



Questionnaire with Edmond City Council Candidate

J. David Chapman, Ph.D., Ward 1

(Candidates answers are recorded in red)

1. If elected to City Council/Mayor, what will be your top priorities?

If elected to Edmond City Council my top priority is to continue and increase the economic development seen in the last few years. I want to build the trust of Edmond citizens by approving smart, sustainable, developments to continue balanced, strategic growth. We must complete the transportation improvements including the Intelligent street signal lights and the quiet zone. Capital improvements to the current water, waste water, and streets must be completed in order to achieve and facilitate this growth.

2. Do you support the continued use of the Edmond Development Authority's incentive policy to recruit new business and assist existing business? Why or why not?

Absolutely. We are competing with other cities to attract new businesses and to keep existing businesses in our community. At times this means providing incentives to those companies. In Oklahoma, cities are especially dependent upon sales tax for revenue to fund our services. Analysis of the proper incentive must be conducted to determine if and when they might be justified, and whether Tax Increment Financing, low-interest loans, Public/Private Partnerships, or simply providing capital improvements needed might be most productive. As a councilman I desire to help the Edmond Economic Develop Authority's efforts in attracting new business as well as calling on existing businesses contemplating expansion.

3. Do you support allowing voters to decide whether to tax themselves to build a Regional Transit/Commuter Rail System in central Oklahoma (to connect, for example, Norman, Edmond, OKC and Tinker AFB)? Why or why not?

I ride our current bus system in Edmond and to and from Oklahoma City frequently and understand the value. Regional Transit/Commuter Rail is a very expensive and complex proposition. It is also a long-term vision that will require significant citizen education before bringing it to the people. We are years from achieving an equitable solution for regional transportation with our metropolitan partners. There is a regional transit committee that

Edmond is participating. I think it will be appropriate to have a citizen committee to propose how Edmond would implement our portion. Then, I think the voters should be given the opportunity to decide if, and how to fund the regional transit proposal.

4. Do you support the use of city funds to implement a railroad quiet zone in Edmond city limits? Why or why not?

Absolutely. This is the most important capital improvement necessary for real estate development and business expansion in the downtown corridor. The downtown corridor needs residential housing to gain the critical mass and density necessary for the existing businesses to thrive and to attract new concepts Edmond citizens desire. Those residents will only come if we quiet the train horns. I can't emphasize enough the importance of a thriving downtown core to retain and define the culture and history of this city.

5. Are you aware of the Federal Opportunity Zone located in downtown Edmond and what is your view on how this area should be developed?

Absolutely. Edmond must leverage the opportunity zones in the downtown core. Mixed-use, including residential, retail, and office product should be developed with the use of OZ funds. Freese Nichols was paid to develop a strategic plan for the downtown corridor that contains most of the opportunity zone property. Edmond City Council, Central Edmond Urban District Board, Edmond City Planners, developers and other stakeholders should revisit the strategic plan to see what portions could be accomplished or accelerated with Opportunity Zone funding. It is more expensive to develop and build in the downtown core area. The tax advantages to investors and business owners investing in these areas has the possibility of leveling the playing field financially and incentivize developers to renovate, revitalize, and grow in the urban core of Edmond.

6. What is your view on the best solutions for the increased traffic areas that are part of the future growth of Edmond?

Impact studies must be conducted to determine what traffic impact the growth and development creates. Once the impact is known, traffic engineers must determine the best way to accommodate the increase traffic. This is not always widening of roads. Intelligent traffic signals, turn lanes, and flashing yellow turn signals should be explored. The most dense, aggressive development must be accomplished in areas that are the most walkable/bikeable areas to accommodate the growth. Smart, sustainable development focuses on identifying areas of the city that can accommodate the growth, and density, with little impact and what areas are less appropriate for the growth and density.

7. As you know, sales tax is the primary source of revenue for cities in Oklahoma. What is your opinion on how to drive sales tax generation and growth for Edmond?

The needed growth will come mainly from a few areas. The first is Downtown Edmond. The perfect storm is occurring (quiet zone, opportunity zone, and recent land acquisitions - Dolese). This corridor can accommodate more dense housing alternatives due to the walkability index to handle more population. The added population in the housing will create significant sales tax opportunities and success for local retail concepts. The second area is the mixed-use village being built at I-35 and Covell. This area can also handle a denser environment to create a walkable, mixed-use area with less dependence on automobiles. There is growing competition for the retailers and housing concepts needed and this development needs to happen at a more rapid pace due to other developments in Oklahoma City just outside of our sales tax corridor (The American Fidelity area development on I-235 as well as Chisolm Creek on the turnpike). Developers and the City must be sensitive to impact. The most dense, aggressive development must be accomplished in areas that are the most walkable/bikeable areas to accommodate the growth. This allows the city to increase sales tax revenue without increasing services (police and fire), and infrastructure (roads and utilities). The idea is to create sales tax with as little impact on existing neighborhoods and city services as possible. Smart, sustainable development focuses on identifying areas of the city that can accommodate the growth and density with as little impact as possible and what areas are less appropriate for the growth and density.