

## Liggins, Curtis D

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**From:** larry kunz <soonerkunz@cox.net>  
**Sent:** Monday, July 3, 2023 7:55 AM  
**To:** Liggins, Curtis D; DS, Subdivision and Zoning; janispowers  
**Subject:** SPUD 43rd & Francis

July 3, 2023

Larry & Maria Kunz

831 NW 43rd Street

Oklahoma City, OK 73118

Curtis Liggins

Zoning Division

Oklahoma City, Oklahoma

Our names are Maria and Larry Kunz. We live at 831 NW 43<sup>rd</sup> Street in Oklahoma City. We built our home in 2020 in a Craftsman style that fits in with the historical feel of the neighborhood.

We are writing this letter in opposition to the planned Special Planned Unit Development (SPUD) at the corner of NW 43<sup>rd</sup> and Francis Avenue. We attended a neighborhood meeting with the developer and his attorney and some of the details were provided by the developer's attorney.

There are several points that we will discuss but all the points come back to one thing: density. We would like to point out the negative aspects of this plan along with suggested changes that could mitigate the negative impacts. The primary issues that cause us concern include:

- Proposed density
- Resulting amount of on-street parking
- Resulting impact on traffic and pedestrian safety
- Impact of a trash dumpster on the proposed development and surrounding homes
- Negative impact on the quality and character of the neighborhood

The two lots that are at the center of this development are currently zoned R-4. This allows for up to four units per lot. The proposed development appears to be requesting at least eight variances related to density, building heights, property setbacks, and parking. This is a large number of variances for one development.

Under the current guidelines, the maximum number of units allowed is a total of eight units on both existing lots. The most current plan that we have seen calls for nine rental units. There is a lack of clarity as to the number of one- and two-bedroom townhomes with one- and two-car garages respectively. Based on the most recent proposal, nine units on these two parcels would require a variance related to the number of parking spaces.

With the proposed density, some units will have a one-car garage while others will have a two-car garage. If any single apartment is occupied by more than one person, they will most likely have two vehicles. To the extent that the number of vehicles exceeds the number of garage spaces, this would force people to park on the street. Given the number of one-car garages, this would require a variance.

Many people walk through the neighborhood. Track runners from Bishop McGuinness run through the neighborhood. Parents and grandparents (like us) walk with their children and grandchildren. This neighborhood has no sidewalks. As such, everyone is forced to walk in the street on 43<sup>rd</sup> Street, Francis, and 42<sup>nd</sup> Street. Additional street parking would increase the risk to all pedestrians.

Given the proposed height and density, this would negatively impact surrounding homes. This would require a variance as the property touches a historical district.

The plan calls for reduced setbacks from the property lines. The required setback for a corner side yard is a minimum of 15 feet. This proposal specifies a 5-foot set-back. The interior side yard requirement is a minimum of 5-feet. This proposal specifies a 3-foot setback. The required front yard size is 25-feet. This proposal specifies a 20-foot yard. All of these setbacks would require variances. These much- reduced setbacks would be out of character with the rest of the neighborhood as the other properties in this neighborhood have followed the guidelines.

The proposal calls for a commercial dumpster to be located somewhere on the property. A commercial dumpster will adversely impact the immediate adjacent neighbors.

For all of the reasons stated above, we oppose the planned development as presented. We do not want to set a precedent of so many variances that is changes the character of the neighborhood. We understand the need for multi-family housing. We would suggest that whatever development that results from this SPUD be in compliance with existing zoning requirements including existing density, parking, and height, requirements, and does not change the character of the neighborhood.

Sincerely

Larry & Maria Kunz