ADDENDUM

TO THE CITY COUNCIL AGENDA

City Hall – Midwest City Council Chambers, 100 N. Midwest Boulevard

JANUARY 25, 2022 – 6:00 PM

D. DISCUSSION ITEMS.

9. (PC-2099) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from C-3, Community Commercial and R-6, Single Family Residential to PUD, Planned Unit Development, governed by the R-MD, Medium Density Residential and a resolution to amend the Comprehensive Plan from LDR, Low Density Residential, and OR, Office Retail, to MDR, Medium Density Residential, for the property described as a part of the SW/4 of Section 34, T-12-N, R-2-W, located at 2905 and 2913 N. Glenhaven Drive and 198 and 208 Marlow Drive. (Community Development - B. Harless)

10. Discussion and consideration for adoption, including any possible amendment of, the American Recovery Plan Act list of projects and projected costs of $9,858,239 (T. Lyon - CM Office).

The City of
MIDWEST CITY
COMMUNITY DEVELOPMENT DEPARTMENT

Billy D. Harless, Community Development Director

TO : Mayor and City Council

FROM : Billy D. Harless, Director

DATE : January 24, 2022

SUBJECT : **(PC-2099) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from C-3, Community Commercial and R-6, Single Family Residential to PUD, Planned Unit Development, governed by the R-MD, Medium Density Residential and a resolution to amend the Comprehensive Plan from LDR, Low Density Residential, and OR, Office Retail, to MDR, Medium Density Residential, for the property described as a part of the SW/4 of Section 34, T-12-N, R-2-W, located at 2905 and 2913 N. Glenhaven Drive and 198 and 208 Marlow Drive.**

Attached please find additional materials submitted by the applicant for PC-2099.

From: Billy Harless
To: Billy Harless
Date: 1/24/2022 9:25 AM
Subject: Fwd: Glenhaven
Attachments: Sanitary Sewer Study Preliminary Calcs_Glenhaven_20220120.pdf; Prelim Sewer Study_City Atlas_Exh.pdf; GlenhavenSitePUD_Siteplan_Sewer Calc Exh.pdf

>>> Mark Grubbs <mark.grubbs@gc-okc.com> 1/20/2022 7:00 PM >>>
Brandon-

I have attached preliminary sanitary sewer calculations for the existing 8" sanitary sewer line downstream of NE corner of development. See attached City atlas exhibit indicating line location. Calculations assume that the existing north multifamily building and existing 4 adjacent houses plus all of proposed Glenhaven development (Minus 4 duplex and 4 SF Lots) will be tying into this line. 4 duplex and 4 SF lots were all I could safely assume would be able to tie into line to south. See attached site plan exhibit. Attached preliminary sewer calculations clearly indicate that there is more than adequate capacity in the sanitary sewer line to handle the additional load. Please let me know if you have questions or need additional information.

Thank you,

Mark C. Grubbs, P.E.
Grubbs Consulting, LLC
Civil Engineering & Land Planning
1800 S. Sara Road
Yukon, OK 73099
Phone: (405) 265-0641 ext. 101
Fax: (405) 265-0649
mark.grubbs@gc-okc.com<mailto:mark.grubbs@gc-okc.com>

NOTE: We have moved! Please note our new office address.

EXISTING

APARTMENT COMPLEX UNITS (12) + SF (4)	16
PEOPLE PER UNIT	3
DAILY USAGE (GAL/PERSON/DAY)	65
WASTEWATER ESTIMATE	0.75
PEAK FACTOR	3.1
TOTAL (GPD)	7,254.00
TOTAL (MGPD)	0.01

PROPOSED

HOUSES/DUPLEX (UNITS)	57
PEOPLE PER UNIT	3
DAILY USAGE (GAL/PERSON/DAY)	65
WASTEWATER ESTIMATE	0.75
PEAK FACTOR	3.1
TOTAL (GPD)	25,842.38
TOTAL (MGPD)	0.03

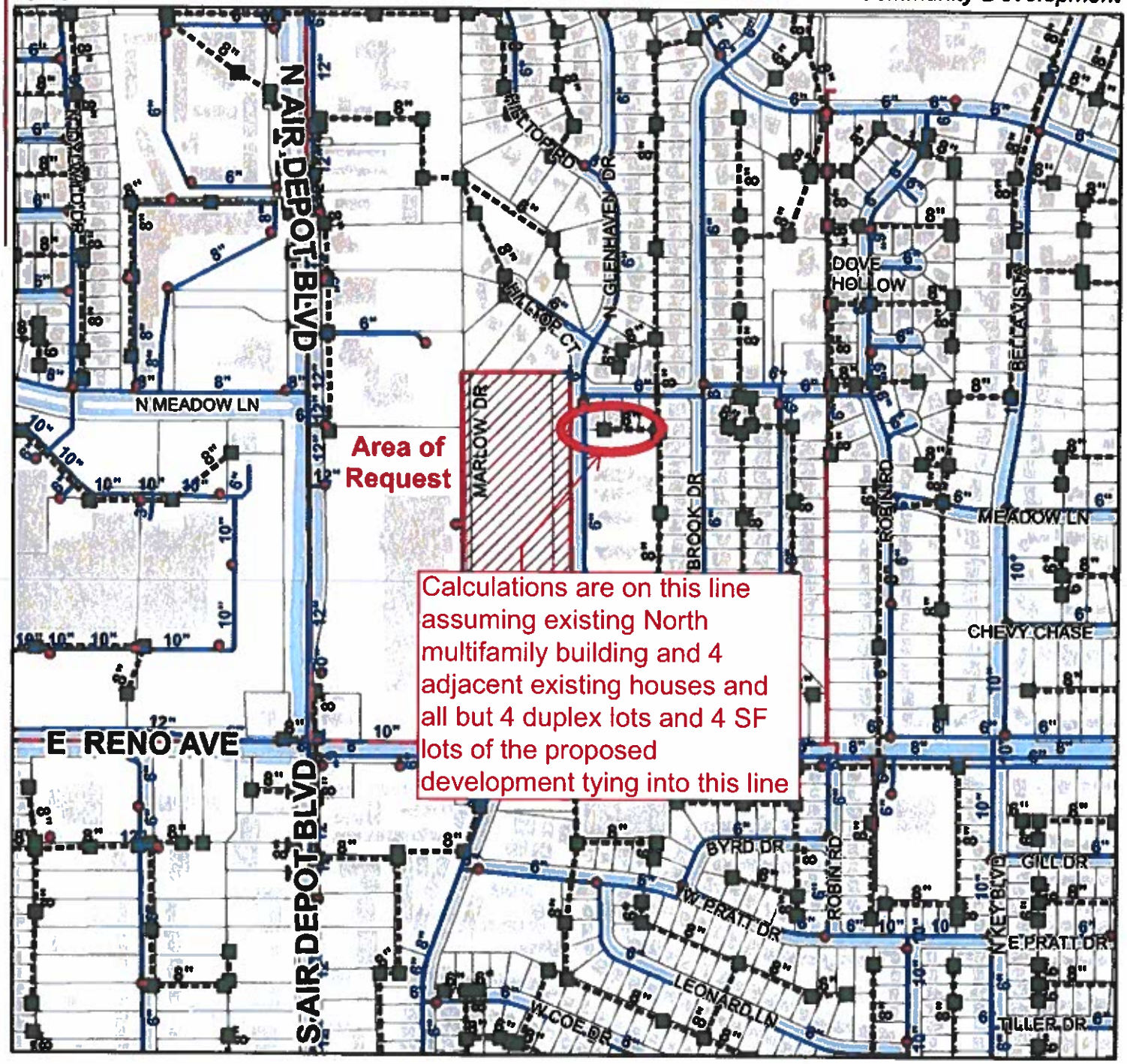
EXISTING FLOW (MGPD)	0.01
PROPOSED FLOW (MGPD)	0.03
TOTAL	0.03

PIPE CAPACITY (MGD)

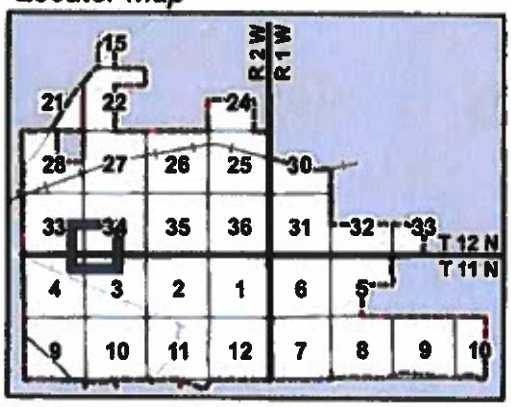
8" @ 0.40%	0.65

MIDWEST CITY
Where the Spirit Flies High

Community Development



Locator Map



Water/Sewer Legend

- Fire Hydrants

Water Lines

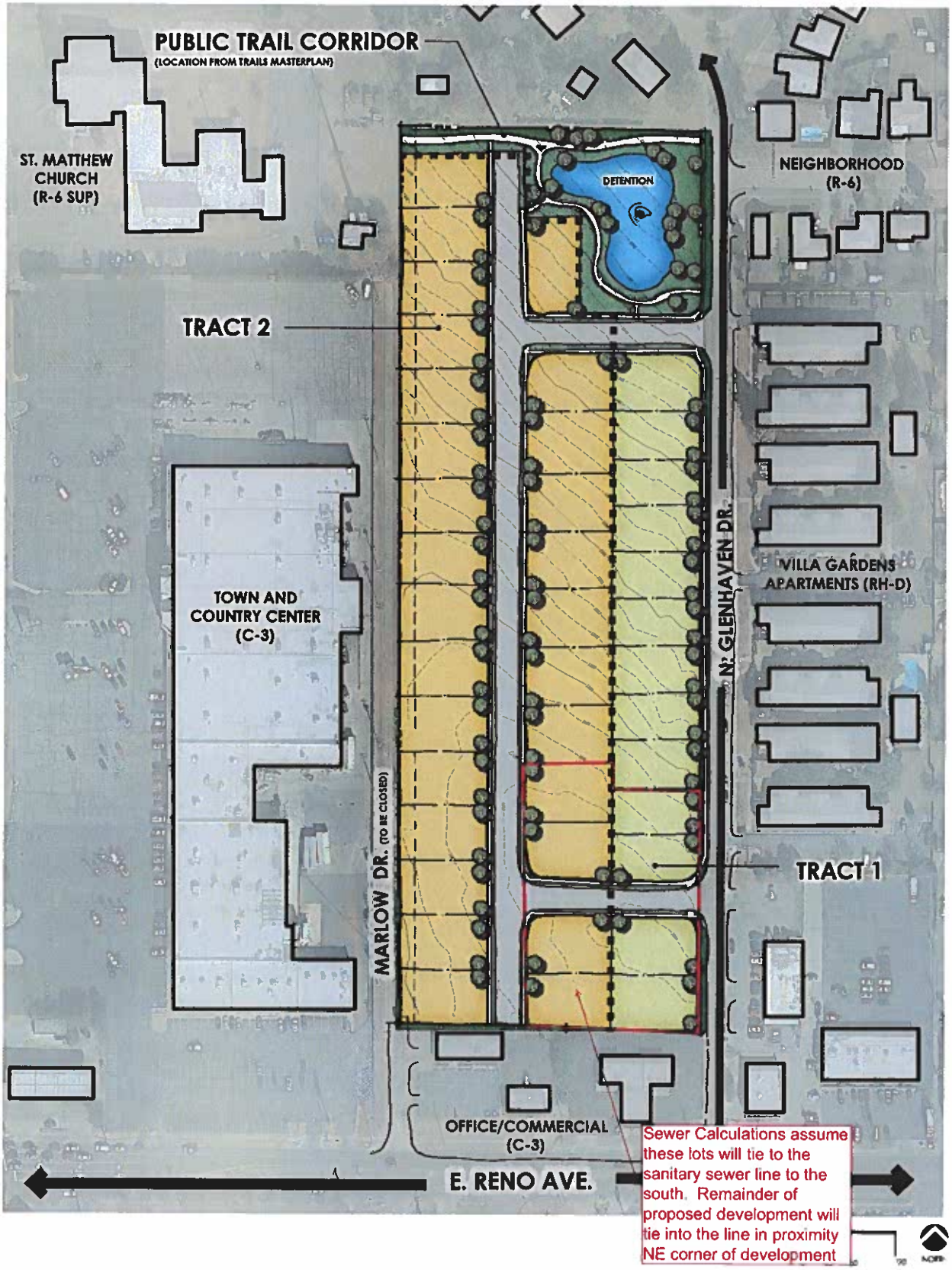
- Distribution
- Well
- OKC Cross Country
- Sooner Utilities
- Thunderbird
- Unknown

- Sewer Manholes
- Sewer Lines

WATER/SEWER LINE LOCATION MAP FOR PC-2099 (SW/4, Sec. 34, T12N, R2W)

0 500 1,000 Feet

1 inch = 500 feet



PUD MASTERPLAN

E. Reno Ave. and N Glenhaven Dr.

Project #21072 9/24/2021

Tanner Consulting LLC
LANDSCAPE ARCHITECTURE | LAND PLANNING
CIVIL ENGINEERING | LAND SURVEYING
5323 SOUTH LEWIS AVENUE, TULSA OKLAHOMA 74105-6339

From: Brandon Bundy
To: Harless, Billy
Date: 1/24/2022 9:24 AM
Subject: Fwd: RE: Glenhaven
Attachments: Sanitary Sewer Study Preliminary Calcs_Glenhaven_REV 20220121.pdf

Corrected sewer calcs Friday 8:59 AM

Brandon Bundy, PE
Community Development City Engineer
Community Development Department
City of Midwest City, OK
100 N Midwest Blvd. 73110
405-739-1213

>>> Mark Grubbs <mark.grubbs@gc-okc.com> 1/21/2022 8:59 AM >>>

Mark C. Grubbs, P.E.
Grubbs Consulting, LLC
Civil Engineering & Land Planning
1800 S. Sara Road
Yukon, OK 73099
Phone: (405) 265-0641 ext. 101
Fax: (405) 265-0649
mark.grubbs@gc-okc.com

NOTE: We have moved! Please note our new office address.

-----Original Message-----
From: Brandon Bundy <BBundy@MidwestCityOK.org>
Sent: Friday, January 21, 2022 8:52 AM
To: Mark Grubbs <mark.grubbs@gc-okc.com>
Cc: Justin Madison <JMadison@MidwestCityOK.org>
Subject: Re: Glenhaven

Mark,

Thank you for the calculations. Our line foreman noticed that 65 gpd is on the low end of most estiamtes. Can you re-run your calculations based on 120 gpd per person?

Brandon Bundy, PE
Community Development City Engineer

EXISTING

APARTMENT COMPLEX UNITS (12) + SF (4)	16
PEOPLE PER UNIT	3
DAILY USAGE (GAL/PERSON/DAY)	120
WASTEWATER ESTIMATE	0.75
PEAK FACTOR	3.1
TOTAL (GPD)	13,392.00
TOTAL (MGPD)	0.01

PROPOSED

HOUSES/DUPLEX (UNITS)	57
PEOPLE PER UNIT	3
DAILY USAGE (GAL/PERSON/DAY)	120
WASTEWATER ESTIMATE	0.75
PEAK FACTOR	3.1
TOTAL (GPD)	47,709.00
TOTAL (MGPD)	0.05

EXISTING FLOW (MGPD)	0.01
PROPOSED FLOW (MGPD)	0.05
TOTAL	0.06

PIPE CAPACITY (MGD)

8" @ 0.40%	0.65

From: Brandon Bundy
To: Harless, Billy
Date: 1/24/2022 9:23 AM
Subject: Fwd: Glenhaven Traffic Impact Memo
Attachments: The Glenhave Site Traffic Impact Memo.pdf

Thursday @ 3:37 pm

Brandon Bundy, PE
Community Development City Engineer
Community Development Department
City of Midwest City, OK
100 N Midwest Blvd. 73110
405-739-1213

>>> Mark Grubbs <mark.grubbs@gc-okc.com> 1/20/2022 3:37 PM >>>
Brandon-

Please see the above attached for your review per our phone conversation. Also per our phone conversation the applicant will agree to tie the detention pond outlet into the underground storm sewer approximately 230 LF to the north. I will be getting you the requested sanitary sewer capacity calculations by tomorrow.

Thank you,

Mark C. Grubbs, P.E.
Grubbs Consulting, LLC
Civil Engineering & Land Planning
1800 S. Sara Road
Yukon, OK 73099
Phone: (405) 265-0641 ext. 101
Fax: (405) 265-0649
mark.grubbs@gc-okc.com<mailto:mark.grubbs@gc-okc.com>

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MEMORANDUM

January 18, 2022

TO: Mark C. Grubbs, P.E.
Grubbs Consulting, LLC

FROM: Todd E. Butler, P.E., PTOE

SUBJECT: Glenhaven Residential Development
Traffic Impact Review

LOCATION: Reno Avenue and Glenhaven Drive,
Midwest City, Oklahoma

INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained to conduct a traffic impact review on the proposed Glenhaven Residential Development. The proposed development is located north of Reno Avenue, along the west side of Glenhaven Drive in Midwest City, Oklahoma as shown in **Figure 1** in **Attachment A**.

The proposed residential development is proposed to include 13 single family residential lots and 56 duplex units. Access to the development is proposed via two full-access driveways on Glenhaven Drive. Glenhaven Drive is a two-lane north/south collector street with a posted speed limit of 25 mph and has an approximate average daily traffic (ADT) of 1,300 vehicles per day (vpd). Glenhaven Drive intersects with Reno Avenue south of the development site and Crest Foods store south of Reno Avenue. Reno Avenue is a four-lane arterial with a posted speed limit of 35 mph and has an approximate average daily traffic (ADT) of 20,500 vpd. The intersection of Reno Avenue and Glenhaven Drive is currently signalized with dedicated eastbound and westbound left-turn lanes.

TRAFFIC DATA

Existing turning movement traffic volume data was collected at the intersection of Reno Avenue and Glenhaven Drive in January 2022. The raw traffic volume data, included in **Attachment B** was used to develop the 2030 future background traffic by applying an average annual growth rate (AGR) of 1%. The AGR was determined by reviewing the available historical traffic data at locations east and west of Glenhaven Drive along Reno Avenue.

SITE GENERATED TRAFFIC

To determine the effects a new development will have on an existing street system, the new or additional traffic must be projected. The latest edition of the *Trip Generation Manual*, published

by the Institute of Transportation Engineers, was used to determine the amount of traffic the development is expected to generate. The report is a nationally accepted reference which provides trip rates for determining the traffic expected to be generated by different land use types. Available information was utilized regarding the anticipated land use to determine the site generated traffic. The *Single-Family Detached Housing and Single-Family Attached Housing* land use categories were selected as the most applicable to determine the trip generation of the proposed development. The resulting traffic volumes projected to be generated by the proposed development once completed are indicated in **Table 1**.

TABLE 1

PROJECTED SITE GENERATED TRAFFIC VOLUMES
Glenhaven Residential Development

Area	Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Average Weekday Vehicle Trip Ends			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Volume (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Volume (vph)	
				Per Day	Per Peak Hour of Adjacent Street Traffic									
					One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
				(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Single Family Lots	Trip Rate[1]		(Dwelling Units)	11.88	0.90	1.12								
	Single-Family Detached Housing	210	13	154	12	15	0.26	0.74	3	9	0.63	0.37	10	5
Duplex Units	Trip Rate[1]		(Dwelling Units)	7.20	0.48	0.57								
	Single-Family Attached Housing	215	56	403	27	32	0.31	0.69	8	19	0.57	0.43	18	14
	TOTAL			557	39	47			11	28			28	19

[1] Trip Rates from "TRIP GENERATION MANUAL", 11th Ed., Institute of Transportation Engineers

The proposed development would be expected to generate 557 vehicle trips per day with 39 trips occurring during the a.m. peak hour and 47 trips occurring during the p.m. peak hour.

FUTURE TRAFFIC

The traffic expected to be generated by the proposed development was then distributed among the eastbound and westbound movements at the intersection of Reno Avenue and Glenhaven Drive and added to the 2030 future background traffic. The 2030 future total traffic was used to conduct the traffic impact review. The traffic data is summarized in **Figure 2**.

CAPACITY ANALYSIS

The capacity analyses were conducted using *Synchro 11*, which is a software package for modeling and optimizing traffic signal timings at signalized intersections and analyzing unsignalized intersections in accordance with the methodology of the latest edition of the *Highway Capacity Manual.* The *Highway Capacity Manual* is published by the Transportation Research Board of the National Research Council, Washington, D.C. The information has been widely accepted throughout the U.S. as a guide for defining and solving transportation

challenges. The information is approved and distributed by the U.S. Department of Transportation, Federal Highway Administration. The average control delay for signalized intersections is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The level-of-service for this type of traffic control is directly related to the control delay value. The criteria for stop controlled or unsignalized intersections have different threshold values than do those for signalized intersections. A higher level of control delay has been determined to be acceptable at a signalized intersection for the same level-of-service. The level-of-service criteria are summarized in **Table 2**. An overall intersection level-of-service "D" or better is considered acceptable for the intersection operations.

TABLE 2

Level-of-Service Criteria

Level of Service	Average Delay (seconds/vehicle)		Traffic Condition
	Unsignalized	Signalized	
A	≤10	≤10	Free Flow
B	> 10 - 15	> 10 - 20	Stable Flow (slight delays)
C	> 15 - 25	> 20 - 35	Stable Flow (acceptable delays)
D	> 25 - 35	> 35 - 55	Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 35 - 50	> 55 - 80	Unstable Flow (intolerable delay)
F	> 50	> 80	Forced Flow (congested and queues fail to clear)

Capacity analyses were conducted for the a.m. and p.m. peak hours at the intersection of Reno Avenue and Glenhaven Drive under the 2030 future traffic conditions. The 2030 future background traffic conditions did not include the new development traffic and the 2030 future total traffic conditions included the new development traffic. All analyses were conducted utilizing the existing street and traffic signal conditions for the intersection. The results of the capacity analyses conducted are summarized in **Table 3** and the raw analysis data sheets have been included in **Attachment C**.

TABLE 3.

CAPACITY ANALYSIS SUMMARY

Intersection	Type of Traffic Control	AM Peak Hour					PM Peak Hour				
		Critical Approach			Intersection		Critical Approach			Intersection	
		Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2030 Future Background Traffic Conditions											
Reno Ave and Glenhaven Dr	Signalized	WB	43.2	D	37.0	D	EB	45.5	D	37.2	D
2030 Future Total Traffic (Background Traffic + Future Site Traffic)											
Reno Ave and Glenhaven Dr	Signalized	WB	43.5	D	36.8	D	EB	45.7	D	37.9	D

SUMMARY

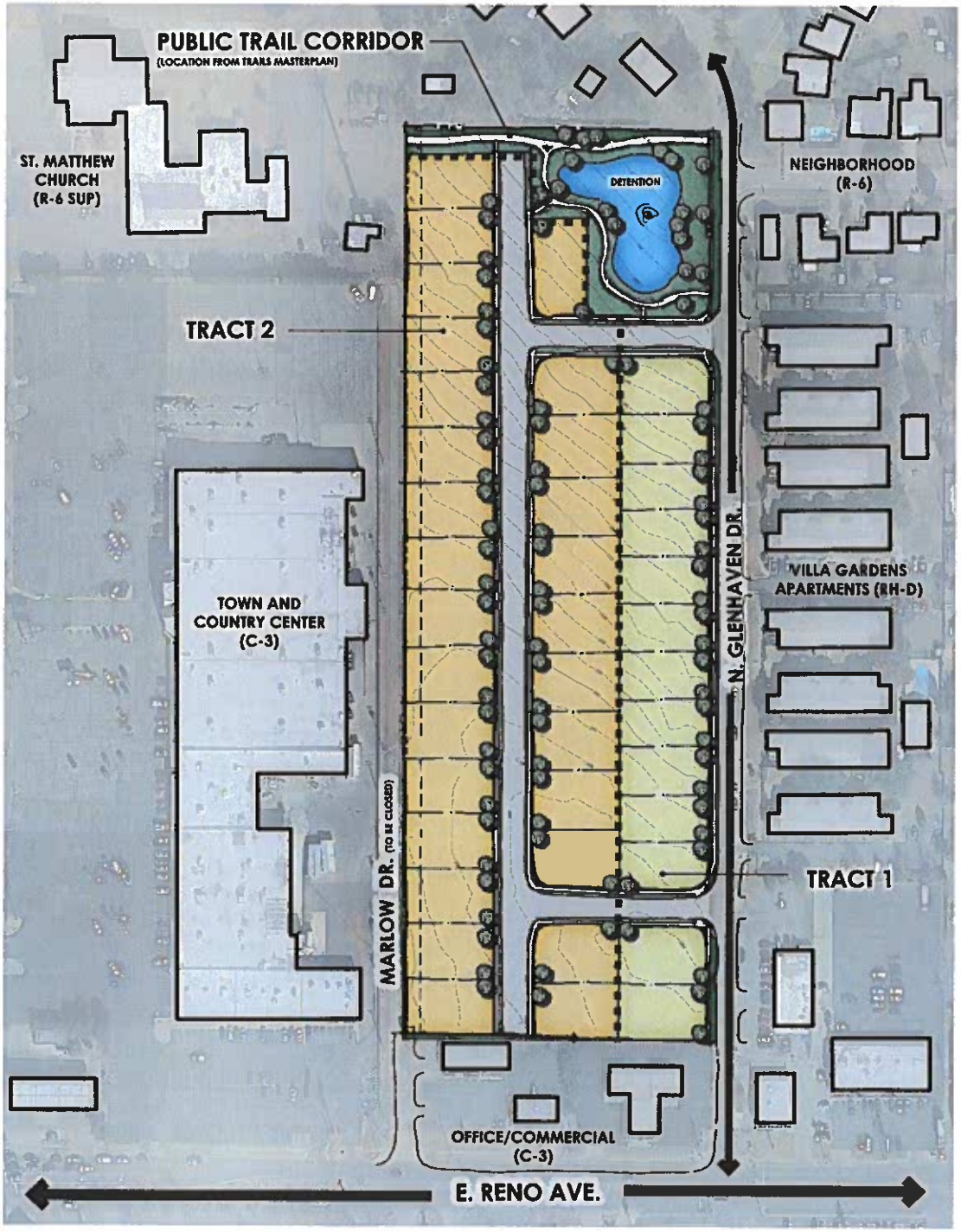
Traffic Engineering Consultants, Inc. (TEC) was retained to conduct a traffic impact review on the proposed Glenhaven Residential Development. The proposed development is located north of Reno Avenue, along the west side of Glenhaven Drive in Midwest City, Oklahoma. The new residential development is proposed to include 13 single family residential lots and 56 duplex units. The traffic impact review provides a comparison of the traffic operations of the nearby signalized intersection of Reno Avenue and Glenhaven Drive under the 2030 future traffic conditions, with and without the traffic projected to be generated by the new development.

The results of the intersection capacity analyses conducted indicate that due to the low amount of traffic projected to be generated by the new development, no appreciable differences in the operations of the intersection are expected to occur. The current level-of-service of the intersection is expected to be maintained after the completion of the development.

Should you have any question or require additional information regarding these findings, please contact me.

ATTACHMENT A

FIGURES



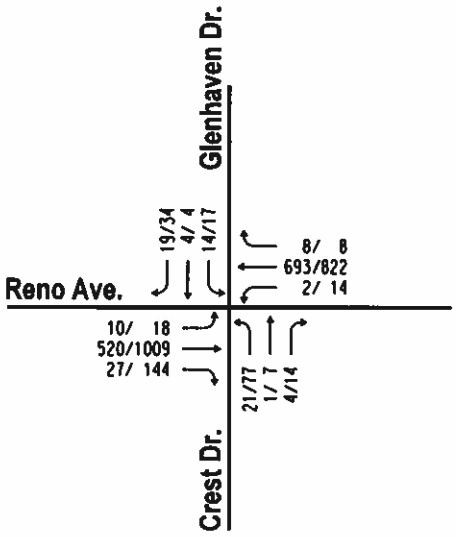
Proposed Residential Development
Tract 1 - 13 Single Family Residential
Tract 2 - 56 Duplex Units

PUD MASTERPLAN
E. Reno Ave. and N Glenhaven Dr.
Project #21073
9/24/2021

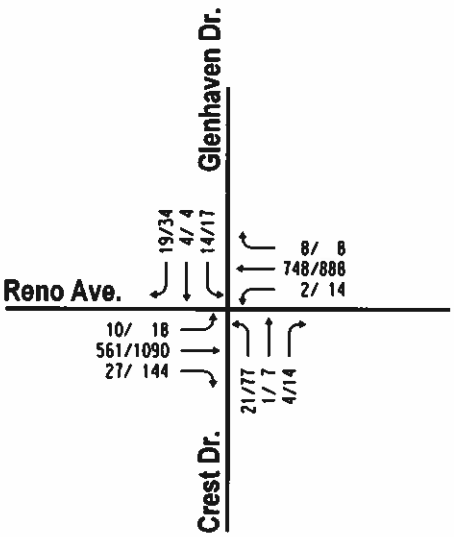
Tanner Consulting LLC
5323 SOUTH LEWIS AVENUE, TULSA OKLAHOMA 74105-6539

FIGURE 1. Glenhaven Development Site Plan

TEC
A CLEAR DIRECTION

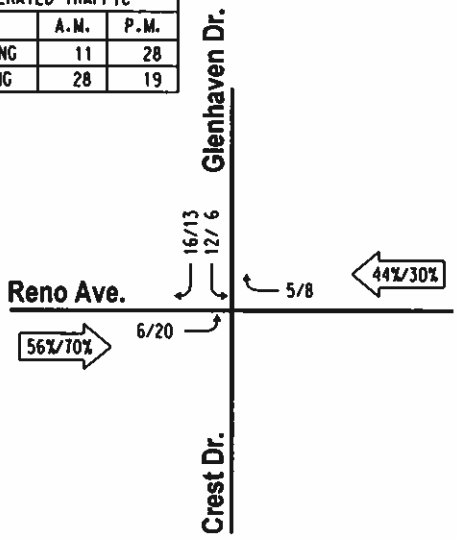


2022 Raw Traffic

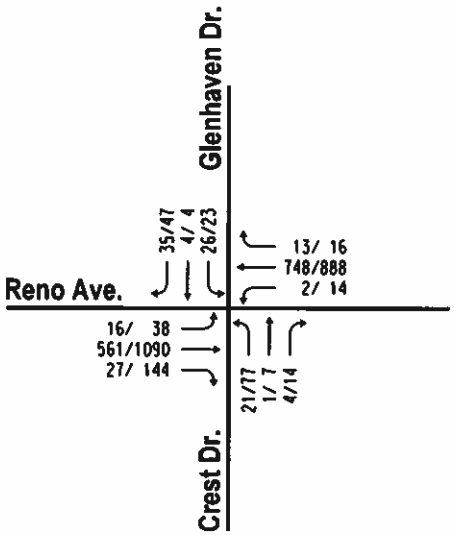


2030 Future Background Traffic
(Applied 1% AGR)

PROJECTED SITE GENERATED TRAFFIC		
	A.M.	P.M.
ENTERING	11	28
EXITING	28	19



Projected Distribution of
Site Generated Traffic



2030 Future Total Traffic

LEGEND
XXX/XXX — P.M. PEAK HOUR; A.M. PEAK HOUR
XX%/XX% PEAK HOUR % DIST.

FIGURE 2. Traffic Data

1/18/2022 G:\0#Projects\T-294 Glenhaven Site- Midwest City, OK\CAD\FIG 2.dgn

TEC
A CLEAR DIRECTION

ATTACHMENT B

TRAFFIC DATA

Reno Ave. & Glenhaven Dr. - TMC
Mon Jan 10, 2022
Full Length (2 PM-2 PM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 914536, Location: 35.464092, -97.402912

Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg	North					East					South					West					
Direction	Southbound					Westbound					Northbound					Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2022-01-10 2:00PM	4	0	2	0	6	4	148	4	0	156	1	0	8	0	9	25	172	3	0	200	371
2:15PM	5	1	3	0	9	3	165	2	0	170	5	1	13	0	19	15	175	4	0	194	392
2:30PM	5	0	4	0	9	1	153	1	0	155	5	1	12	0	18	19	197	3	0	219	401
2:45PM	2	0	1	0	3	2	180	0	0	182	3	0	7	0	10	21	193	3	0	217	412
Hourly Total	16	1	10	0	27	10	646	7	0	663	14	2	40	0	56	80	737	13	0	830	1576
3:00PM	2	1	3	0	6	4	185	2	0	191	3	3	15	0	21	22	201	2	0	225	443
3:15PM	2	1	6	0	9	4	218	1	0	223	3	0	16	0	19	22	219	3	1	245	496
3:30PM	5	0	4	0	9	3	227	2	0	232	1	2	20	0	23	24	214	5	0	243	507
3:45PM	8	1	1	0	10	6	224	3	0	233	2	1	10	0	13	34	221	6	0	261	517
Hourly Total	17	3	14	0	34	17	854	8	0	879	9	6	61	0	76	102	855	16	1	974	1963
4:00PM	8	1	6	0	15	1	177	1	0	179	3	1	12	0	16	29	194	4	0	227	437
4:15PM	7	0	7	0	14	2	184	2	0	188	3	2	14	0	19	29	229	3	0	261	482
4:30PM	8	1	3	0	12	0	199	6	0	205	3	1	16	0	20	27	252	2	0	281	518
4:45PM	13	2	5	0	20	5	227	3	0	235	5	2	15	0	22	37	259	5	0	301	578
Hourly Total	36	4	21	0	61	8	787	12	0	807	14	6	57	0	77	122	934	14	0	1070	2015
5:00PM	5	1	8	0	14	0	195	3	0	198	2	3	27	0	32	37	247	6	0	290	534
5:15PM	8	0	1	0	9	3	201	2	0	206	4	1	19	0	24	43	251	5	0	299	538
5:30PM	10	1	6	0	17	1	189	2	0	192	6	4	16	0	26	28	238	1	0	267	502
5:45PM	2	0	3	0	5	4	179	2	0	185	2	2	21	0	25	41	222	8	0	271	486
Hourly Total	25	2	18	0	45	8	764	9	0	781	14	10	83	0	107	149	958	20	0	1127	2060
6:00PM	5	1	2	0	8	5	153	2	0	160	2	0	23	0	25	26	207	3	0	236	429
6:15PM	3	1	1	0	5	3	141	3	0	147	4	2	10	0	16	29	178	3	0	210	378
6:30PM	1	0	0	0	1	2	129	3	0	134	1	0	16	0	17	22	137	1	0	160	312
6:45PM	4	1	2	0	7	2	117	0	0	119	1	1	15	0	17	23	129	2	0	154	297
Hourly Total	13	3	5	0	21	12	540	8	0	560	8	3	64	0	75	100	651	9	0	760	1416
7:00PM	2	0	0	0	2	1	114	3	0	118	0	1	7	0	8	20	111	0	0	131	259
7:15PM	1	0	4	0	5	0	100	1	0	101	0	0	4	0	4	13	120	0	0	133	243
7:30PM	2	0	0	0	2	4	94	1	0	99	1	1	8	0	10	18	109	1	0	128	239
7:45PM	1	0	1	0	2	0	89	1	0	90	2	0	6	0	8	15	114	2	0	131	231
Hourly Total	6	0	5	0	11	5	397	6	0	408	3	2	25	0	30	66	454	3	0	523	972
8:00PM	0	1	0	0	1	1	79	0	0	80	0	0	9	0	9	7	78	2	0	87	177
8:15PM	4	0	0	0	4	0	67	1	0	68	0	1	7	0	8	16	67	3	0	86	166
8:30PM	1	2	1	0	4	2	54	0	0	56	1	0	2	0	3	8	70	0	0	78	141
8:45PM	1	2	1	0	4	2	59	0	0	61	0	0	8	0	8	7	71	0	0	78	151
Hourly Total	6	5	2	0	13	5	259	1	0	265	1	1	26	0	28	38	286	5	0	329	635
9:00PM	0	0	0	0	0	2	46	1	0	49	2	1	3	0	6	12	70	1	0	83	138
9:15PM	0	1	0	0	1	0	47	0	0	47	0	2	6	0	8	8	52	0	0	60	116
9:30PM	4	0	0	0	4	2	52	0	0	54	0	0	2	0	2	7	43	4	0	54	114

Leg	North					East					South					West					
Direction	Southbound					Westbound					Northbound					Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
9:45PM	0	0	0	0	0	2	40	2	0	44	2	1	6	0	9	8	38	4	0	50	103
Hourly Total	4	1	0	0	5	6	185	3	0	194	4	4	17	0	25	35	203	9	0	247	471
10:00PM	0	0	1	0	1	1	37	0	0	38	1	0	8	0	9	6	31	1	0	38	86
10:15PM	1	0	0	0	1	1	34	0	0	35	0	0	2	0	2	2	43	1	0	46	84
10:30PM	2	0	0	0	2	2	33	1	0	36	0	0	2	0	2	3	22	1	0	26	66
10:45PM	2	0	0	0	2	0	16	1	0	17	0	0	3	0	3	7	28	1	0	36	58
Hourly Total	5	0	1	0	6	4	120	2	0	126	1	0	15	0	16	18	124	4	0	146	294
11:00PM	3	0	0	0	3	0	32	0	0	32	0	0	4	0	4	11	31	0	0	42	81
11:15PM	1	1	0	0	2	0	31	0	0	31	1	0	2	0	3	1	26	1	0	28	64
11:30PM	0	0	0	0	0	1	17	0	0	18	0	0	3	0	3	6	31	1	0	38	59
11:45PM	1	0	0	0	1	0	25	0	0	25	0	0	3	0	3	4	24	1	0	29	58
Hourly Total	5	1	0	0	6	1	105	0	0	106	1	0	12	0	13	22	112	3	0	137	262
2022-01-11 12:00AM	1	0	0	0	1	0	13	1	0	14	1	0	4	0	5	3	15	2	0	20	40
12:15AM	0	0	0	0	0	0	10	0	0	10	0	0	2	0	2	6	14	0	0	20	32
12:30AM	0	0	0	0	0	0	18	0	0	18	1	0	4	0	5	2	18	0	0	20	43
12:45AM	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	1	6	1	0	8	20
Hourly Total	1	0	0	0	1	0	52	2	0	54	2	0	10	0	12	12	53	3	0	68	135
1:00AM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	2	3	0	0	5	10
1:15AM	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	1	9	0	0	10	19
1:30AM	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	2	8	0	0	10	15
1:45AM	2	1	0	0	3	0	4	1	0	5	0	0	2	0	2	3	7	0	0	10	20
Hourly Total	3	1	0	0	4	2	18	1	0	21	0	0	4	0	4	8	27	0	0	35	64
2:00AM	1	0	0	0	1	1	4	0	0	5	1	0	1	0	2	2	8	0	0	10	18
2:15AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	5	0	0	5	14
2:30AM	0	1	0	0	1	0	10	0	0	10	0	0	0	0	0	1	6	1	0	8	19
2:45AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	6	0	0	6	11
Hourly Total	1	1	0	0	2	1	26	0	0	27	1	0	3	0	4	3	25	1	0	29	62
3:00AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	1	0	3	5
3:15AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	3	3	0	0	6	13
3:30AM	0	0	0	0	0	1	7	1	0	9	1	0	0	0	1	3	3	0	0	6	16
3:45AM	0	0	0	0	0	0	9	1	0	10	0	0	1	0	1	2	7	1	0	10	21
Hourly Total	1	0	0	0	1	1	24	2	0	27	1	0	1	0	2	9	14	2	0	25	55
4:00AM	0	1	0	0	1	0	9	0	0	9	0	0	2	0	2	3	8	1	0	12	24
4:15AM	2	0	0	0	2	0	22	0	0	22	0	1	0	0	1	4	8	0	0	12	37
4:30AM	2	0	0	0	2	0	15	0	0	15	0	0	3	0	3	0	11	0	0	11	31
4:45AM	1	0	1	0	2	0	22	0	0	22	0	0	0	0	0	2	12	0	0	14	38
Hourly Total	5	1	1	0	7	0	68	0	0	68	0	1	5	0	6	9	39	1	0	49	130
5:00AM	2	0	0	0	2	0	35	0	0	35	0	0	2	0	2	0	17	0	0	17	56
5:15AM	3	0	1	0	4	0	33	0	0	33	1	2	0	0	3	3	22	0	0	25	65
5:30AM	0	0	1	0	1	0	54	0	0	54	0	0	1	0	1	2	29	0	0	31	87
5:45AM	1	0	0	0	1	0	47	0	0	47	0	0	2	0	2	11	37	0	0	48	98
Hourly Total	6	0	2	0	8	0	169	0	0	169	1	2	5	0	8	16	105	0	0	121	306
6:00AM	5	0	0	0	5	2	75	0	0	77	0	0	2	0	2	1	51	0	0	52	136
6:15AM	2	0	0	0	2	0	90	0	0	90	1	0	2	0	3	2	38	1	0	41	136
6:30AM	3	0	1	0	4	0	102	0	0	102	0	0	0	0	0	6	73	0	0	79	185

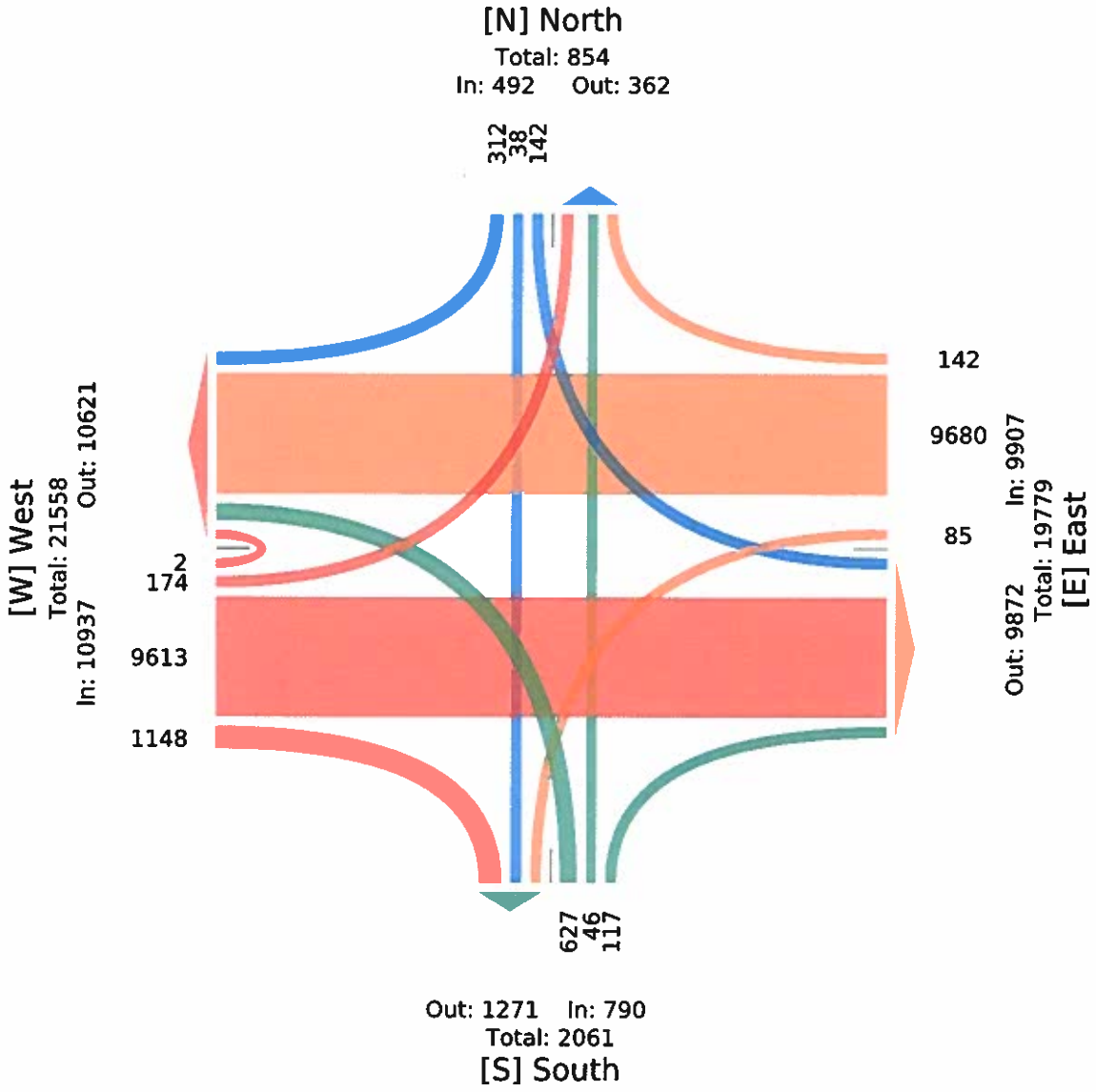
Leg	North					East					South					West					
Direction	Southbound					Westbound					Northbound					Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
6:45AM	6	0	0	0	6	1	87	2	0	90	1	1	2	0	4	5	72	2	0	79	179
Hourly Total	16	0	1	0	17	3	354	2	0	359	2	1	6	0	9	14	234	3	0	251	636
7:00AM	4	0	3	0	7	0	145	0	0	145	1	0	2	0	3	6	80	2	0	88	243
7:15AM	6	1	3	0	10	3	180	1	0	184	0	0	2	0	2	6	97	0	0	103	299
7:30AM	1	0	5	0	6	0	190	1	0	191	1	1	3	0	5	4	113	1	0	118	320
7:45AM	10	1	1	0	12	2	182	1	0	185	0	0	4	0	4	8	143	4	0	155	356
Hourly Total	21	2	12	0	35	5	697	3	0	705	2	1	11	0	14	24	433	7	0	464	1218
8:00AM	3	1	5	0	9	2	149	0	0	151	2	0	8	0	10	6	128	1	0	135	305
8:15AM	5	2	3	0	10	4	172	0	0	176	1	0	6	0	7	9	136	4	0	149	342
8:30AM	7	0	0	0	7	0	155	0	0	155	5	0	6	0	11	8	130	2	0	140	313
8:45AM	11	0	2	0	13	1	130	0	0	131	0	1	6	0	7	7	125	2	0	134	285
Hourly Total	26	3	10	0	39	7	606	0	0	613	8	1	26	0	35	30	519	9	0	558	1245
9:00AM	6	0	2	0	8	2	151	0	0	153	1	0	2	0	3	9	89	2	0	100	264
9:15AM	3	1	3	0	7	1	134	0	0	135	2	0	5	0	7	13	100	3	0	116	265
9:30AM	4	0	5	0	9	3	137	1	0	141	1	0	10	0	11	15	126	2	0	143	304
9:45AM	5	0	3	0	8	4	144	2	0	150	0	0	7	0	7	6	125	3	0	134	299
Hourly Total	18	1	13	0	32	10	566	3	0	579	4	0	24	0	28	43	440	10	0	493	1132
10:00AM	11	1	2	0	14	0	118	2	0	120	2	0	4	0	6	10	107	3	0	120	260
10:15AM	3	0	1	0	4	2	119	0	0	121	0	0	4	0	4	18	122	1	0	141	270
10:30AM	6	1	1	0	8	2	125	1	0	128	3	0	9	0	12	14	130	2	0	146	294
10:45AM	1	1	1	0	3	1	147	0	0	148	3	0	5	0	8	10	141	1	0	152	311
Hourly Total	21	3	5	0	29	5	509	3	0	517	8	0	22	0	30	52	500	7	0	559	1135
11:00AM	3	0	4	0	7	2	166	2	0	170	2	0	7	0	9	14	127	3	0	144	330
11:15AM	6	0	0	0	6	3	179	0	0	182	2	1	7	0	10	16	158	1	0	175	373
11:30AM	3	0	2	0	5	3	146	1	0	150	1	1	7	0	9	20	146	6	0	172	336
11:45AM	4	1	0	0	5	4	145	1	0	150	3	1	13	0	17	18	154	1	0	173	345
Hourly Total	16	1	6	0	23	12	636	4	0	652	8	3	34	0	45	68	585	11	0	664	1384
12:00PM	5	2	4	0	11	2	183	0	0	185	2	1	10	0	13	15	145	2	0	162	371
12:15PM	6	2	0	0	8	4	148	1	0	153	1	1	13	0	15	7	164	6	0	177	353
12:30PM	4	0	3	0	7	3	161	2	0	166	3	0	8	0	11	13	154	3	1	171	355
12:45PM	10	0	3	0	13	1	163	0	0	164	1	0	7	0	8	23	199	2	0	224	409
Hourly Total	25	4	10	0	39	10	655	3	0	668	7	2	38	0	47	58	662	13	1	734	1488
1:00PM	3	0	2	0	5	5	152	1	0	158	2	0	12	0	14	13	167	4	0	184	361
1:15PM	6	0	1	0	7	3	160	1	0	164	1	0	6	0	7	24	157	1	0	182	360
1:30PM	6	0	3	0	9	0	159	3	0	162	1	0	12	0	13	17	163	3	0	183	367
1:45PM	4	1	0	0	5	2	172	1	0	175	0	1	8	0	9	16	176	3	0	195	384
Hourly Total	19	1	6	0	26	10	643	6	0	659	4	1	38	0	43	70	663	11	0	744	1472
Total	312	38	142	0	492	142	9680	85	0	9907	117	46	627	0	790	1148	9613	174	2	10937	22126
% Approach	63.4%	7.7%	28.9%	0%	-	1.4%	97.7%	0.9%	0%	-	14.8%	5.8%	79.4%	0%	-	10.5%	87.9%	1.6%	0%	-	-
% Total	1.4%	0.2%	0.6%	0%	2.2%	0.6%	43.7%	0.4%	0%	44.8%	0.5%	0.2%	2.8%	0%	3.6%	5.2%	43.4%	0.8%	0%	49.4%	-
Lights	308	38	142	0	488	138	9544	81	0	9763	113	46	619	0	778	1139	9473	170	1	10783	21812
% Lights	98.7%	100%	100%	0%	99.2%	97.2%	98.6%	95.3%	0%	98.5%	96.6%	100%	98.7%	0%	98.5%	99.2%	98.5%	97.7%	50.0%	98.6%	98.6%
Articulated Trucks	1	0	0	0	1	0	26	2	0	28	2	0	2	0	4	3	18	1	1	23	56
% Articulated Trucks	0.3%	0%	0%	0%	0.2%	0%	0.3%	2.4%	0%	0.3%	1.7%	0%	0.3%	0%	0.5%	0.3%	0.2%	0.6%	50.0%	0.2%	0.3%
Buses and Single-Unit Trucks	3	0	0	0	3	4	110	2	0	116	2	0	6	0	8	6	122	3	0	131	258

Leg	North					East					South					West					
Direction	Southbound					Westbound					Northbound					Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
% Buses and Single-Unit Trucks	1.0%	0%	0%	0%	**0.6%**	2.8%	1.1%	2.4%	0%	**1.2%**	1.7%	0%	1.0%	0%	**1.0%**	0.5%	1.3%	1.7%	0%	**1.2%**	1.2%

*L: Left, R: Right, T: Thru, U: U-Turn

Reno Ave. & Glenhaven Dr. - TMC
Mon Jan 10, 2022
Full Length (2 PM-2 PM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 914536, Location: 35.464092, -97.402912

Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



Reno Ave. & Glenhaven Dr. - TMC

Mon Jan 10, 2022
PM Peak (Jan 10 2022 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 914536, Location: 35.464092, -97.402912

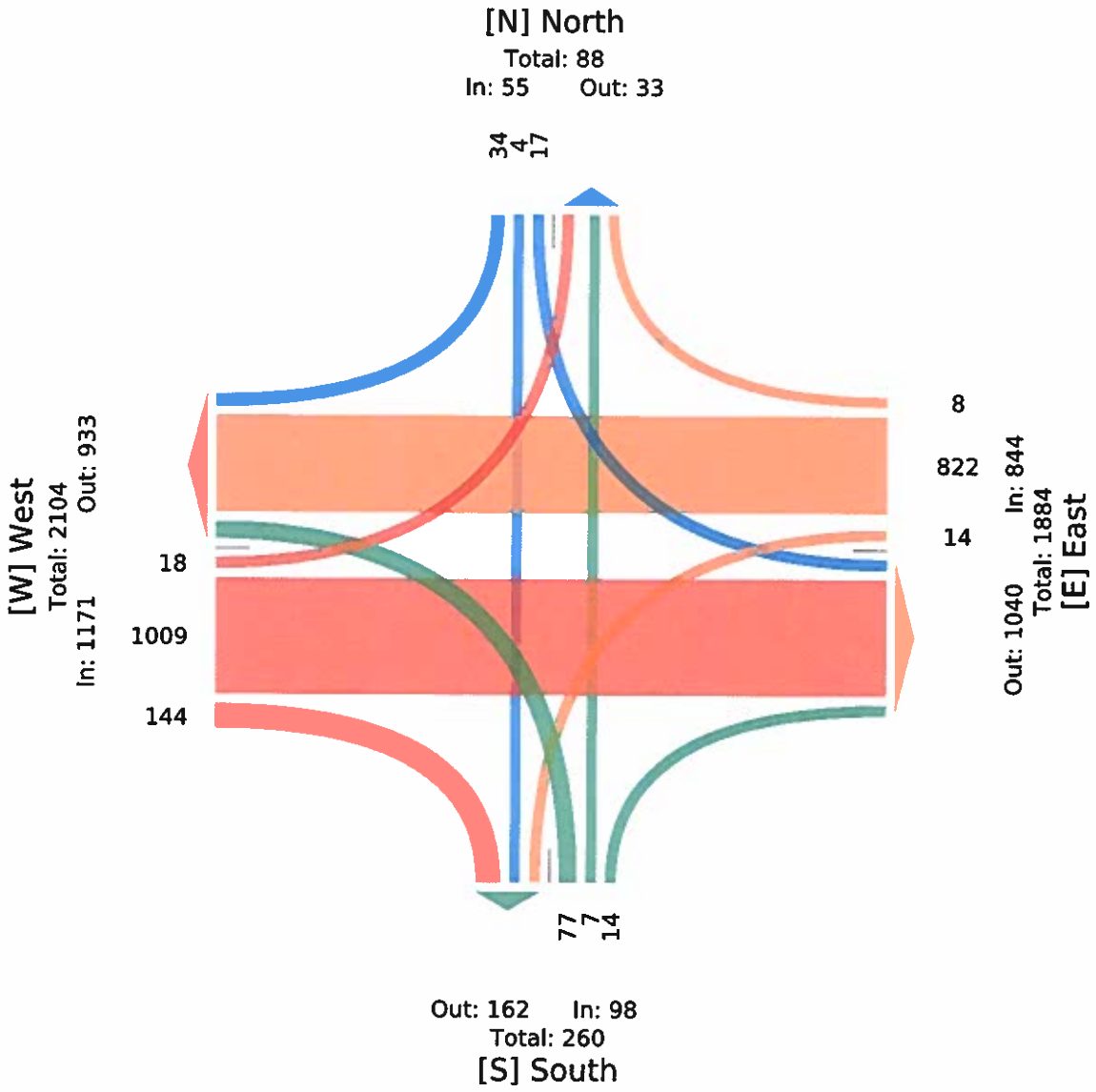
Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg	North					East					South					West					
Direction	Southbound					Westbound					Northbound					Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2022-01-10 4:30PM	8	1	3	0	12	0	199	6	0	205	3	1	16	0	20	27	252	2	0	281	518
4:45PM	13	2	5	0	20	5	227	3	0	235	5	2	15	0	22	37	259	5	0	301	578
5:00PM	5	1	8	0	14	0	195	3	0	198	2	3	27	0	32	37	247	6	0	290	534
5:15PM	8	0	1	0	9	3	201	2	0	206	4	1	19	0	24	43	251	5	0	299	538
Total	34	4	17	0	55	8	822	14	0	844	14	7	77	0	98	144	1009	18	0	1171	2168
% Approach	61.8%	7.3%	30.9%	0%	-	0.9%	97.4%	1.7%	0%	-	14.3%	7.1%	78.6%	0%	-	12.3%	86.2%	1.5%	0%	-	-
% Total	1.6%	0.2%	0.8%	0%	2.5%	0.4%	37.9%	0.6%	0%	38.9%	0.6%	0.3%	3.6%	0%	4.5%	6.6%	46.5%	0.8%	0%	54.0%	-
PHF	0.654	0.500	0.531	-	0.688	0.400	0.905	0.583	-	0.898	0.700	0.583	0.713	-	0.766	0.837	0.974	0.750	-	0.973	0.938
Lights	34	4	17	0	55	8	816	14	0	838	14	7	77	0	98	144	1006	18	0	1168	2159
% Lights	100%	100%	100%	0%	100%	100%	99.3%	100%	0%	99.3%	100%	100%	100%	0%	100%	100%	99.7%	100%	0%	99.7%	99.6%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0%
Buses and Single-Unit Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.7%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Reno Ave. & Glenhaven Dr. - TMC
Mon Jan 10, 2022
PM Peak (Jan 10 2022 4:30PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 914536, Location: 35.464092, -97.402912

Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



Reno Ave. & Glenhaven Dr. - TMC

Tue Jan 11, 2022
AM Peak (Jan 11 2022 7:30AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 914536, Location: 35.464092, -97.402912

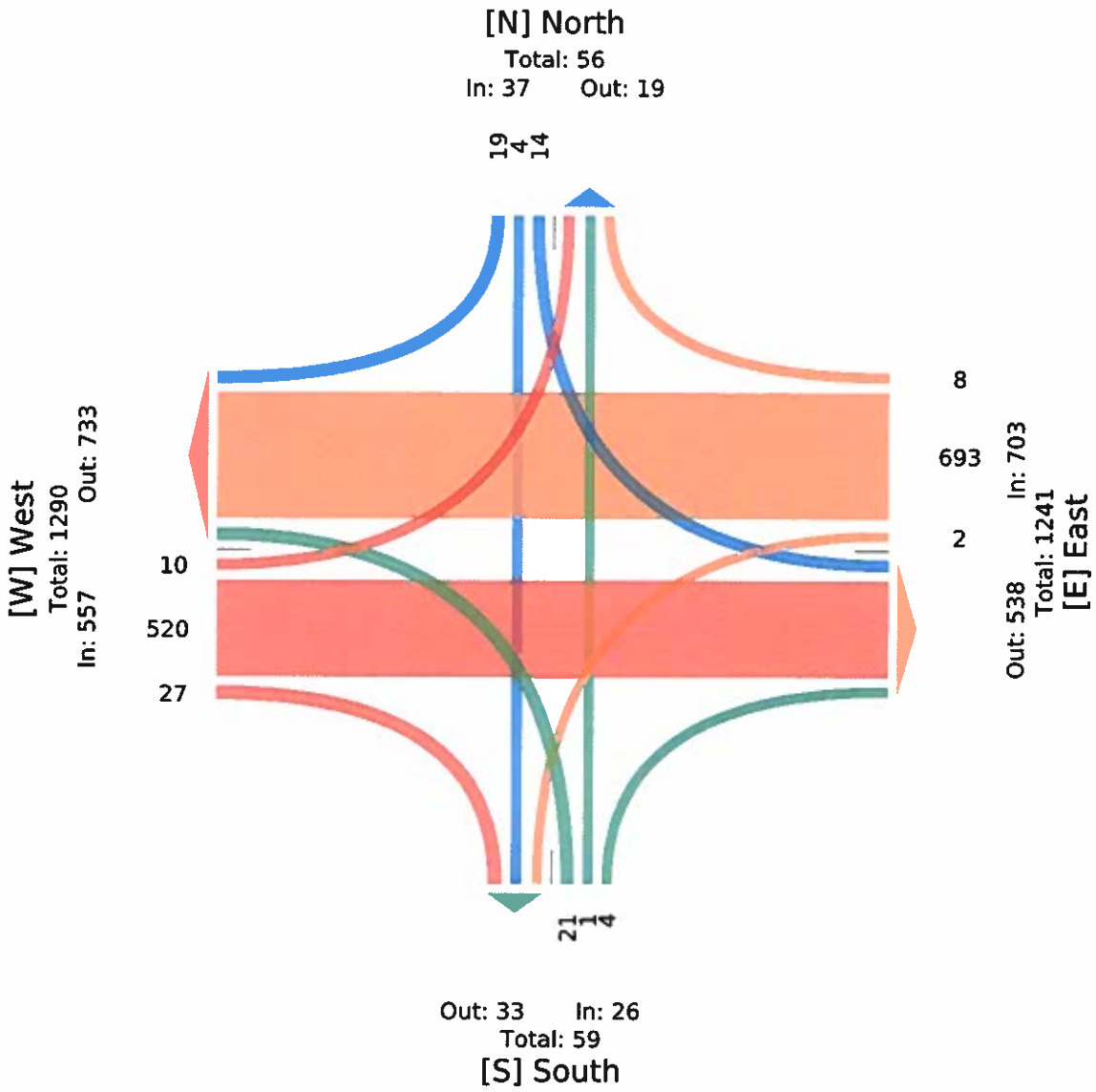
Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg	North					East					South					West					
Direction	Southbound					Westbound					Northbound					Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2022-01-11 7:30AM	1	0	5	0	6	0	190	1	0	191	1	1	3	0	5	4	113	1	0	118	320
7:45AM	10	1	1	0	12	2	182	1	0	185	0	0	4	0	4	8	143	4	0	155	356
8:00AM	3	1	5	0	9	2	149	0	0	151	2	0	8	0	10	6	128	1	0	135	305
8:15AM	5	2	3	0	10	4	172	0	0	176	1	0	6	0	7	9	136	4	0	149	342
Total	19	4	14	0	37	8	693	2	0	703	4	1	21	0	26	27	520	10	0	557	1323
% Approach	51.4%	10.8%	37.8%	0%	-	1.1%	98.6%	0.3%	0%	-	15.4%	3.8%	80.8%	0%	-	4.8%	93.4%	1.8%	0%	-	-
% Total	1.4%	0.3%	1.1%	0%	2.8%	0.6%	52.4%	0.2%	0%	53.1%	0.3%	0.1%	1.6%	0%	2.0%	2.0%	39.3%	0.8%	0%	42.1%	-
PHF	0.475	0.500	0.700	-	0.771	0.500	0.912	0.500	-	0.920	0.500	0.250	0.656	-	0.650	0.750	0.909	0.625	-	0.898	0.929
Lights	19	4	14	0	37	8	680	1	0	689	3	1	19	0	23	27	504	10	0	541	1290
% Lights	100%	100%	100%	0%	100%	100%	98.1%	50.0%	0%	98.0%	75.0%	100%	90.5%	0%	88.5%	100%	96.9%	100%	0%	97.1%	97.5%
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0%	0%	4.8%	0%	3.8%	0%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	0	0	12	1	0	13	1	0	1	0	2	0	16	0	0	16	31
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	1.7%	50.0%	0%	1.8%	25.0%	0%	4.8%	0%	7.7%	0%	3.1%	0%	0%	2.9%	2.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Reno Ave. & Glenhaven Dr. - TMC
Tue Jan 11, 2022
AM Peak (Jan 11 2022 7:30AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 914536, Location: 35.464092, -97.402912

Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



Reno Ave. & Glenhaven Dr. - TMC

Tue Jan 11, 2022
Midday Peak (Jan 11 2022 12:45PM - 1:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 914536, Location: 35.464092, -97.402912

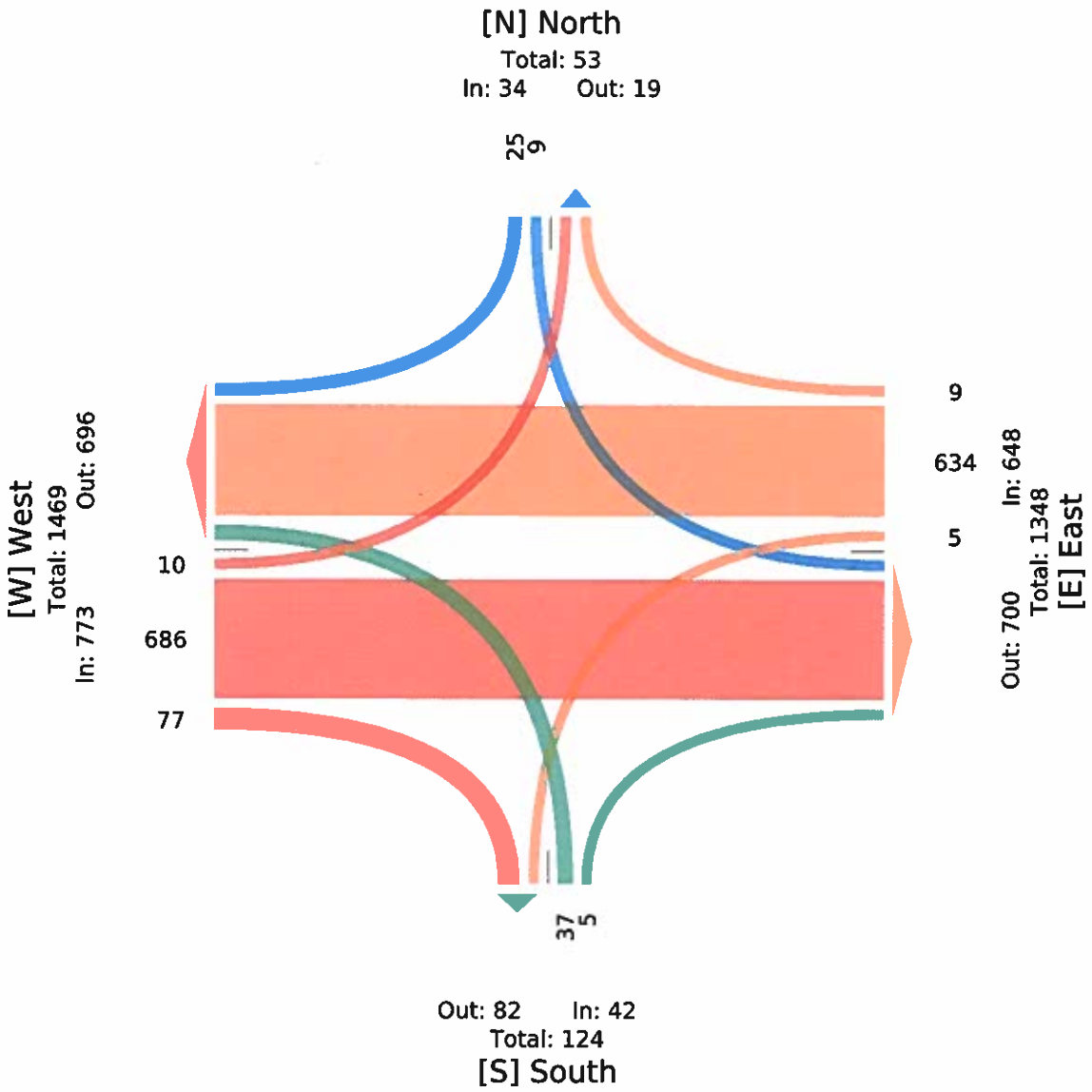
Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg / Direction	North Southbound					East Westbound					South Northbound					West Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2022-01-11 12:45PM	10	0	3	0	13	1	163	0	0	164	1	0	7	0	8	23	199	2	0	224	409
1:00PM	3	0	2	0	5	5	152	1	0	158	2	0	12	0	14	13	167	4	0	184	361
1:15PM	6	0	1	0	7	3	160	1	0	164	1	0	6	0	7	24	157	1	0	182	360
1:30PM	6	0	3	0	9	0	159	3	0	162	1	0	12	0	13	17	163	3	0	183	367
Total	25	0	9	0	**34**	9	634	5	0	**648**	5	0	37	0	**42**	77	686	10	0	**773**	**1497**
% Approach	73.5%	0%	26.5%	0%	-	1.4%	97.8%	0.8%	0%	-	11.9%	0%	88.1%	0%	-	10.0%	88.7%	1.3%	0%	-	-
% Total	1.7%	0%	0.6%	0%	**2.3%**	0.6%	42.4%	0.3%	0%	**43.3%**	0.3%	0%	2.5%	0%	**2.8%**	5.1%	45.8%	0.7%	0%	**51.6%**	-
PHF	0.625	-	0.750	-	**0.654**	0.450	0.972	0.417	-	**0.988**	0.625	-	0.771	-	**0.750**	0.802	0.862	0.625	-	**0.863**	0.915
Lights	24	0	9	0	**33**	9	620	5	0	**634**	5	0	37	0	**42**	77	676	10	0	**763**	1472
% Lights	96.0%	0%	100%	0%	**97.1%**	100%	97.8%	100%	0%	**97.8%**	100%	0%	100%	0%	**100%**	100%	98.5%	100%	0%	**98.7%**	98.3%
Articulated Trucks	0	0	0	0	**0**	0	4	0	0	**4**	0	0	0	0	**0**	0	1	0	0	**1**	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0.6%	0%	0%	**0.6%**	0%	0%	0%	0%	**0%**	0%	0.1%	0%	0%	**0.1%**	0.3%
Buses and Single-Unit Trucks	1	0	0	0	**1**	0	10	0	0	**10**	0	0	0	0	**0**	0	9	0	0	**9**	20
% Buses and Single-Unit Trucks	4.0%	0%	0%	0%	**2.9%**	0%	1.6%	0%	0%	**1.5%**	0%	0%	0%	0%	**0%**	0%	1.3%	0%	0%	**1.2%**	1.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Reno Ave. & Glenhaven Dr. - TMC
Tue Jan 11, 2022
Midday Peak (Jan 11 2022 12:45PM - 1:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 914536, Location: 35.464092, -97.402912

Provided by: Traffic Engineering Consultants, Inc.
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



ATTACHMENT C

ANALYSIS RESULTS


Glenhaven Dr
Shadybrook Dr
E Reno Ave
Reno Ave
N Glenhaven
W Glenhaven Dr
Crest Dr
Leonard Ln
W Pra
14
4
19
8
748
2
10
561
27
1
4
21

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	561	27	2	748	8	21	1	4	14	4	19
Future Volume (veh/h)	10	561	27	2	748	8	21	1	4	14	4	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	610	29	2	813	9	23	1	4	15	4	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	939	45	5	940	10	514	22	476	134	36	188
Arrive On Green	0.01	0.27	0.27	0.00	0.26	0.26	0.30	0.30	0.30	0.21	0.21	0.21
Sat Flow, veh/h	1781	3454	164	1781	3600	40	1710	74	1585	630	168	882
Grp Volume(v), veh/h	11	314	325	2	401	421	24	0	4	40	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1841	1781	1777	1863	1785	0	1585	1680	0	0
Q Serve(g_s), s	0.5	13.3	13.3	0.1	18.3	18.3	0.8	0.0	0.2	1.6	0.0	0.0
Cycle Q Clear(g_c), s	0.5	13.3	13.3	0.1	18.3	18.3	0.8	0.0	0.2	1.6	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.02	0.96		1.00	0.37		0.52
Lane Grp Cap(c), veh/h	24	483	501	5	464	487	537	0	476	358	0	0
V/C Ratio(X)	0.46	0.65	0.65	0.41	0.86	0.86	0.04	0.00	0.01	0.11	0.00	0.00
Avail Cap(c_a), veh/h	107	512	531	107	512	537	537	0	476	358	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.6	27.4	27.4	42.3	30.0	30.0	21.1	0.0	20.8	27.0	0.0	0.0
Incr Delay (d2), s/veh	13.1	2.7	2.6	48.1	13.4	12.9	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.7	5.9	0.1	9.1	9.5	0.4	0.0	0.1	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	30.0	30.0	90.4	43.3	42.8	21.2	0.0	20.9	27.6	0.0	0.0
LnGrp LOS	D	C	C	F	D	D	C	A	C	C	A	A
Approach Vol, veh/h		650			824			28			40	
Approach Delay, s/veh		30.4			43.2			21.2			27.6	
Approach LOS		C			D			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.1	4.7	27.6		22.6	5.6	26.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.3	5.1	24.5		18.1	5.1	24.5				
Max Q Clear Time (g_c+I1), s		2.8	2.1	15.3		3.6	2.5	20.3				
Green Ext Time (p_c), s		0.1	0.0	2.6		0.1	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			37.0									
HCM 6th LOS			D									


Glenhaven Dr
Shadybrook Dr
E Reno Ave
Reno Ave
N Glenhaven
W Glenhaven Dr
Crest Dr
Leonard Ln
W Pra
34
4
17
8
888
14
18
1090
144
77
7
14

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1090	144	14	888	8	77	7	14	17	4	34
Future Volume (veh/h)	18	1090	144	14	888	8	77	7	14	17	4	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	1185	157	15	965	9	84	8	15	18	4	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	38	1275	168	31	1442	13	329	31	320	96	21	197
Arrive On Green	0.02	0.40	0.40	0.02	0.40	0.40	0.20	0.20	0.20	0.19	0.19	0.19
Sat Flow, veh/h	1781	3155	417	1781	3608	34	1633	156	1585	506	112	1040
Grp Volume(v), veh/h	20	666	676	15	475	499	92	0	15	59	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1795	1781	1777	1864	1789	0	1585	1658	0	0
Q Serve(g_s), s	1.1	34.2	34.5	0.8	21.0	21.0	4.1	0.0	0.7	2.9	0.0	0.0
Cycle Q Clear(g_c), s	1.1	34.2	34.5	0.8	21.0	21.0	4.1	0.0	0.7	2.9	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.02	0.91		1.00	0.31		0.63
Lane Grp Cap(c), veh/h	38	718	725	31	710	745	361	0	320	314	0	0
V/C Ratio(X)	0.52	0.93	0.93	0.49	0.67	0.67	0.26	0.00	0.05	0.19	0.00	0.00
Avail Cap(c_a), veh/h	102	733	741	95	726	762	361	0	320	314	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.3	27.2	27.3	46.6	23.5	23.5	32.2	0.0	30.8	32.6	0.0	0.0
Incr Delay (d2), s/veh	10.5	17.7	18.4	11.6	2.3	2.2	1.7	0.0	0.3	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	17.1	17.5	0.4	8.8	9.2	2.0	0.0	0.3	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	44.9	45.7	58.2	25.9	25.8	33.9	0.0	31.1	34.0	0.0	0.0
LnGrp LOS	E	D	D	E	C	C	C	A	C	C	A	A
Approach Vol, veh/h		1362			989			107			59	
Approach Delay, s/veh		45.5			26.3			33.5			34.0	
Approach LOS		D			C			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.8	6.1	43.2		22.6	6.6	42.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.3	5.1	39.5		18.1	5.5	39.1				
Max Q Clear Time (g_c+I1), s		6.1	2.8	36.5		4.9	3.1	23.0				
Green Ext Time (p_c), s		0.4	0.0	2.2		0.2	0.0	5.6				
Intersection Summary												
HCM 6th Ctrl Delay			37.2									
HCM 6th LOS			D									


Glenhaven Dr
Shadybrook Dr
E Reno Ave
Reno Ave
N Glenhaven
W Glenhaven Dr
Crest Dr
Leonard Ln
W Pra
13
748
2
35
4
26
16
561
27
21
1
4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	561	27	2	748	13	21	1	4	26	4	35
Future Volume (veh/h)	16	561	27	2	748	13	21	1	4	26	4	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	610	29	2	813	14	23	1	4	28	4	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	964	46	5	938	16	502	22	465	143	20	193
Arrive On Green	0.02	0.28	0.28	0.00	0.26	0.26	0.29	0.29	0.29	0.21	0.21	0.21
Sat Flow, veh/h	1781	3454	164	1781	3575	62	1710	74	1585	669	96	908
Grp Volume(v), veh/h	17	314	325	2	404	423	24	0	4	70	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1841	1781	1777	1859	1785	0	1585	1673	0	0
Q Serve(g_s), s	0.8	13.1	13.2	0.1	18.5	18.5	0.8	0.0	0.2	2.9	0.0	0.0
Cycle Q Clear(g_c), s	0.8	13.1	13.2	0.1	18.5	18.5	0.8	0.0	0.2	2.9	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.03	0.96		1.00	0.40		0.54
Lane Grp Cap(c), veh/h	35	496	514	5	466	488	524	0	465	356	0	0
V/C Ratio(X)	0.49	0.63	0.63	0.41	0.87	0.87	0.05	0.00	0.01	0.20	0.00	0.00
Avail Cap(c_a), veh/h	107	512	531	107	512	536	524	0	465	356	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.3	26.8	26.8	42.3	29.9	29.9	21.5	0.0	21.3	27.5	0.0	0.0
Incr Delay (d2), s/veh	10.4	2.4	2.3	48.1	13.7	13.2	0.2	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.6	5.8	0.1	9.2	9.6	0.4	0.0	0.1	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	29.2	29.2	90.4	43.6	43.1	21.7	0.0	21.3	28.7	0.0	0.0
LnGrp LOS	D	C	C	F	D	D	C	A	C	C	A	A
Approach Vol, veh/h		656			829			28			70	
Approach Delay, s/veh		29.8			43.5			21.6			28.7	
Approach LOS		C			D			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.4	4.7	28.2		22.6	6.2	26.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.3	5.1	24.5		18.1	5.1	24.5				
Max Q Clear Time (g_c+I1), s		2.8	2.1	15.2		4.9	2.8	20.5				
Green Ext Time (p_c), s		0.1	0.0	2.6		0.2	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			36.8									
HCM 6th LOS			D									


Glenhaven Dr
Shadybrook Dr
E Reno Ave
Reno Ave
N Glenhaven
W Glenhaven Dr
Crest Dr
Leonard Ln
W Pra
16
888
14
23
4
47
38
1090
144
14
7
77

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1090	144	14	888	16	77	7	14	23	4	47
Future Volume (veh/h)	38	1090	144	14	888	16	77	7	14	23	4	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	1185	157	15	965	17	84	8	15	25	4	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1275	168	31	1381	24	329	31	320	98	16	199
Arrive On Green	0.03	0.40	0.40	0.02	0.39	0.39	0.20	0.20	0.20	0.19	0.19	0.19
Sat Flow, veh/h	1781	3155	417	1781	3573	63	1633	156	1585	517	83	1055
Grp Volume(v), veh/h	41	666	676	15	480	502	92	0	15	80	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1795	1781	1777	1859	1789	0	1585	1655	0	0
Q Serve(g_s), s	2.2	34.2	34.5	0.8	21.7	21.7	4.1	0.0	0.7	3.9	0.0	0.0
Cycle Q Clear(g_c), s	2.2	34.2	34.5	0.8	21.7	21.7	4.1	0.0	0.7	3.9	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.03	0.91		1.00	0.31		0.64
Lane Grp Cap(c), veh/h	62	718	725	31	687	719	361	0	320	313	0	0
V/C Ratio(X)	0.66	0.93	0.93	0.49	0.70	0.70	0.26	0.00	0.05	0.26	0.00	0.00
Avail Cap(c_a), veh/h	102	733	741	95	726	759	361	0	320	313	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.6	27.2	27.3	46.6	24.7	24.7	32.2	0.0	30.8	33.1	0.0	0.0
Incr Delay (d2), s/veh	11.5	17.7	18.4	11.6	2.8	2.7	1.7	0.0	0.3	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	17.1	17.5	0.4	9.2	9.6	2.0	0.0	0.3	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	44.9	45.7	58.2	27.5	27.3	33.9	0.0	31.1	35.0	0.0	0.0
LnGrp LOS	E	D	D	E	C	C	C	A	C	D	A	A
Approach Vol, veh/h		1383			997			107			80	
Approach Delay, s/veh		45.7			27.9			33.5			35.0	
Approach LOS		D			C			C			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.8	6.1	43.2		22.6	7.8	41.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.3	5.1	39.5		18.1	5.5	39.1				
Max Q Clear Time (g_c+I1), s		6.1	2.8	36.5		5.9	4.2	23.7				
Green Ext Time (p_c), s		0.4	0.0	2.2		0.3	0.0	5.5				
Intersection Summary												
HCM 6th Ctrl Delay			37.9									
HCM 6th LOS			D									

The City of
MIDWEST CITY
COMMUNITY DEVELOPMENT DEPARTMENT

Billy Harless, Community Development Director

ENGINEERING DIVISION
Brandon Bundy, City Engineer
CURRENT PLANNING DIVISION
Kellie Gilles, Current Planning Manager
COMPREHENSIVE PLANNING
Petya Stefanoff, Comprehensive Planner
BUILDING INSPECTION DIVISION
Building Official

To: Honorable Mayor and City Council

From: Billy Harless, Community Development Director

Date: December 14, 2021

Subject: (PC-2099) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from C-3, Community Commercial and R-6, Single Family Residential to PUD, Planned Unit Development, governed by the R-MD, Medium Density Residential and a resolution to amend the Comprehensive Plan from LDR, Low Density Residential, and OR, Office Retail, to MDR, Medium Density Residential, for the property described as a part of the SW/4 of Section 34, T-12-N, R-2-W, located at 2905 and 2913 N. Glenhaven Drive and 198 and 208 Marlow Drive.

Executive Summary: This application is a request to rezone the area of request to a PUD governed by the R-MD, Medium Density Residential zoning district to allow for single family homes, duplexes and townhomes. The R-MD zoning district allows a density of 10-20 dwelling units per acre. The area of request contains 10.44 acres which would allow for 200 dwelling units, however, the PUD application states that no more than 100 dwelling units would be allowed. The PUD identifies two (2) tracts. Tract 1 has frontage along Glenhaven and will be for single family homes. Tract 2 will allow for single family homes, duplexes and townhomes. Uses are discussed further in this report. A Master Development Plan has been submitted and is included in the agenda. The plan identifies two access points from N. Glenhaven Drive into the subdivision If this request is approved preliminary and final plat applications must be submitted and approved and the development would be required to meet all zoning, engineering, building and fire codes adopted by the City of Midwest City. Action is at the discretion of the City Council.

Dates of Hearing: Planning Commission – November 2, 2021
City Council – December 14, 2021

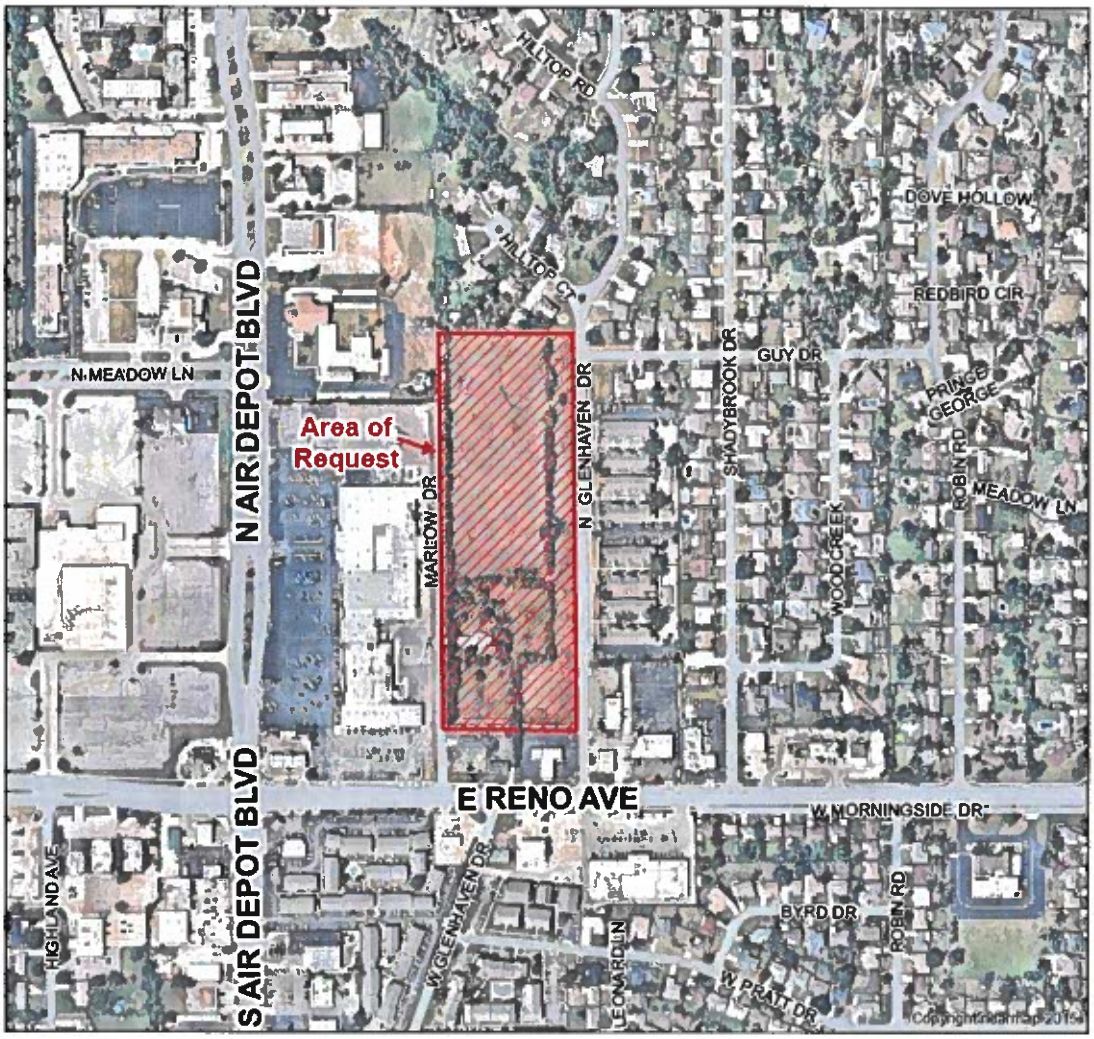
Council Ward: Ward 4, Councilmember Sean Reed

Owner: Perkins Family LLC

Applicant: Bentwood Investments, LLC – Joel Bryant and Justin Raymer

Representative: David Box

Proposed Use: Single family residential, two-family residential and townhomes



Development Proposed by Comprehensive Plan:
Area of Request – Low Density Residential (LDR) and Office Retail (OR)
North – Low Density Residential (LDR)
South – Office/Retail (OR)
East – Low Density Residential (LDR), High Density Residential (HDR) and Office Retail (OR)
West – Office Retail (OR) and Public/Semi-Public (PSP)

Zoning Districts:
Area of Request – R-6, Single Family Residential and C-3, Community Commercial
North – R-6, Single Family Residential
South – C-3, Community Commercial
East – R-6, Single Family Residential, R-HD, High Density Residential and C-3, Community Commercial
West – C-3, Community Commercial and R-6, Single Family Residential with Special Use Permits for a church and cell tower

Land Use:
Area of Request – one single family home and vacant
North – single family residences
South –office buildings
East – single family residences, apartments and office building
West – Town and Country shopping center, St. Matthew's church and cell tower

Size:
The area of request has a frontage of approximately 1,161' along both N. Glenhaven Drive and Marlow Drive and a depth of approximately 392' containing an area of approximately 10.44 acres, more or less.

Municipal Code Citation:
2.25 *PUD, Planned Unit Development*
2.25.1 General Provisions
The planned unit development, herein referred to as PUD, is a special zoning district category that provides an alternate approach to conventional land use controls to produce unique, creative, progressive, or quality land developments.

The PUD may be used for particular tracts or parcels of land that are under common ownership and are to be developed as one unit according to a master development plan.

The PUD is subject to special review procedures within the PUD application and review and once approved by the City Council it becomes a special zoning classification for the property it represents.

2.25.2 Intent and Purpose
The intent and purpose of the PUD provisions are as follows:
(A) Innovative land development
Encourage innovative land development while maintaining appropriate limitations on the character and intensity of use, assuring compatibility with adjoining and proximate properties, and following the guidelines of the comprehensive plan.
(B) Flexibility within developments
Permit flexibility within the development to maximize the unique physical features of the particular site.
(C) Efficient use of land
Encourage efficient use of land, facilitate economic arrangements of buildings and circulation systems, and encourage diversified living environments and land uses.
(D) Function, design and diversity
Achieve a continuity of function and design within the development and encourage diversified living environments and land uses.
(E) Modifications to development requirements
Provide a vehicle for negotiating modifications in standard development requirements in order to both encourage innovative development and protect the health, safety and welfare of the community.

2.9 R-MD, Medium Density Residential District

2.9.1. General Description

This is a residential district to provide for medium density housing ranging from ten (10) to twenty (20) dwelling units per gross acre. The principal use of land is for townhouses and low-rise multifamily dwellings.

Related recreational, religious, and educational uses normally located to serve residential areas also are permitted to provide the basic elements of convenient, balanced, and attractive living areas.

Comprehensive Plan Citation:

Medium Density Residential Land Use

This use is representative of two-family, attached dwelling units, such as duplex units and townhomes. Medium density land uses often provide areas for "empty nesters" who may not want the maintenance of a large-lot single-family home and for young families who may find a townhome or duplex more affordable than a single-family home. It is anticipated that new areas for medium density land use will be developed in the future.

History:

1. This current zoning of the area of request has been in place since the adoption of the 2010 zoning map.
2. The parcels on the east side of the area of request were created by lot split in 1978 (LS-272).
3. The Planning Commission recommended denial of an application to rezone this property to R-MD on August 3, 2021. The application was withdrawn prior to being heard by the City Council. (PC-2085)
4. The Planning Commission recommended approval of this item November 2, 2021.

Staff Comments:

Engineer's report:

Note: No engineering improvements are required with this application. However, subsequent platting of the property will have requirements not stated in the below report.

Water Supply and Distribution

There are two public water mains bordering the proposed parcel; a six (6) inch line along the east side of Glenhaven Drive and an eight (8) inch line running along the south side of Reno Avenue. Any new building permit will require tie into the public water system as outlined in Municipal Code 43-32.

There is a public water well in the middle of Marlow Drive. This is not treated water which cannot be utilized. Development of the site will need to consider impacts to the well.

Sanitary Sewerage Collection and Disposal

Immediately bordering the proposed parcel is an eight (8) inch public sanitary sewer along the south side of the subject parcel. There is also close proximity to eight sewer mains at the north and east of the subject property. Any new building permit will require tie into the public sewer system as outlined in Municipal Code 43-109.

This parcel of land is graded such that there may need multiple points of connection to public sewer. The sewer to the north and south are both nearly fully built environment. A sewer study will likely be needed before any new sources are added to determine capacity issues. The sewer study at a minimum will have to show proposed loading to any existing tie in point. Additionally, the sewer study will have to provide the capacity of the line immediately downstream of the site to the subsequent manhole.

Streets and Sidewalks

Access to the area of request exists off Marlow Drive and Glenhaven Drive. Both Marlow Drive and Glenhaven Drive are classified as Local Roads in the 2008 Comprehensive Plan. Glenhaven Drive has curb and gutter with no sidewalk. Marlow Drive is substandard in width with no curb or sidewalk. There also is a well site in the middle of Marlow Drive. Traffic access is encouraged to favor Glenhaven Drive which is signalized or Marlow Drive. Any access of Marlow Drive will have to consider the existing pavement condition and the ability to turn out onto Reno Avenue in heavy traffic. Based on past public comment, traffic is a concern with the neighborhood and impacts should be considered with this application. The master design statement shows internal roadways assumed to be public. Any developed public roadway will need to comply with the current standards of Midwest City.

Sidewalk will be required with platting along all public streets including Marlow Drive. The master design statement mentions Marlow Drive as not being a requirement but the zoning does not dictate sidewalk, the subdivision regulations state as such. Council could consider what to do with Marlow Drive long term and if it should be closed/vacated. Any proposed platting will have to have rear easements and could support any existing utilities in that corridor.

Drainage and Flood Control, Wetlands, and Sediment Control

The area of request is shown to be in an "Area of Minimal Flood Hazard" on Flood Insurance Rate Map (FIRM) number 40109C0310H, dated December 18th, 2009.

Detention will be required with a building permit. This parcel is the top of a watershed that is nearly fully developed. Stormwater runoff will need to consider downstream impacts both during construction and fully developed conditions. From public comments, this office will likely request that downstream improvements be made to link the proposed detention outfall to the existing storm inlet on Glenhaven Drive approximately 230' to the north northeast.

Easements and Right-of-Way

No further easements or right of way would be required with this application.

As stated above, Marlow Drive is not to current City Standard. As it sits it mainly serves to provide access to this property being considered. Besides the public water well; there doesn't appear to be any public utilities in the right of way. The public water well in particular has services to the south with nothing leading to the north.

Fire Marshal's report:

- The property is required to meet and maintain the requirements of Midwest City Ordinances Section 15.
- Dead-ends in the subdivision that exceed 150'-00" will require a separate fire department approved turn around.
- Potential duplexes / townhomes may require suppression dependent upon the number of tenant spaces within a single building.

Plan Review Comments:
This is a request to rezone a 10.44-acre parcel to a PUD governed by the R-MD, Medium Density Residential to allow single family homes, two-family (duplex) homes and townhomes. Currently, the area of request is zoned R-6, Single Family Detached Residential and C-3, Community Commercial. The Master Development Plan identifies two (2) tracts.

Tract 1 has frontage along N. Glenhaven. According to the PUD, the following uses would be permitted on Tract 1:
Single-family detached residential
Accessory dwelling unit, attached and detached
Public service or utility: light
Community Recreation: restricted
Community Recreation: Property owners' association
Off-street parking: accessory parking

The uses above are common residential uses and all allowed by right in the R-6 Single Family Detached Residential District. Accessory dwelling units must meet the requirements of Section 4.2.10 of the Zoning Ordinance to be permitted.

Tract 2 is accessible by two (2) access points off of N. Glenhaven. According to the PUD, the following uses would be permitted on Tract 2:
Single-family detached residential
Two-family attached residential (duplexes)
Townhouse (single-family attached)
Home occupation
Accessory dwelling unit, attached and detached
Public service or utility: light
Community Recreation: restricted
Community Recreation: Property owners' association
Off-street parking: accessory parking

If this request is approved, the property must be platted in accordance with the Midwest City Subdivision Regulations. The development will be required to meet all regulations of the Zoning Ordinance including parking, exterior materials, landscaping, height, etc. with the submittal of a building permit application.

Four (4) neighbors from the Ridgecrest neighborhood addressed the Planning Commission about this item.

Action is at the discretion of the City Council.

Action Required:
Approve or reject the ordinance to redistrict to PUD, Planned Unit Development governed by R-MD, Medium Density Residential and a resolution to amend the Comprehensive Plan to MDR, Medium Density Residential, for the property as noted herein, subject to staff's comments as found in the December 14, 2021 agenda packet and made a part of PC-2099 file.

Billy Harless,
Community Development Director

KG

Midwest City Fire Marshal's Office
8201 E Reno Avenue, Midwest City, OK 73110
dhelmberger@midwestcityok.org Office: 405-739-1355
www.midwestcityok.org

Re: PC - 2099

Date: 25 October 2021

PC-2099 is a request to rezone the property from C-3, Community Commercial and R-6, Single Family Residential to a PUD governed by the R-MD, Medium Density Residential district. The applicant is proposing single family homes along Glenhaven and duplexes/townhomes behind the single family.

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Respectfully,

Duane Helmberger
Fire Marshal
Midwest City Fire Department

The City of

MIDWEST CITY

COMMUNITY DEVELOPMENT DEPARTMENT - ENGINEERING DIVISION

William Harless, Community Development Director

Brandon Bundy, P.E., C.F.M., City Engineer

To: Kellie Gilles, Plans Review Manager

From: Brandon Bundy, City Engineer

Date: October 21st, 2021

Subject: Engineering staff comments for pc-2099 application

ENGINEERING STAFF CODE CITATIONS AND COMMENTS - PC-2099:

Note: No engineering improvements are required with this application. However, subsequent platting of the property will have requirements not stated in the below report.

Water Supply and Distribution

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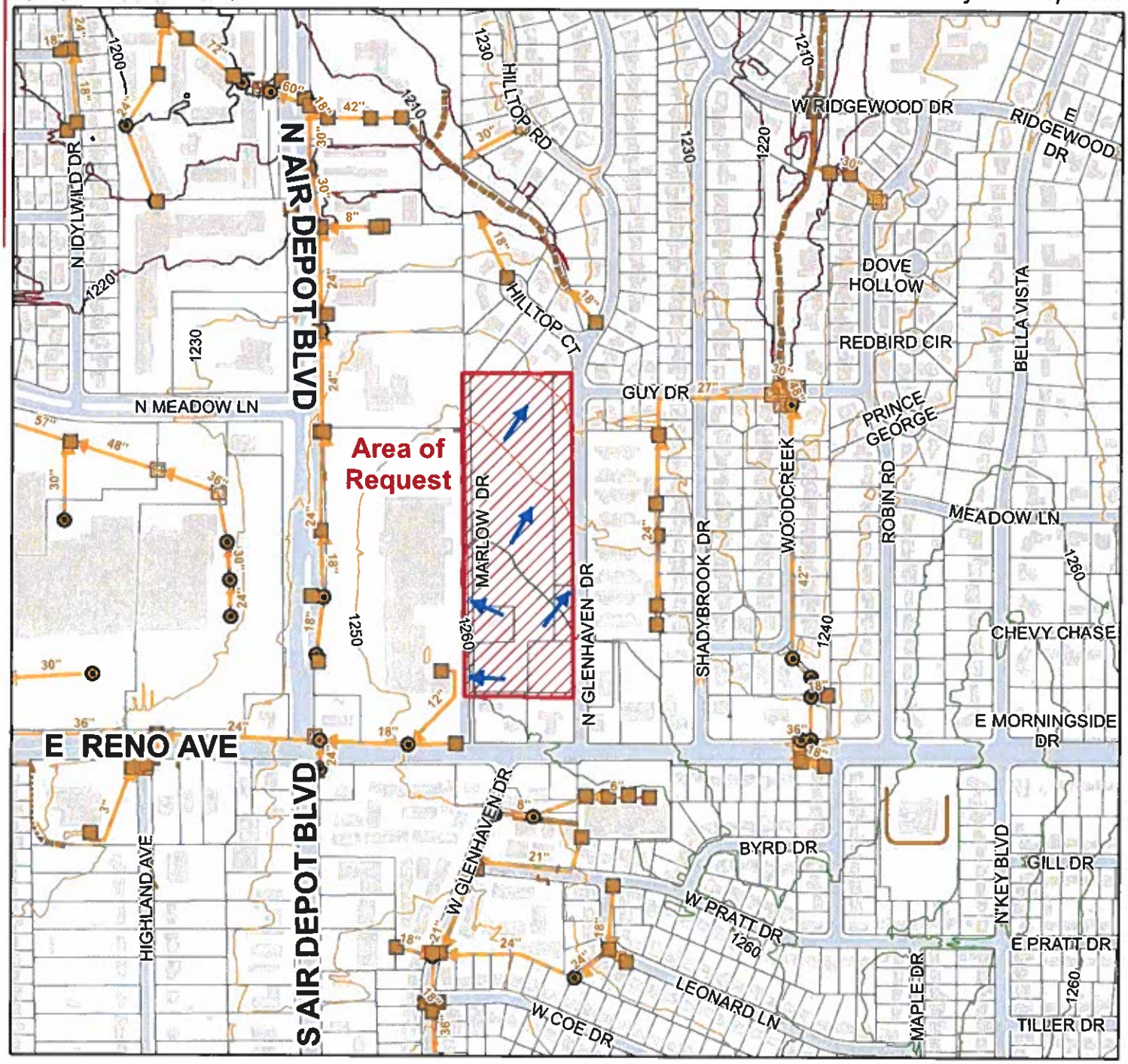
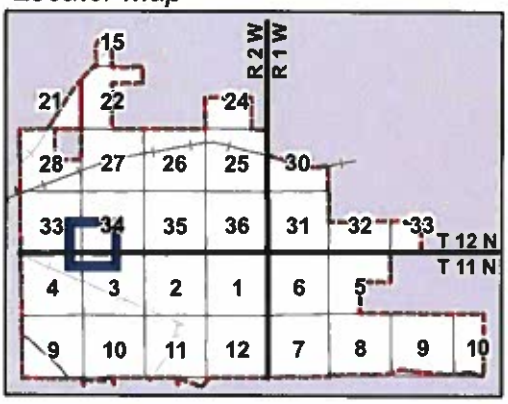
MIDWEST CITY
Where the Spirit Flies High

Community Development



Locator Map



Drainage Legend

Curb Inlets
- Curb Inlets
- Inlets
- Junction Box
- Culverts
- Flumes
- Developed Channels
- Trickle Channels
- Undeveloped Channels
- Storm Lines
- Creeks

ELEVATION
- 1166-1204 ft
- 1204-1228 ft
- 1228-1250 ft
- 1250-1278 ft
- 1278-1324 ft

2009 FEMA Floodplains
- 500-yr floodplain
- 100-yr floodplain

2009 FEMA Floodway
- FLOODWAY

DRAINAGE LOCATION MAP FOR PC-2099 (SW/4, Sec. 34, T12N, R2W)

0 500 1,000 Feet

1 inch = 500 feet

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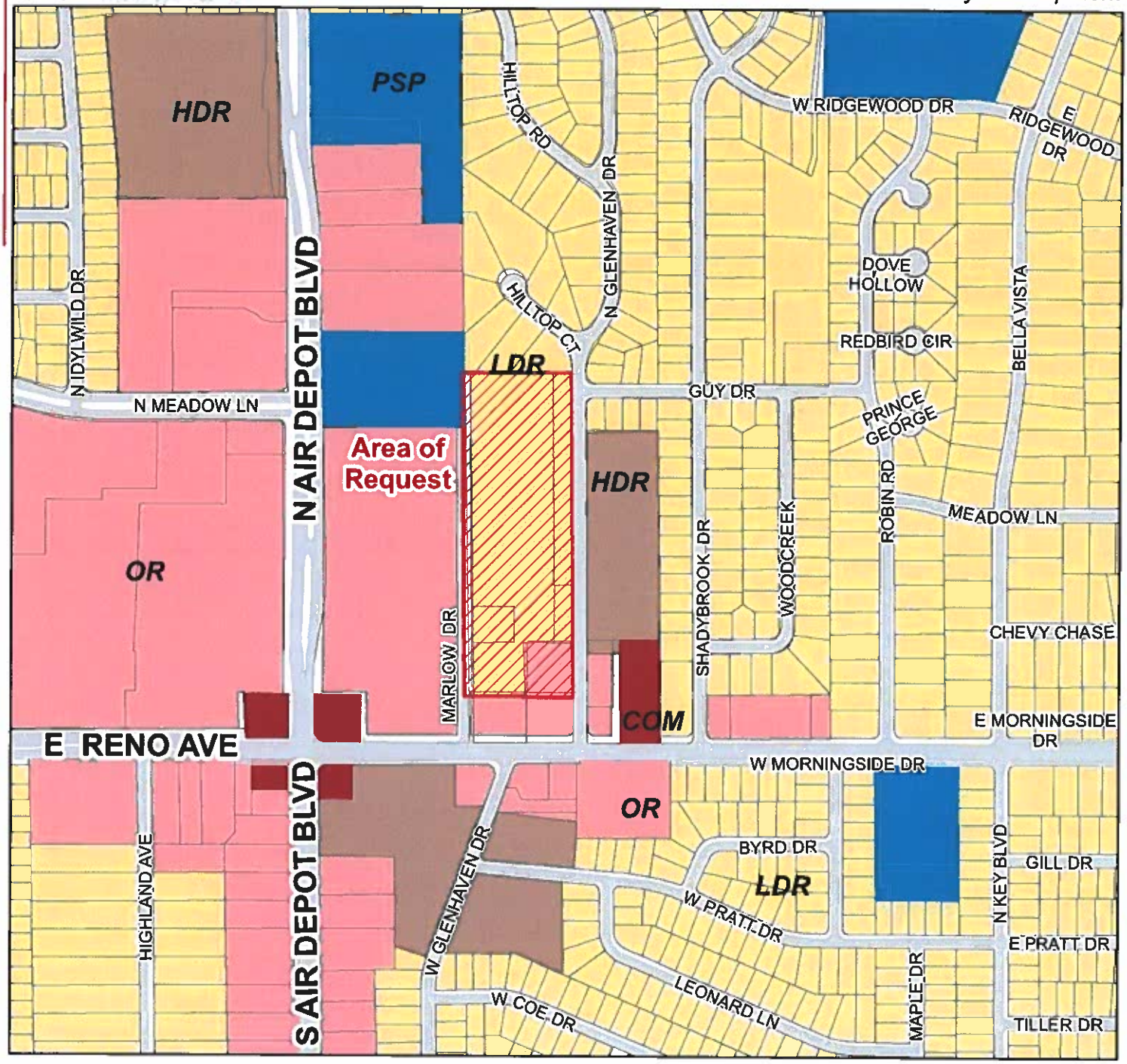

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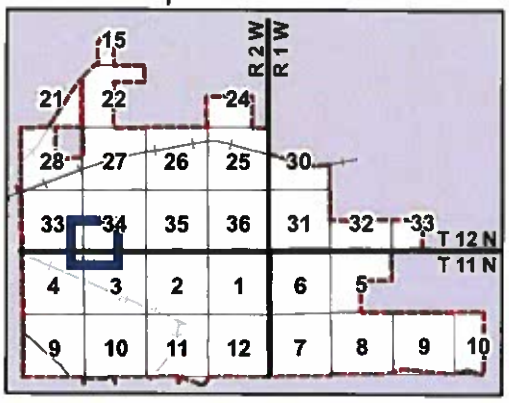

Future Land Use Legend

- Single-Family Detached Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home
- Public/Semi-Public
- Parks/Open Space
- Office/Retail
- Commercial
- Industrial
- Town Center

FUTURE LAND USE MAP FOR PC-2099 (SW/4, Sec. 34, T12N, R2W)

0 500 1,000 Feet

1 inch = 500 feet

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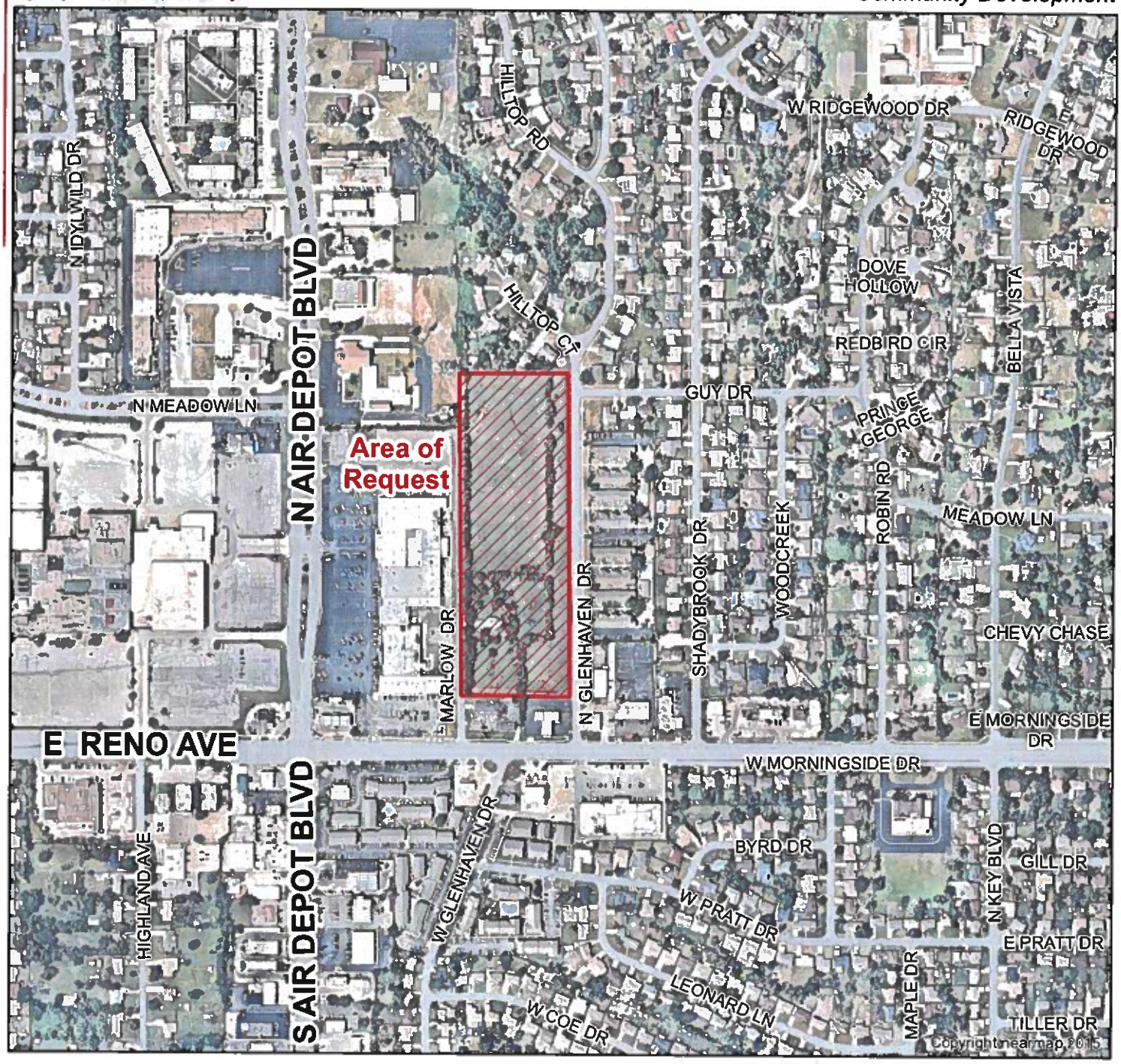
Community Development



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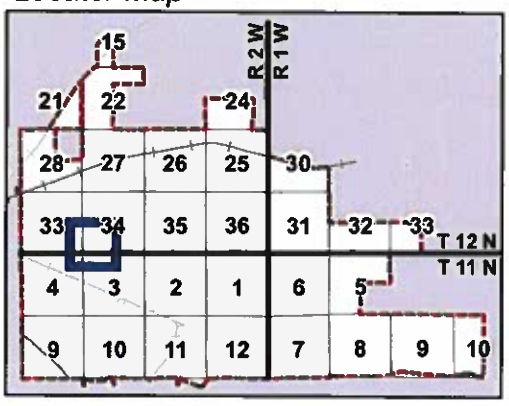

4/2021 NEARMAP AERIAL VIEW FOR PC-2099 (SW/4, Sec. 34, T12N, R2W)

0 500 1,000 Feet

1 inch = 500 feet

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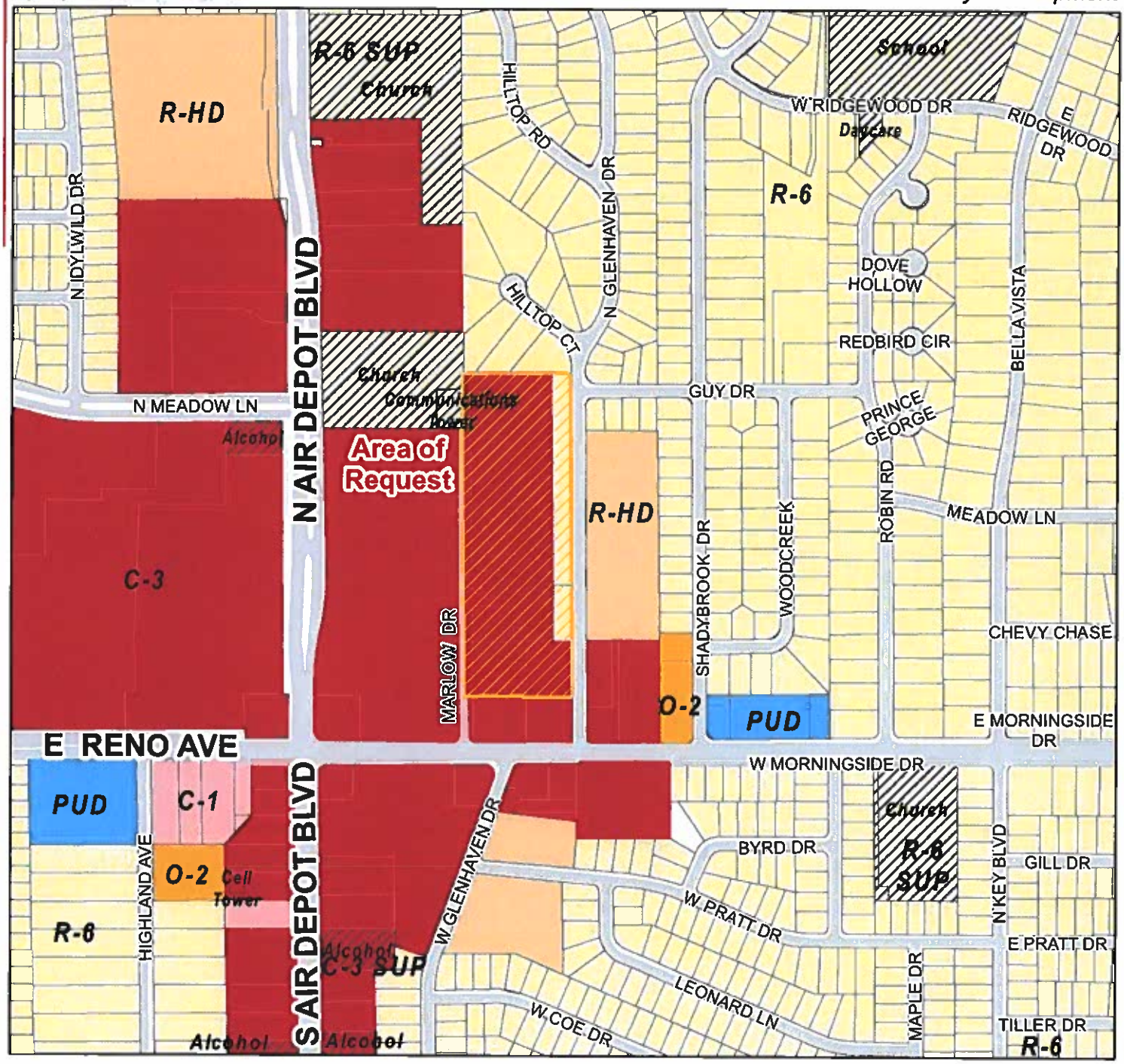
Community Development



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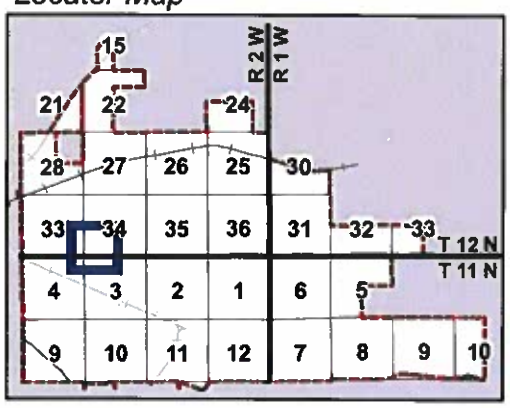

Current Zoning Legend

A-1	I-2 SUP	R-35
A-1 SUP	I-3	R-2F
C-1	O-1	R-MD
C-1 SUP	O-1 SUP	R-MD SUP
C-2	O-2	R-HD
C-3	O-2 SUP	R-HD SUP
C-3 SUP	R-6	R-MH-1
C-4	R-6 SUP	R-MH-2
C-4 SUP	R-8	PUD
I-1	R-10	SPUD
I-2	R-22	HOS
		HOS SUP

ZONING MAP FOR PC-2099 (SW/4, Sec. 34, T12N, R2W)

0 500 1,000 Feet

1 inch = 500 feet

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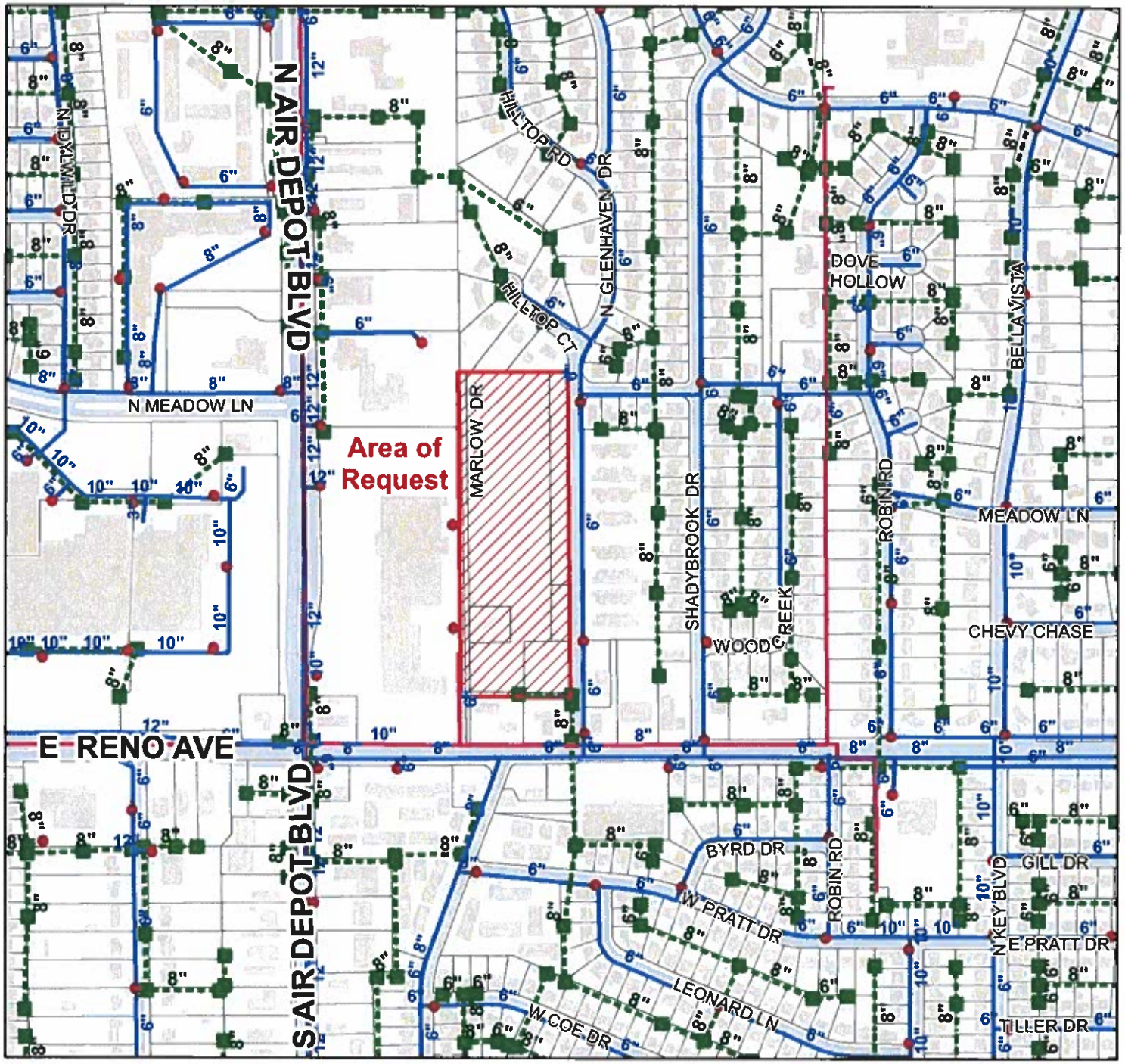
Community Development



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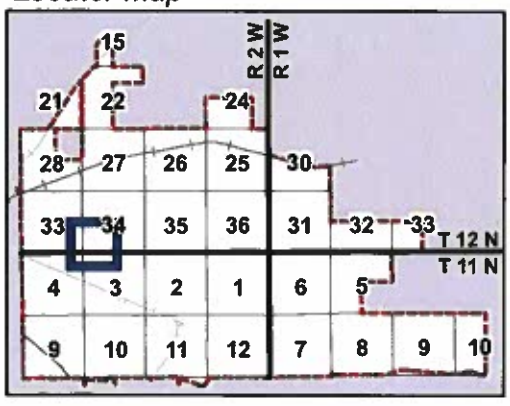


Water/Sewer Legend

- Fire Hydrants

Water Lines

- Distribution
- Well
- OKC Cross Country
- Sooner Utilities
- Thunderbird
- Unknown

- Sewer Manholes
- Sewer Lines

WATER/SEWER LINE LOCATION MAP FOR PC-2099 (SW/4, Sec. 34, T12N, R2W)

0 500 1,000 Feet

1 inch = 500 feet

THE CITY OF MIDWEST CITY

PLANNED UNIT DEVELOPMENT

MASTER DESIGN STATEMENT

September 24, 2021

PREPARED BY:

Williams, Box, Forshee & Bullard PC
522 Colcord Drive
Oklahoma City, OK 73102
405-232-0080 Phone
405-236-5814 Fax
dmbox@wbfblaw.com

TABLE OF CONTENTS

1.0 INTRODUCTION

This Planned Unit Development consists of 10.44 acres and is located within the Southwest Quarter of Section 34, Township 12 North, Range 2 West of the Indian Meridian, Oklahoma County, Oklahoma.

2.0 LEGAL DESCRIPTION

The legal description of the property is described in attached Exhibit "A", which is made a part of this design statement.

3.0 OWNER/DEVELOPER

The owner of the property described in Section 2.0 is Perkins Family, LLC.

The developer of the property described in Section 2.0 is Bentwood Investments, LLC.

4.0 SITE AND SURROUNDING AREA

4.1 ZONING

The subject property is currently zoned predominantly as C-3, as well as R-6. Surrounding properties are zoned and used for:

North: C-3 and R-6
East: C-3, R-HD, and R-6
South: C-3
West: C-3

5.0 PHYSICAL CHARACTERISTICS

The site is currently undeveloped.

6.0 CONCEPT

The concept for this planned unit development is to provide for a residential development.

7.0 SERVICE AVAILABILITY

7.1 STREETS

The property is located north of E. Reno Ave. and west of N. Glenhaven Dr. Access to the property shall be from Glenhaven Drive.

7.2 SANITARY SEWER

Public sanitary sewer facilities for this property are available to serve the site.

7.3 WATER

Public water facilities for this property are available to serve the site.

7.4 FIRE PROTECTION

Police and Fire protection are available from the City of Midwest City. The nearest fire station is Station 3 at 800 N. Air Depot Blvd.

7.5 GAS, ELECTRICAL AND TELEPHONE SERVICES

Gas, electrical, and telephone services serve several developments in the area of this Planned Unit Development and have lines adjacent to the subject property. Proper coordination with the various utility companies will be made in conjunction with this Development.

7.6 PUBLIC TRANSPORTATION

Public Transportation is currently available adjacent to this site.

7.7 DRAINAGE

Development of this parcel will comply with the requirements of the Midwest City Municipal Code, 2020, as amended.

7.8 COMPREHENSIVE PLAN

The uses proposed in this Planned Unit Development are consistent and compatible with the surrounding zoning and built environment. The subject property is currently designated Low Density Residential on the Future Land Use Map.

8.0 SPECIAL DEVELOPMENT REGULATIONS

The following Zoning Regulations and/or limitations are placed upon the development of the PUD. Planning and zoning regulations will be those, which are in effect at the time of development of this planned unit development. Development is when a permit is issued for any construction or addition to any structure on a development tract. Certain zoning districts are referred to as a part of the Zoning Regulations of this PUD. For purposes of interpretation of these Zoning Regulations, the operative and controlling language and regulations of such zoning districts shall be the language and regulations applicable to the referenced zoning districts as contained in the Midwest City Municipal Code as such exists at the time of development of this PUD. In the event of conflict between provisions of this

PUD and any of the provisions of the Midwest City Municipal Code, as amended (Code), in effect at the time a permit is applied for with respect to any lot, block, tract and/or parcel of land subject to this PUD, the provisions of the code shall prevail and be controlling; provided however, that in the event of a conflict between the Zoning Regulations specifically negotiated as a part of this PUD and the provisions of the Code in effect at the time a permit is applied for with respect to any lot, block, tract and/or parcel of land subject to this planned unit development, such Zoning Regulations of this PUD shall prevail and be controlling.

8.1 USE AND DEVELOPMENT REGULATIONS

This planned unit development shall consist of two (2) tracts as follows:

TRACT 1

Tract 1 of this PUD as identified in Exhibit B. The residential area regulations and standards of the **R-MD Medium Density Residential District**, shall govern the property, except as modified herein.

The following uses shall be expressly permitted within Tract 1:

(4.2.1)	Single-Family Detached Residential
(4.2.10)	Accessory Dwelling Unit, Attached or Detached
(4.3.1)	Public Service or Utility: Light
(4.3.11)	Community Recreation: Restricted
(4.3.13)	Community Recreation: Property Owners' Association
(4.4.58)	Off-Street Parking: Accessory Parking

TRACT 2

Tract 2 of this PUD is identified in Exhibit B. The residential area regulations and standards of the **R-MD Medium Density Residential District** shall govern the property, except as modified herein.

The following uses shall be expressly permitted within Tract 2:

(4.2.1)	Single-Family Detached Residential
(4.2.2)	Two-family Attached Residential (Duplexes)
(4.2.3)	Townhouse (Single-Family Attached)
(4.2.9)	Home Occupation
(4.2.10)	Accessory Dwelling Unit, Attached or Detached
(4.3.1)	Public Service or Utility: Light
(4.3.11)	Community Recreation: Restricted
(4.3.13)	Community Recreation: Property Owners' Association
(4.4.58)	Off-Street Parking: Accessory Parking

9.0 SPECIAL CONDITIONS

The following special conditions shall be made a part of this PUD:

9.1 FAÇADE REGULATIONS

Pursuant to Midwest City Municipal Code regulations.

9.2 LANDSCAPING REGULATIONS

The subject parcel shall meet all requirements of Midwest City's Landscaping Ordinance in place at the time of development

9.3 SCREENING REGULATIONS

The base zoning district shall regulate the screening requirements.

9.4 PLATTING REGULATIONS

Platting shall be required for this PUD.

9.5 ACCESS REGULATIONS

Access to the subject site shall be from E. Reno Ave. and N. Glenhaven Dr.

9.6 SIGNAGE REGULATIONS

9.6.1 FREESTANDING ACCESSORY SIGNS

Per the base zoning district.

9.6.2 ATTACHED SIGNS

Attached signs will be in accordance with the base zoning district regulations.

9.6.3 NON-ACCESSORY SIGNS

Non-Accessory signs shall be prohibited within this PUD.

9.6.4 ELECTRONIC MESSAGE DISPLAY SIGNS

Electronic Message Display signs shall be prohibited within this PUD.

9.7 LIGHTING REGULATIONS

The site lighting in this PUD shall be in accordance with Appendix A, Section 5.11, of the Midwest City Municipal Code, 2020, as amended.

9.8 SETBACK

The base zoning district regulations shall regulate setbacks of structures in this PUD, except that structures in Tract 2, consisting of two or more units, shall comply with the regulations provided for townhouse units

9.9 DENSITY AND LOT REGULATIONS

In Tract 2 the minimum lot size, intensity of use and lot widths shall comply with the base zoning district regulations for all uses, except that structures with two or more units shall comply with the regulations established for townhouse units. Provided, however, that the maximum number of dwelling units within this PUD shall be limited to 100 units.

9.10 HEIGHT REGULATIONS

Pursuant to the base zoning district.

9.11 PARKING REGULATIONS

The design and number of all parking facilities in this PUD shall be in accordance with Appendix A, Section 5.3 of the Midwest City Municipal Code, 2020, as amended.

9.12 SIDEWALK REGULATIONS

This PUD shall adhere to all municipal sidewalk requirements, except that no sidewalk shall be required along Marlow Drive.

10.0 EXHIBITS

Exhibit A: Legal Description
Exhibit B: Master Development Plan – Conceptual

Exhibit A
Legal Description

A tract of land lying in the Southwest Quarter (SW/4) of Section Thirty-Four (34), Township Twelve (12) North, Range Two (2) West of the Indian Meridian, being more particularly described as follows:

Commencing at the Southwest corner of the SW/4; Thence N89°51'43"E along the South line of said SW/4 a distance of 579.12 feet;

Thence N00°36'11"W and parallel to the West line of said SW/4 a distance of 200.01 feet to the Point of Beginning;

Thence continuing N00°36'11"W and parallel to the West line of said SW/4 a distance of 1158.47 feet to the Southwest corner of Lot 16, Block 2 of SOMERSET PARK ADDITION,

Thence N89°54'15"E along the South line of said Block 2 a distance of 392.31 feet to a point on the West right of way line line of Glenhaven Drive;

Thence S00°36'11"E along said West right of way line and parallel to the West line of said SW/4 a distance of 1161.18 feet;

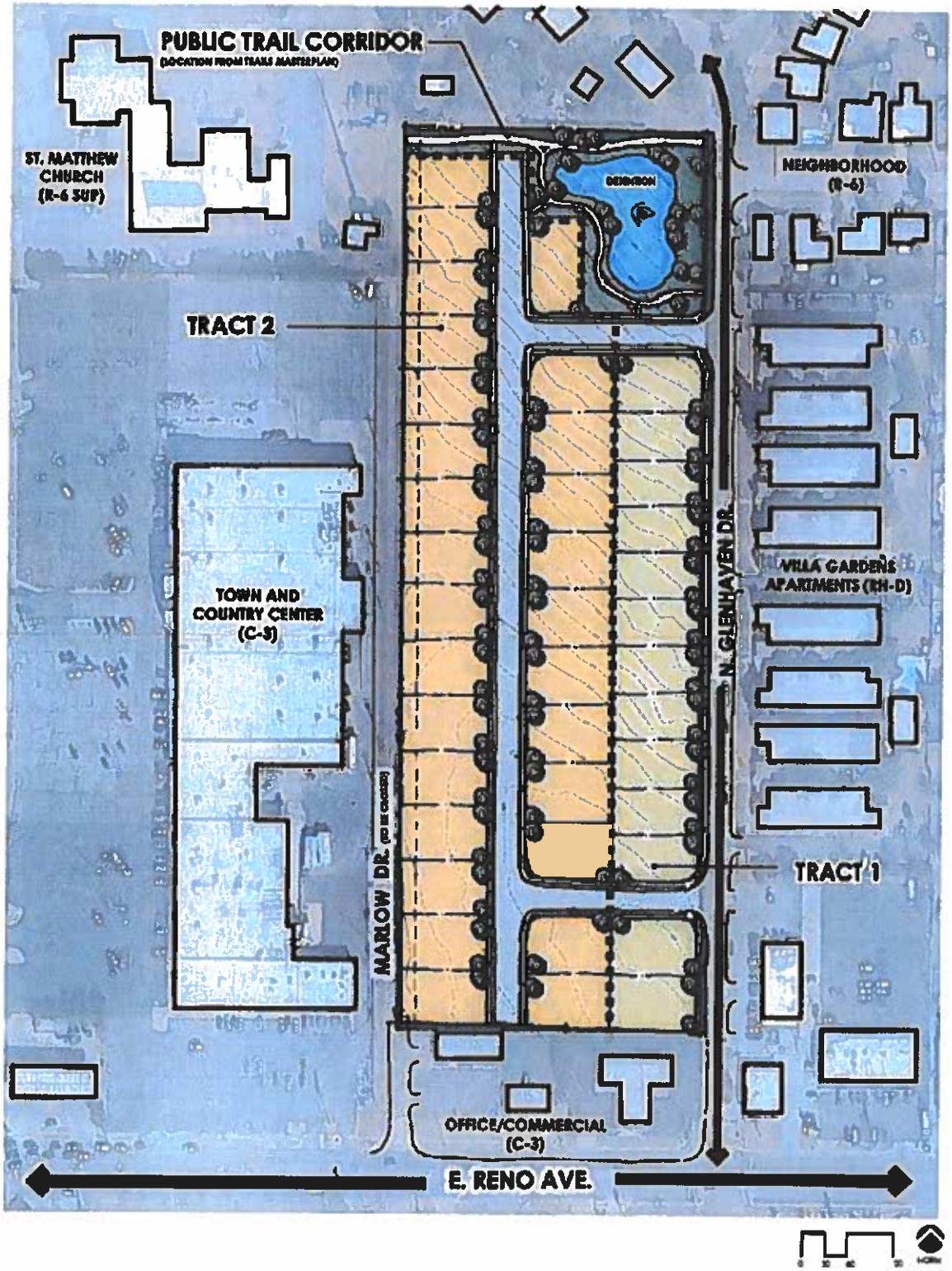
Thence S89°51'43"W and parallel to the South line of said SW/4 a distance of 172.93 feet;

Thence N00°36'11"W and parallel to the West line of said SW/4 a distance of 3.00 feet;

Thence S89°51'43"W and parallel to the South line of said SW/4 a distance of 219.38 feet to the Point of Beginning

Containing 454,922 Sq. Ft. or 10.4436 Acres, more or less.

The property described hereon is the combination of the properties described in a Real Estate Mortgage Book 3965, Page 856, Warranty Deed Book 3934, Page 222, Warranty Deed 4014, Page 1103, Warranty Deed Book 4547, Page 1798 Warranty Deed Book 8246, Page 1327, and Warranty Deed Book 8246, Page 1313 all being recorded in the office of the Oklahoma County Clerk.



PUD MASTERPLAN

E. Reno Ave. and N Glenhaven Dr.

Project #21072 9/24/2021

Tanner Consulting LLC

PC-2099

ORDINANCE NO. _____

AN ORDINANCE RECLASSIFYING THE ZONING DISTRICT OF THE PROPERTY DESCRIBED IN THIS ORDINANCE TO PUD, PLANNED UNIT DEVELOPMENT, AND DIRECTING AMENDMENT OF THE OFFICIAL ZONING DISTRICT MAP TO REFLECT THE RECLASSIFICATION OF THE PROPERTY'S ZONING DISTRICT; AND PROVIDING FOR REPEALER AND SEVERABILITY

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MIDWEST CITY, OKLAHOMA:

ORDINANCE

SECTION 1. That the zoning district of the following described property is hereby reclassified to PUD, Planned Unit Development, subject to the conditions contained in the PC-2099 file, and that the official Zoning District Map shall be amended to reflect the reclassification of the property's zoning district as specified in this ordinance:

A tract of land lying in the Southwest Quarter (SW/4) of Section Thirty-Four (34), Township Twelve (12) North, Range Two (2) West of the Indian Meridian, being more particularly described as follows:

Commencing at the Southwest corner of the SW/4; Thence N89°51'43"E along the South line of said SW/4 a distance of 579.12 feet;

Thence N00°36'11"W and parallel to the West line of said SW/4 a distance of 200.01 feet to the Point of Beginning;

Thence continuing N00°36'11"W and parallel to the West line of said SW/4 a distance of 1158.47 feet to the Southwest corner of Lot 16, Block 2 of SOMERSET PARK ADDITION,

Thence N89°54'15"E along the South line of said Block 2 a distance of 392.31 feet to a point on the West right of way line line of Glenhaven Drive;

Thence S00°36'11"E along said West right of way line and parallel to the West line of said SW/4 a distance of 1161.18 feet;

Thence S89°51'43"W and parallel to the South line of said SW/4 a distance of 172.93 feet;

Thence N00°36'11"W and parallel to the West line of said SW/4 a distance of 3.00 feet;

Thence S89°51'43"W and parallel to the South line of said SW/4 a distance of 219.38 feet to the Point of Beginning

Containing 454,922 Sq. Ft. or 10.4436 Acres, more or less.

The property described hereon is the combination of the properties described in a Real Estate Mortgage Book 3965, Page 856, Warranty Deed Book 3934, Page 222, Warranty Deed 4014, Page 1103, Warranty Deed Book 4547, Page 1798 Warranty Deed Book 8246, Page 1327, and Warranty Deed Book 8246, Page 1313 all being recorded in the office of the Oklahoma County Clerk.

SECTION 2. REPEALER. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. SEVERABILITY. If any section, sentence, clause or portion of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of the ordinance.

PASSED AND APPROVED by the Mayor and Council of the City of Midwest City, Oklahoma, on the _____ day of _____, 2021.

THE CITY OF MIDWEST CITY, OKLAHOMA

_____

MATTHEW D. DUKES II, Mayor

ATTEST:

_____
SARA HANCOCK, City Clerk

APPROVED as to form and legality this _____ day of _____, 2021.

_____
DONALD MAISCH, City Attorney

PC-2099

RESOLUTION NO. 2021-_____

A RESOLUTION AMENDING THE 2008 COMPREHENSIVE PLAN MAP CLASSIFICATION FROM LDR, LOW DENSITY RESIDENTIAL AND OR, OFFICE RETAIL TO MDR, MEDIUM DENSITY RESIDENTIAL, FOR THE PROPERTY DESCRIBED IN THIS RESOLUTION WITHIN THE CITY OF MIDWEST CITY, OKLAHOMA.

WHEREAS, the 2008 Comprehensive Plan Map of Midwest City, Oklahoma shows the following described property identified as LDR, Low Density Residential and OR, Office Retail:

A tract of land lying in the Southwest Quarter (SW/4) of Section Thirty-Four (34), Township Twelve (12) North, Range Two (2) West of the Indian Meridian, being more particularly described as follows:

Commencing at the Southwest corner of the SW/4; Thence N89°51'43"E along the South line of said SW/4 a distance of 579.12 feet;

Thence N00°36'11"W and parallel to the West line of said SW/4 a distance of 200.01 feet to the Point of Beginning;

Thence continuing N00°36'11"W and parallel to the West line of said SW/4 a distance of 1158.47 feet to the Southwest corner of Lot 16, Block 2 of SOMERSET PARK ADDITION,

Thence N89°54'15"E along the South line of said Block 2 a distance of 392.31 feet to a point on the West right of way line line of Glenhaven Drive;

Thence S00°36'11"E along said West right of way line and parallel to the West line of said SW/4 a distance of 1161.18 feet;

Thence S89°51'43"W and parallel to the South line of said SW/4 a distance of 172.93 feet;

Thence N00°36'11"W and parallel to the West line of said SW/4 a distance of 3.00 feet;

Thence S89°51'43"W and parallel to the South line of said SW/4 a distance of 219.38 feet to the Point of Beginning

Containing 454,922 Sq. Ft. or 10.4436 Acres, more or less.

The property described hereon is the combination of the properties described in a Real Estate Mortgage Book 3965, Page 856, Warranty Deed Book 3934, Page 222, Warranty Deed 4014, Page 1103, Warranty Deed Book 4547, Page 1798 Warranty Deed Book 8246, Page 1327, and Warranty Deed Book 8246, Page 1313 all being recorded in the office of the Oklahoma County Clerk.

WHEREAS, it is the desire of the Midwest City Council to amend the classification of the referenced property to Medium Density Residential;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MIDWEST CITY, OKLAHOMA:

That the classification of above described property located in Midwest City, Oklahoma is hereby changed to Medium Density Residential on the 2008 Comprehensive Plan Map.

PASSED AND APPROVED by the Mayor and Council of the City of Midwest City, Oklahoma, this _____ day of _____, 2021.

CITY OF MIDWEST CITY, OKLAHOMA

_____

MATTHEW D. DUKES II, Mayor

ATTEST:

_____

SARA HANCOCK, City Clerk

APPROVED as to form and legality this _____ day of _____, 2021.

_____

DONALD MAISCH, City Attorney

THE CITY OF

MIDWEST CITY

MEMORANDUM

TO: Honorable Mayor and Councilmembers

FROM: Tim Lyon, City Manager

DATE: January 25, 2022

RE: Discussion and consideration for adoption, including any possible amendment of, the American Recovery Plan Act list of projects and projected costs of $9,858,239.

The City of Midwest City is receiving $9,858,239 in federal American Recovery Plan Act (ARPA) funds. The City of Midwest City has a list of projects that may be funded with ARPA funding. This week the US Treasury Department issued its final rule for the use of the ARPA funds, which goes into effect on April 1, 2022. One aspect of the Final Rule is contained in 31 CFR § 35.6 (d) which requires a calculation of the City's lost general revenue due to COVID. Under this rule the City has the ability to deem its loss (with no additional calculation) at $10,000,000.00.

Staff has identified a list of eight projects that were prioritized on the basis of high need and overall investment impact on Midwest City.

If you have a question concerning this project list, please feel free to contact me at 739-1201.

Tim L. Lyon

_____

Tim Lyon
City Manager

Attachment (1)

ARPA PROJECT LIST 2022

ARPA AWARD $ 9,858,239

PROJECT LIST	PROJECTED REQUEST	CITY/GRANT FUNDS	FINAL ARPA PROJECTS
1. SOONER ROSE SEWER LINE	$ 3,250,000	$ (41,461)	$ 3,208,239
2. 23RD SEWER LINE	$ 700,000	$ (150,000)	$ 550,000
3. 36TH WATER AND SEWER LINES	$ 1,500,000	$ (500,000)	$ 1,000,000
4. HEALTH BENEFITS PLAN	$ 500,000		$ 500,000
5. COUNCIL CHAMBER RENOVATIONS	$ 450,000		$ 450,000
6. CITY HALL RENOVATIONS/RESTROOMS	$ 550,000	$ (150,000)	$ 400,000
7. MULTI-PURPOSE SPORTS COMPLEX - 2	$ 10,000,000	$ (8,000,000)	$ 2,000,000
8. HORIZONTAL WATER WELL/REHAB	$ 2,000,000	$ (250,000)	$ 1,750,000
Totals	$ 18,950,000	$ (9,091,461)	$ 9,858,239

NOTES: ENCUMBER 2024 SPEND 2026