a plan to keep residential, commercial, institutional and municipal entities accountable for their stormwater runoff by reducing impermeable surfaces and implementing green infrastructure?	Given that the current state of gray infrastructure has proven insufficient in mitigating flood risk in New Orleans, do you support instituting a stormwater fee to finance drainage improvements such as incentivizing and implementing green infrastructure practices?	Do you support the removal of the Claiborne Expressway?	Do you have a plan to ensure that New Orleans meets its goals to cut carbon emissions by 50% by 2030, and Net-Zero Carbon emissions by 2050?	Do you currently own or have you ever owned or operated a short term rental property?	Do you have a plan to ensure that Short-Term Rental regulations and their enforcement are adequate to protect the residential character of neighborhoods in your district?	Do you have a plan to address the affordable housing crisis?	Do you support moving City Hall to Armstrong Park?	Do you know which RTA Route(s) serve(s) your neighborhood?	Have you ever ridden a bike to work or to a meeting?	Would you allow your children to ride a bike and/or take public transit to school?	Do you support the Complete Streets ordinance and the completion of comprehensive, protected cycling routes throughout the city?	Climate change, the global pandemic, and Hurricane Ida have all made abundantly clear that having more local food production and therefore more control over our local food system is vital to our resiliency as a City. Urban agriculturalists face many challenges inadequate access to stable land, lack of incentive programs, and too little meaningful support have hindered local growers from thriving. Do you plan to increase support for local food producers?	Data shows that by choosing to purchase from independent, locally-owned businesses, we can inject millions of revenue and sales tax dollars into our local economy each year. Do you have a plan to increase the amount of local businesses, including micro businesses, receiving city contracts?	As many as 50% of the 10,528 registered small businesses in New Orleans are Black-Owned, but they account for only 2% of sales. Do you have a plan to increase growth for local Black-owned businesses?	Do you support city development of incentives to help entrepreneurs establish businesses and to support existing businesses in underserved neighborhoods?
	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Kevin Griffin-Clark	The implementation of green infrastructure can be used to help eradicate stormwater runoff and issues with sewer overflow. Green infrastructure works by slowing the water runoff while spreading it out over the land surface and soaking it into the ground. Green infrastructure can also help to remove pollutants from water runoff. This will allow plants to filter out pollutants as the water soaks into the ground. Green infrastructure includes the use of rain gardens, pervious pavement, rain barrels, and green roofs, all of which can help keep residential, commercial, institutional and municipal entities accountable for their stormwater runoff.	If properly structured, a stormwater fee has numerous advantages over a new property tax, including a broader tax payer base. A properly structured fee has the potential to create a strong connection between the demands a property places on the drainage system and the amount of the fee. The stronger the connection, the greater the incentive for a property owner to take measures to reduce storm water runoff. This solution has the potential of bridging the funding gap while providing much needed resolve to the storm water runoff issue.	I'm not convinced the the removal of the Claiborne Expressway will repair the damage done to countless families and business owners, specifically in the Black community. Tremé was a place of massive oaks, thriving shops and joyous community. The Claiborne Expressway erased all that. I'm not convinced that the conversation should start with the removal of the expressway, but rather the restoration of one of the most culturally enriched communities. How do we salvage community?	Support the push to have oil refineries, petrochemical, steel and concrete plants to move away from oil and natural gas fuels in favor of electricity or hydrogen fuel. Using electricity instead of natural gas to produce hydrogen from water would significantly reduce greenhouse gas emissions, but would require the electricity itself to be produced without using natural gas or other carbon-based fuels. This change would mean a stronger reliance on wind or solar power. This plan would take years to develop to be a sustainable option for New Orleans.		I'm supportive of the rules and regulations implemented by the current council in 2019. Those rules limit short-term rentals in residential areas to owner-occupied properties, place caps on rentals in commercial and mixed-use buildings, and ban them outright in most of the French Quarter and the entire Garden District. I'd like to help implement a stricter plan to enforce the rules to ensure the integrity of neighborhoods while also protecting homeowners and their property values. Violators should have tougher penalties.	Create affordable housing trusts: Housing trust funds are established, ongoing, and public funding sources for low-income housing developments in both states and cities. Offer Incentives, Tax Breaks: State incentives, which are supplemental to federal ones, issue credits to developers for the acquisition, rehabilitation, or construction of rental housing targeted to lower-income households. Revitalize Neighborhoods without pushing community out: Neighborhood revitalization covers a broad range of activities. It motivates change and effects the socioeconomic characteristics of communities.	Armstrong Park is historically sacred ground. It should remain a place of community whereby the culture of New Orleans remains true to its essence. I will NOT support building on or disrupting ancestral ground.		Yes, I've ridden a bike to work or to a meeting for exercise and convenience.	I'm supportive of healthy activity and exercise (biking) for my children as biking also helps to reduce our carbon footprint. I'm also supportive of public transit as I'm aware that it is an invaluable resource for those who need affordable/reliable transportation.	While I understand (and support) a complete streets policy that requires or encourages a safe, comfortable, integrated transportation network for all users, regardless of age, ability, income, ethnicity, or mode of transportation, the policy should also include public input and buy-in. I do not support ordinances or policies that circumvent public input as it strips community out of decision making positions.	I would support an incentive program to help increase support for local food producers by offering incentives to local restaurants and business who buy local, get local-purchasing commitments from schools, hospitals, colleges, and other institutions, enlist support of existing food processing and distribution businesses and build a network of local farmers who will collaborate. This will help to build a strong local food economic development infrastructure.	We must understand microbusinesses, what barriers they face, and how to support their growth, build and boost a support network to help micro businesses grow and elevate the conversation around microbusiness support. We can also increase the number of local businesses by properly allocating resources and doing more data-driven work to better understand their pitfalls will help to improve longevity	The most important factor to help increase growth for local Black businesses is to create a pathway to access capital. Access to funding will drastically increase growth and help to alleviate the toughest hurdle for most businesses.	Incentives are always an option. Oversight and accountability of those incentives is what I would fight to ensure is fair and equitable
	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Morgan Clevenger	Reducing stormwater runoff is essential to reducing flooding in New Orleans. Incorporating permeable surfaces and green infrastructure standards into applications, permits and review for new construction is an important goal. Municipal projects should all have these standards as part of planning, scope of work, materials, and contracts. For existing residential and small properties, expanding subsidized programs like concrete removal would make it more affordable for homeowners and small business.	I support a stormwater fee ONLY if we analyze existing fees on SWB bills, tax dollars already earmarked for drainage and incoming federal infrastructure dollars to make sure we are utilizing current revenues efficiently before we do not place additional burdens on residents. Additionally, the nearly 60% of parcels in Orleans Parish who currently are tax exempt must share the burden of fees.	As a child growing up in the 6th Ward I remember when the oak trees were ripped out of the neutral ground on Claiborne and the decimation of the neighborhood that followed. Claiborne is a tragic example of racist and terrible public policy. Claiborne should come down ONLY if the process if community driven and DOES NOT DISPLACE the current residents and those already displaced. This is an issue I have spent several years on. As a member of the Claiborne Avenue Alliance I traveled with Amy Stelly and a a group to Washington DC to lobby for Claiborne. I have spoken publicly about Claiborne at many forums and community meetings and continue to be engaged on this important issue.	The current City Council recently passed a resolution to achieve these goals. One of the most important ways to reduce to carbon emissions on a larger scale is to move to green energy.	After Katrina and years of hard work I became a first time homeowner and renovator. When my father passed away the house was too large and too financially difficult to carry on my own. I hold an owner occupied city licensed bed & breakfast permit (not an STR permit). I fought vigorously against the STR ordinance that allowed the corporate invasion of neighborhoods across the City. The hollowing out of neighborhoods where multiple STR licenses proliferate across entire blocks results in the loss of actual citizens, voters and budget allocations and legislative districting based on the census; as well as artificially driving up prices and property tax assessments; reducing the amount of property available to renters and potential homebuyers.	In 2019 in response to the STR crisis and citizen outrage, the Council passed another ordinance replacing the prior one; basically stating STR's would have to be owner occupied. There were numerous grandfather clauses, etc. that resulted in not much reduction of neighborhood STR's. There was explosive growth of commercial STR's, that effectively reduced available apartments. Enforcement is currently the most important tool, but the current process and efficiency needs to addressed.		As a founding organizer of the movement to stop this plan, we did the research, developed a campaign, informed the public, held meetings, marches and rallies resulting in temporary legislation. I will continue this fight as it's not over. I have a long record as an advocate for New Orleans Culture, everything I've done in my life proves that commitment.			I took public transit my entire school life. While I have no children I encourage this as it creates self-sufficiency and a knowledge of the City and people.			Not just City contracts we must break down the permitting process and challenges that often are insurmountable to small businesses.	Black owned businesses are often undercapitalized as compared to other owned businesses and have numerous challenges when it comes to permitting and City infrastructure, incentives, and access to resources.	Yes, but they must be meaningful, sustainable and equitable - as a small business owner from a family of entrepreneurs and as a mentor who has tried to help many small and micro businesses, especially Post-covid, try to access resources - it often seems these incentives only reach a few.
Timolynn Sams (D)	Yes	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mariah Moore	Yes This is of critical importance to District D residents in particular, who have suffered disproportionally from poor land-use policies and the effects of subsidence.	Yes	Yes	Yes Reducing stormwater runoff is essential to reducing flooding in New Orleans. Incorporating permeable surfaces and green infrastructure standards into applications, permits and review for new construction is an important goal. Municipal projects should all have these standards as part of planning, scope of work, materials, and contracts. For existing residential and small properties, expanding subsidized programs like concrete removal would make it more affordable for homeowners and small business.	No	Yes 1) Increase STR enforcement personnel, 2) expand the carveout afforded to the French Quarter and Garden District to overtouristed areas such as the Treme and the 7th Ward and 3) prohibit whole-home rentals for commercially-zoned properties.	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes