

## NOTICE OF HEARING

The Corridor Project Partners, LLC has filed an application with the City of Oklahoma City to change the zoning designation of their property located at 5900 Wildewood Drive. The purpose of this request is to change the existing base zoning to allow for residential development.

A PUBLIC HEARING will be held by the Oklahoma City Planning Commission:

**DATE:** 13 June 2024, Thursday

**TIME:** 1:30 p.m.

**PLACE:** 200 North Walker Avenue, Municipal Building, Third Floor Council Chamber

For your reference, a copy of the existing diagram PUD1842 and a copy of the proposed diagram are shown below. We circled our property in red, on the PUD1842 diagram.



PUD1842approved12 Oct2021F.pdf



PUD2016proposedF.pdf

We **OPPOSE** the rezoning of this property for the reasons listed below:

**--INCREASED PARKING SPACES** - The proposed plan PUD-2016 increases the number of parking spaces in Tract 2\*\* by approximately **333%**. **Yes, the proposed plan wants to increase the number of parking spaces by 333%** from approximately 220 apartment parking spaces to approximately 953 apartment\* parking spaces. We say approximately based on our count of the PUD-2016 diagram provided above. The increase is not reflected in the words of the document.

**--DENSITY CHANGED** – The current zoning plan PUD-1842 page 5 states, "Tract B\*\* shall have a maximum density of twelve dwelling units per acre." The proposed plan PUD-2016 page 4 states: "Density within Tract 2 shall be per the base zoning district." However, a review of the diagram shown above shows approximately 953 parking spaces. As a reference, the Lincoln at Central Park apartment complex, that sits south of I-44 & Lincoln reports their maximum density shall be 19 units per acre with a parking space requirement of 896. The proposed plan PUD-2016 is definitely more than the existing 12 maximum dwelling units per acre that the existing plan stated.

**--ELIMINATING THE PARK AND TWO OF THE AMPLE GREENSPACE AMENITIES AND REPLACING THEM WITH PARKING SPACES, CREATES DRAINAGE/RUN-OFF ISSUES.** The proposed plan PUD-2016 states on page 1: "The elevation of the subject property ranges from approximately 1130-1160." The elevation of 57<sup>th</sup> and Braniff south, beginning with our property, ranges from 1114-1109. This explains why the proposed document PUD-2016 shows a retention pond on the SW corner behind our property. When we have a heavy rain, the water already "runs" down 57<sup>th</sup> street, next to our property. Attachment 1 shows

how the water ponds at the end of 57<sup>th</sup>. The “new” sidewalks on the west side of Braniff created the problem. The sidewalks on the west side of Braniff had to be “redone” several times, trying to prevent the water from flowing down the Braniff sidewalks and “ponding” in front of their garages and porches. Replacing the park and the two “ample greenspace amenities” with approximately 462 parking spaces will increase the chances of our property being flooded. If some of the rainwater does not “take a left turn” and drain over to the retention pond, then it will run straight down 57<sup>th</sup> street and/or straight down to our property.

### **--HOW WILL ELIMINATING THE PARK AND TWO OF THE AMPLE GREENSPACE AMENITIES AND REPLACING THEM WITH PARKING SPACES, IMPACT THE TREES?**



Overheadoftrees.pdf

This pdf file is a copy of an overhead shot that was included in the PUD-1842 plan. Our property is circled in red. We share this file to help show how the trees around us are being removed. Trees shown on the overview are gone. (See Attachment 2) How many trees will PUD-2016 remove, for more apartment parking spaces.

**ACCESS REGULATIONS.** The existing PUD 1342 states that access shall be taken from the I-44 Service Road but the existing PUD-1342 also states that the maximum number of permitted drives shall be 4 vehicular drives, to include One Boulevard Entrance. A Boulevard Entrance is defined as an entrance into the development with a dual road separated by a landscape median. The proposed PUD 2016 eliminates the Boulevard Entrance. The proposed PUD 2016 states that access shall be taken from E-I-44 Service Road. We deserve a traffic impact study to determine how the 333% increase in parking spaces will affect the “flow” of traffic. We need this study before the final determination is made on this PUD-2016 request.

**SANITARY SEWER AND WATER.** Our homes were built in 1959-1964. Will there be an impact to us from the increased numbers that PUD-2016 is proposing? Are impact studies needed, before approval is given?

**CONCEPT.** The existing PUD 1842 includes ideas that make it a “**unique**” proposed development. The existing plan shows a desire to develop the site in a way that compliments the surrounding area. The existing plan includes a combination of single-family housing, row houses, townhomes and apartments that required 220 parking spaces for the apartments. The existing plan states that the developer **will** provide a park, ample greenspace amenities to include a clubhouse and a large pond. The existing plan includes permission for Tract 2 to be used for 19 commercial and office uses. The 19 uses include administrative offices, animal sales, business maintenance, business support services, childcare centers, Convenience Sales and Personal Services, Eating Establishments (4 types), Food and Beverage Retail Sales, Medical Services (2

types), Participant Recreation and Entertainment: Indoor, Personal Services (2 types), Repair Services and Retail Sales and Services. All included with a goal to have a positive impact on the surrounding area.

In stark contrast, the requested changes in PUD-2016 want to make changes that result in a 333% increase in parking spaces. The park is eliminated and replaced with parking spaces. Two of the “ample” greenspaces and rowhouses are eliminated and replaced with parking spaces. The Boulevard is eliminated and replaced with parking spaces and more apartments. The 19 Commercial and Office Uses are eliminated. The townhouses are replaced with parking spaces and more apartments. The proposed change now states: “The greenspace amenities **may** include a clubhouse, pool, walking trails and gathering spaces. At least the request for a changed plan no longer calls the development “unique”. It has the feel and looks of an apartment complex but the developer knew the apartment trick would be harder to sell on the initial request.

\*Apartment = multi-family residential

\*\*Tract 2 (PUD-2016) = Tract B(PUD-1842)



Run-off water ponds on west side of 57<sup>th</sup> and Braniff (Sep 2018)





Looking out of our front door. The top picture is dated Aug 2020. The bottom picture is dated June 2023.

## NOTICE OF HEARING UPDATED 7 JUN 2024

The Corridor Project Partners, LLC has filed an application with the City of Oklahoma City to change the zoning designation of their property located at 5900 Wildewood Drive. The purpose of this request is to change the existing base zoning to allow for residential development.

A PUBLIC HEARING will be held by the Oklahoma City Planning Commission:

**DATE:** 13 June 2024, Thursday

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**PLACE:** 200 North Walker Avenue, Municipal Building, Third Floor Council Chamber

For your reference, a copy of the existing diagram PUD1842 and a copy of the proposed diagram are shown below. We circled our property in red, on the PUD1842 diagram. I have added an additional PUD2016 diagram that gives detailed information on the parking requirements and a different shot of the proposed detention pond on the SW corner of Tract 2. The detention pond proposed for the SE corner is not shown on the chart but the legend does state that two detention ponds are proposed.



PUD1842approved12  
Oct2021F.pdf



PUD2016proposedF.  
pdf



PUD2016ParkingInfo  
DetentionPond1.pdf

We **OPPOSE** the rezoning of this property for the reasons listed below:

--**INCREASED PARKING SPACES** - The proposed plan PUD-2016 increases the number of parking spaces in Tract 2\*\* by approximately **333%**. **Yes, the proposed plan wants to increase the number of parking spaces by 333%** from approximately 220 apartment parking spaces to approximately 953 apartment\* parking spaces. We say approximately based on our count of the PUD-1842 and the PUD-2016 diagrams provided above. The parking requirements for PUD-2016 are verified in the PUD2016Parkinginfo file shown above. I am not sure that the PUD1842 diagram is “actually” showing all of the parking space requirement, maybe just the “concept” of what was required.

--**DENSITY CHANGED** – The current zoning plan PUD-1842 page 5 Density states, “Tract B\*\* shall have a **maximum density of twelve dwelling units per acre.**” The Special Development Regulations on page 3 state: **The following Special Development Regulations and/or limitations are placed upon the development of this PUD, provided, however, that the density and or intensity of the PUD shall not be increased.** The PUD2016Parkinginfo diagram shown above, shows that Tract 2 requires 545 total units over 30.0638 acres. This equals to 18 units per acre. Is this proposed PUD2016 request to increase the density per unit prohibited?

**--ELIMINATING THE PARK AND TWO OF THE AMPLE GREENSPACE AMENITIES AND REPLACING THEM WITH PARKING SPACES, CREATES DRAINAGE/RUN-OFF ISSUES.**

The proposed plan PUD-2016 states on page 1: "The elevation of the subject property ranges from approximately 1130-1160." The elevation of 57<sup>th</sup> and Braniff south, beginning with our property, ranges from 1114-1109. This explains why the proposed diagram PUD2016ParkingInfoDetentionPond1 shown above, includes a detention pond on the SW side of their property, instead of just the corner, as the PUD2016proposedFdiagram showed. This is very important to us. When we have heavy rain, the water already "runs" down 57<sup>th</sup> street, next to our property. Attachment 1 shows how the water ponds at the end of 57<sup>th</sup> and on the property next to 5713 Braniff Dr. The "new" sidewalks on the west side of Braniff created the problem. The sidewalks on the west side of Braniff had to be "redone" several times, trying to prevent the water from flowing down the Braniff sidewalks and "ponding" in front of their garages and porches. The extended detention pond with drainage to the I-44 frontage road will help. Does responsibility for the maintenance, cutting and upkeep of the detention pond, to keep it up to code, need to be included in the PUD2016 document?

**--HOW WILL ELIMINATING THE PARK AND TWO OF THE AMPLE GREENSPACE AMENITIES AND REPLACING THEM WITH PARKING SPACES, IMPACT THE TREES?**



PUD1842-Overheadoftrees.pdf



PUD2016-Overheadoftrees.pdf

The PUD1842 -Overheadoftrees file above, shows the tree coverage as of Sep 2021. Our property is circled in red. We share this file to help show how the trees around us are being removed. PUD2016-Overheadoftrees shows how the tree coverage has been removed. We are concerned that the "extended" detention pond will remove what we have left, when we look in our backyard. Will it be a repeat of what the Department of Transportation has done to the view that we now see when we look out the front door. (See Attachment 2) How will the tree and greenspace removal affect the urban wildlife?

**ACCESS REGULATIONS.** The existing PUD 1342 states that access shall be taken from the I-44 Service Road but the existing PUD-1342 also states that the maximum number of permitted drives shall be 4 vehicular drives, to include One Boulevard Entrance. A Boulevard Entrance is defined as an entrance into the development with a dual road separated by a landscape median. The proposed PUD 2016 eliminates the Boulevard Entrance. The proposed PUD 2016 states that access shall be taken from the E-I-44 Service Road. With the increased population and one entry and exit, we need a traffic study before the final determination is made on this PUD-2016 request.

**SANITARY SEWER AND WATER.** Our homes were built in 1959-1964. Will there be an impact to us from the increased numbers that PUD-2016 is proposing? Are impact studies needed, before approval is given?

**CONCEPT.** The existing PUD 1842 includes ideas that make it a “**unique**” proposed development. The existing plan shows a desire to develop the site in a way that compliments the surrounding area. The existing plan includes a combination of single-family housing, row houses, townhomes and apartments. The existing plan states that the developer **will** provide a park, ample greenspace amenities to include a clubhouse and a large pond. The existing plan includes permission for Tract 2 to be used for 19 commercial and office uses. The 19 uses include administrative offices, animal sales, business maintenance, business support services, childcare centers, Convenience Sales and Personal Services, Eating Establishments (4 types), Food and Beverage Retail Sales, Medical Services (2 types), Participant Recreation and Entertainment: Indoor, Personal Services (2 types), Repair Services and Retail Sales and Services. All included with a goal to have a positive impact on the surrounding area.

In stark contrast, the requested changes in PUD-2016 want to make changes that result in a large increase in parking spaces. The park is eliminated and replaced with parking spaces. Two of the “ample” greenspaces and rowhouses are eliminated and replaced with parking spaces. The Boulevard is eliminated and replaced with parking spaces and more apartments. The 19 Commercial and Office Uses are eliminated. The townhouses are replaced with parking spaces and more apartments. The proposed change now states: “The greenspace amenities **may** include a clubhouse, pool, walking trails and gathering spaces. At least the request for a changed plan no longer calls the development “**unique**”. It has the feel and looks of an apartment complex.

\*Apartment = multi-family residential

\*\*Tract 2 (PUD-2016) = Tract B(PUD-1842)





Run-off water ponds on west side of 57<sup>th</sup> and Braniff (Sep 2018)



Water ponds south of 5713 Braniff Dr (Sep 2018)



Looking out of our front door. The top picture is dated Aug 2020. The bottom picture is dated June 2023.





How will the “treeline” behind our properties, look, after the proposed PUD2016 changes are implemented?

Attachment 2

## Johnson, Thad A

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**From:** Johnson, Thad A  
**Sent:** Thursday, May 30, 2024 1:28 PM  
**To:** Johnson, Thad A  
**Subject:** FW: PUD 1842

**From:** Jackie Jordan <[secondwindrecovery@yahoo.com](mailto:secondwindrecovery@yahoo.com)>  
**Sent:** Thursday, May 30, 2024 12:11 PM  
**To:** Davis, Benjamin E <[benjamin.davis@okc.gov](mailto:benjamin.davis@okc.gov)>  
**Subject:** PUD 1842

You don't often get email from [secondwindrecovery@yahoo.com](mailto:secondwindrecovery@yahoo.com). [Learn why this is important](#)

Hi Benjamin, this is Jackie Jordan, due to the fact that many of our neighbors/residents have not received adequate notice, we are requesting this meeting before the Planning Commission be rescheduled to a later date. Thank You, Jackie Jordan 405 842-2461.

## Johnson, Thad A

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**From:** Amber Clark <clarkmamber@aol.com>  
**Sent:** Tuesday, August 20, 2024 3:56 PM  
**To:** PL, Subdivision and Zoning  
**Subject:** Planning Commission Meeting 8/22/2024 at 1:30 p.m. - Opposition to Agenda IV. Public Hearings 16. PUD 2016 Rezoning Application  
**Attachments:** Opposition to PUD 2016 Corridors Project Application for Rezoning.docx

You don't often get email from clarkmamber@aol.com. [Learn why this is important](#)

To Whom It May Concern,

Please find attached my opposition to the Application by Corridor Project Partners, LLC to rezone 5900 Wildewood Drive from PUD 1842 Planned Unit Development District to PUD 2016. The Public Hearing is # 16. on the Agenda for the Planning Commission Meeting on August 22, 2024 at 1:30 p.m.

Thank you.

Amber Clark



To: The Planning Commission  
From: Amber Clark, resident of Wildewood Hills-Height Neighborhood  
Re: Agenda – August 22, 2024

IV. Public Hearings

16. (PUD2016) Application by Corridor Project Partners, LLC to rezone 5900 Wildewood Drive from PUD 1842 Planned Unit Development District to PUD 2016

I oppose the rezoning of adjacent lands to the Wildewood Hills neighborhood to allow the construction of additional 47 homes and apartment buildings comprised of 560 dwelling units. The adjacent lands comprised of approximately 42 acres will result in the transformation of our neighborhood of a low density residential neighborhood into a high density area. It will ruin the existing aesthetic attributes of our neighborhood. Also, rezoning and allowing the construction will result in the following: 1. increased traffic through our quiet neighborhood; 2. property damage from nearby construction resulting in lowering our homes property value; 3. Strain in our infrastructure such as sewage and water; 4. air quality; 5. increased density of lot surface that will cause more runoff and flooding; and 6. safety issues.

Oklahoma City is approximately the eighth largest city in land area, approximately 607 square miles, in the United States. Oklahoma City has green spaces that we should preserve. We are not crowded as cities with large populations and do not have to live in high density areas with apartment buildings in existing residential neighborhoods.

In close proximity to Wildewood Hills, there are already apartment complexes. Directly across east I-44 Highway are the Lincoln at Central Park apartments and approximately 3 miles North on the Broadway Extension are the Broadvue Apartments. These apartment complexes are within 4 miles of each other. This area does not need any more high density residential areas so closely spaced together.

I have lived in this neighborhood since 1977. A beautiful neighborhood that is located on a hill that once had beautiful scenery before the nearby rezoning of land over the years to commercial. The rezoning has chipped away at the neighborhood's prized attributes and added eye sore scenery, noise, and obstructions caused by constant construction.

Over the years, we have had the pleasure of observing and co-existing with wildlife in our green spaces, which have included horses, grazing cows, foxes, rabbits, opossums, squirrels, owls, skunks, coyotes, deer, raccoons, road runners, and our resident peacocks. The proposed rezoning will allow these new owners to disrupt the existing wildlife habitat.

Our homes were constructed of bricks and were not prefabricated homes. The developer advised that the construction of the additional 47 homes would take only approximately six months. I expect these homes will be of prefabricated materials. These additional homes would not maintain the appearance nor the character of our neighborhood.

If PUD 2016 is approved, more construction will add noise and destruction to our streets. We had been advised by the developer that construction will continue until 7:00 p.m. at night which is unacceptable and will deprive us from the enjoyment of our homes.

A separate entrance for the tenants of the proposed apartments as suggested by the developer will not guarantee that they will choose not to drive through our neighborhood. Our neighborhood is not gated nor do we want a gated community. Also, any future buyers of homes in Wildewood Hills will be detracted from the apartment building in our back yards. It will as a consequence affect our property value.

Prior to the Maps 4 initiative by Oklahoma City, we walked our neighborhoods, rode our bikes, and enjoyed our property without congestion. Due to Maps 4, Braniff drive was proclaimed a bike route although bikers could easily travel down N.E, 63<sup>rd</sup> street to Kelly or the Service Road, etc. It was a hazard and a nuisance to have several bikes as most as ten at one time travelling down our peaceful street at a high rate of speed, disturbing us and our pets. The bike route has ceased due to the construction of the nearby ramp near I-44 East. Maps 4 also included the addition of sidewalks on one side of our streets. Unfortunately, it was my side of the street. Due to this construction, the property value of our homes deteriorated. The sidewalks destroyed our lawns, and (me) personally a beautiful elm tree has suffered and is slowly dying due to the construction. In addition, the construction of the sidewalks were poorly done. Oklahoma City was notified of the poor construction and was advised that it would be rectified but it was not.

Construction of the addition of the ramp highway to I-44 East brought large trucks that travelled down Braniff and ruined our streets although there was a service road and roads near the highway that they should have used. They continued to travel down our residential street ruining the street and leaving debris in the roads in addition to violating our quiet enjoyment of our property.

The residents of Wildewood Hills have been affected by unilateral decisions by those who do not reside in our neighborhood to our detriment. I am requesting that Wildewood Hills be preserved as a low density residential neighborhood. There was no mistake made when the neighborhood was originally zoned. There is sufficient land in Oklahoma City for high density residential use. The fact that the applicant wants to develop a specific piece of property is not enough to justify a zone change. The rezoning and construction would interfere in our enjoyment of our homes and will not adhere to the initial master plan of our neighborhood.

I request that the rezoning of the land adjacent to Wildewood Hills and construction be denied.

Patricia Hawkins  
331 N. E. 59<sup>th</sup> Street  
Oklahoma City, Oklahoma 73105  
[Phawkinscmc@aol.com](mailto:Phawkinscmc@aol.com)

Oklahoma City Planning Commission

August 20, 2024

Reference PUD 2016

I am writing to express my opposition to the Planned Unit Development (PUD-2016) The Corridor Project 5900 Wildewood Drive.

I am a home owner in the Wildewood Hills Addition and have lived at my present residence since 1968. It is the home where I raised my two children, played with my grandchildren, and now ageing in place.

The Master Design Statement for the Corridor Project at 5900 Wildewood Drive will not compliment the existing neighborhood, but will create a burden for families like myself who share a culture of belongingness and reliance upon each other. I have known many of my neighbors for more than five decades and we are a model of what defines a community.

As you have heard from numerous neighbors and testimonies, this is not new to Wildewood Hills/Wildewood Heights subdivisions. A review of the past will show that we are not against having new neighbors, we would just like to have good neighbors. Over the past years, owners of the proposed development have not been shown to meet minimal criteria for such. I would like to share with you just two of the most recent threats that no family should encounter in the safety of their home.

Over the last five years, our neighborhood has become a feeding ground from dusk to dawn for skunks, opossums, raccoons and coyotes. This invasion not only endangers our comfort and repose; it is a health and safety concern in that all of these critters are carriers of the virus that causes rabies. Although numerous complaints have been made at the city, county, state and federal levels, the property owners have been able to navigate around public nuisance wildlife laws outlining their responsibility to trap and remove the animals. The U.S. Department of Agriculture assisted me in identifying the problem and possible solutions for dealing with just the skunks by trapping and removing skunks in my back yard; directing me to the agencies designated to deal with property owners; and how the problem would be alleviated.

Now, and over the extremely hot summers, we cannot take advantage of cooler evenings on our porches or patios, or walks around the block. Leaving and entering home after dark puts one at risk of walking upon a skunk. Personally, I am not comfortable entertaining

family and friends after dark. Additionally, this poses serious concerns for older and/or disabled residents needing the assistance of in-home caregivers.

The property directly across from my home, from NE 59<sup>th</sup> to I-44, covers a sizable amount of land that has not been maintained for many, many years. Not only does it house the dens of the critters that search for food by night, it is also a tremendous fire danger, consisting of overgrown grasses and weeds and fallen trees from ice and wind storms. A fire from a lightning strike or car spark constitutes uncontrollable risks for lives and property for the entire subdivision.

I am aware that the Planning Commission will hear other homeowners' concerns related to the proposed Corridor Project, thus I will not repeat them. However, as an advocate for older adults, I must remind planners that NE Oklahoma City is described as a food desert in terms of available and accessible food markets. This along with the lack of resources for seniors does not make this a sustainable place for older adults. I also hope that the Commission will consider the exclusionary impact of building a subdivision within a subdivision, resulting from permitted use 8250.3. This will further reinforce exclusion and segregation in our city.

Thank you for allowing me to participate in this discussion and I am hopeful that planners and the Commission will be guided by the principles of equity in zoning to undo the unfairness woven into planning practices.

Patricia Hawkins