

City of Fayetteville Staff Review Form


2015-0229

Legistar File ID

5/19/2015

City Council Meeting Date - Agenda Item Only

N/A for Non-Agenda Item

Jeremy Pate 

5/1/2015

City Planning /
Development Services Department

Submitted By

Submitted Date

Division / Department

Action Recommendation:

ADM 15-5035: Administrative Item (NORTH OF QUAIL DR. & RAVEN LN./CRYSTAL SPRINGS S/D, PH. IV, 285): Submitted by MILHOLLAND ENGINEERS for property located NORTH OF QUAIL DR. & RAVEN LN. The property is zoned RSF-4, RESIDENTIAL SINGLE FAMILY, 4 UNITS PER ACRE and contains approximately 92.31 acres. The request is for an amendment to the Master Street Plan to remove the future extension of Raven Lane over Clabber Creek.

Budget Impact:

Account Number	Fund
Project Number	Project Title
Budgeted Item? <u>NA</u>	Current Budget \$ -
	Funds Obligated \$ -
	Current Balance \$ -
Does item have a cost? <u>No</u>	Item Cost
Budget Adjustment Attached? <u>NA</u>	Budget Adjustment
	Remaining Budget \$ -

V20140710

Previous Ordinance or Resolution # _____

Original Contract Number: _____

Approval Date: _____

Comments:



CITY COUNCIL AGENDA MEMO

MEETING OF MAY 19, 2015

TO: Fayetteville City Council

THRU: Andrew Garner, Planning Director

FROM: Jesse Fulcher, Senior Planner

DATE: May 1, 2015

SUBJECT: **ADM 15-5035: Administrative Item (NORTH OF QUAIL DR. & RAVEN LN./CRYSTAL SPRINGS S/D, PH. IV, 285):** Submitted by MILHOLLAND ENGINEERS for property located NORTH OF QUAIL DR. & RAVEN LN. The property is zoned RSF-4, RESIDENTIAL SINGLE FAMILY, 4 UNITS PER ACRE and contains approximately 92.31 acres. The request is for an amendment to the Master Street Plan to remove the future extension of Raven Lane over Clabber Creek.

RECOMMENDATION:

The Planning Commission and City Planning Staff recommend denial of a resolution to remove a portion of a future collector street (Raven Lane) over Clabber Creek from the Master Street Plan.

BACKGROUND:

The subject property contains approximately 92 acres and is located between Clabber Creek and the Crofton Manor, Mount Comfort and Bird Haven Terrace Subdivisions. The property is undeveloped with the north portion of the property in the floodway and floodplain of Clabber creek.

In 2006 the land owner proposed to develop the property for Crystal Springs Phase 4, containing 273 single-family lots. The development proposal included a bridge connection over Clabber Creek, which would connect the land to Crystal Springs Phases 1-3 and provide access to Salem Road and Deane Solomon Road. The Raven Lane bridge connection has been shown on the City's adopted Master Street Plan since at least 2000.

The Planning Commission approved the Crystal Springs 4 preliminary plat with two street connections to the south, through Raven Lane and Woodlark Lane and the bridge connection over Clabber Creek. There was insufficient right-of-way to make a connection to Gooseberry Lane. The approval was appealed to the City Council. The City Council modified the approval and limited connections to the south through Raven Lane only. In addition, the bridge connection over Clabber Creek was required to be constructed prior to Phase 3, which would permit 77 lots prior to bridge construction.

Crystal Springs Phase 4 was never constructed and all approvals have expired. This includes Resolution No. 113-06, which required bridge construction to the north and connectivity only through Raven Lane.

Master Street Plan: The Raven Lane connection has been shown on the Master Street Plan for the last 15 years, but it wasn't until 2011 when the Gooseberry extension was added to the plan. Based on research, however, there is insufficient right-of-way for Gooseberry to be extended unless the property owners on either side of the street dedicate additional right-of-way. Therefore, it is very unlikely that the street will be extended if the Crystal Springs property is developed. Both Woodlark Lane and Raven Lane were constructed as stub outs and provide sufficient right-of-way for street connections into Crystal Springs.

MASTER STREET PLAN AMENDMENT:

The applicant is proposing an amendment to the Master Street Plan to remove a section of the future Raven Lane extension over Clabber Creek. The applicant is requesting this amendment prior to finalizing plans for Crystal Springs Phase IV to determine if bridge construction, or an assessment for a future bridge will be required at the time of development. The applicant is not requesting determinations on connections to the south through Gooseberry Lane, Woodlark Lane or Raven Lane.

The applicant has submitted a traffic study and conceptual site plan showing 271 single-family lots and no bridge connection to the north. The traffic study provides the number of 24-hour vehicle trips from the subdivision to be approximately 2,593, as well as traffic distribution through three proposed streets that would connect to Salem Road and Deane Solomon Road. The traffic study indicates the three new streets, as well as the receiving streets, Salem Road, Deane Solomon Road, Howard Nickel Road and Mount Comfort Road, have sufficient capacity to handle the additional traffic created by the development. The traffic study does not show any street connections to the south. However, data for these streets is included in the 2006 traffic study, which is attached.

City staff does have reservations about another bridge connection over Clabber Creek. One concern is the long-term maintenance responsibility by the public. There are four existing bridges over Clabber Creek in the vicinity of this property that must be maintained and potentially even upgraded as development in the area grows. A fifth bridge increases connectivity in the area, but at a long-term cost to the public. The second concern is the additional environmental impacts through the floodplain and floodway of Clabber Creek. Bridge construction requires significant land disturbance that has negative impacts on water quality and aquatic habitat. Ultimately, it must be determined if the benefits or needs of another north/south connection outweigh the short and long-term costs of construction and maintenance.

The scenario presented by the development team provides three new street connections to Salem Road and Deane Solomon Road. Salem Road and Deane Solomon Road already cross Clabber Creek and are signalized at Mount Comfort Road. Salem Road also provides direct access to Holcomb Elementary School. The need to construct a new bridge is greatly reduced, and possible negated, if these new east/west connections can be constructed concurrently with the Crystal Springs development.

However, if the east/west connections can't be provided, then a new connection over Clabber Creek is essential. Woodlark Lane and Raven Lane are two-lane, local streets that should not provide the only means of ingress and egress to 271 new residential lots. Staff's concern with removing the bridge connection from the Master Street Plan at this time is that the east/west connections are critical for traffic circulation. Staff conversations with the land owners to the west, both in 2006, again in 2015, and the landowners public comment at the April 27, 2015 Planning Commission meeting indicate that they don't support a street across their property.

DISCUSSION:

On April 27, 2015 the Planning Commission voted on this item with a recommendation for denial with a vote of 7-0-0. Staff recommends denial of the request finding that it is premature to remove the bridge crossing from the Master Street Plan until there are guarantees in place for street connections to the east and west when Crystal Springs Phase 4 is developed. The neighborhoods and streets to the south can't support the development of 271 lots without new street connections to the east and west, or to the north. There were nine members of the public that spoke at the April 27, 2015 Planning Commission meeting. Public comment centered around existing traffic congestion on Mount Comfort Road and that the neighborhoods do not want their streets connected to Crystal Springs 4.

BUDGET/STAFF IMPACT:

N/A

Attachments:

Exhibit 'A'

Planning Commission Staff Report



PLANNING COMMISSION MEMO

TO: Fayetteville Planning Commission

THRU: Andrew Garner, City Planning Director

FROM: Jesse Fulcher, Senior Planner

MEETING DATE: ~~April 27, 2015~~ Updated April 28, 2015

SUBJECT: **ADM 15-5035: Administrative Item (NORTH OF QUAIL DR. & RAVEN LN./CRYSTAL SPRINGS S/D, PH. IV, 285):** Submitted by MILHOLLAND ENGINEERS for property located NORTH OF QUAIL DR. & RAVEN LN. The property is zoned RSF-4, RESIDENTIAL SINGLE FAMILY, 4 UNITS PER ACRE and contains approximately 92.31 acres. The request is for an amendment to the Master Street Plan.

RECOMMENDATION:

Staff recommends tabling **ADM 15-5035** until such time as agreements are in place to allow street construction across adjacent properties to Salem Road and Deane Solomon Road.

BACKGROUND:

The subject property contains approximately 92 acres and is located between Clabber Creek and the Crofton Manor, Mount Comfort and Bird Haven Terrace Subdivisions. The property is undeveloped with the north portion of the property in the floodway and floodplain of Clabber creek.

In 2006 the land owner proposed to develop the property for Crystal Springs Phase 4, containing 273 single-family lots. The development proposal included a bridge connection over Clabber Creek, which would connect the land to Crystal Springs Phases 1-3 and provide access to Salem Road and Deane Solomon Road. The Raven Lane bridge connection has been shown on the City’s adopted Master Street Plan since at least 2000.

The Planning Commission approved the Crystal Springs 4 preliminary plat with two street connections to the south, through Raven Lane and Woodlark Lane and the bridge connection over Clabber Creek. There was insufficient right-of-way to make a connection to Gooseberry Lane. The approval was appealed to the City Council. The City Council modified the approval and limited connections to the south through Raven Lane only. In addition, the bridge connection over Clabber Creek was required to be constructed prior to Phase 3, which would permit 77 lots prior to bridge construction.

Crystal Springs Phase 4 was never constructed and all approvals have expired. This includes Resolution No. 113-06, which required bridge construction to the north and connectivity only through Raven Lane. The surrounding zoning and land uses are listed in *Table 1*.

Master Street Plan: The Raven Lane connection has been shown on the Master Street Plan for the last 15 years, but it wasn’t until 2011 when the Gooseberry extension was added to the plan. Based on research, however, there is insufficient right-of-way for Gooseberry to be extended,

unless the property owners on either side of the street dedicate additional right-of-way. Therefore, it is very unlikely that the street will be extended if the Crystal Springs property is developed. Both Woodlark Lane and Raven Lane were constructed as stub outs and provide sufficient right-of-way for street connections into Crystal Springs.

**Table 1
Surrounding Land Use/Zoning**

Direction from Site	Land Use	Zoning
North	Single-family homes	RSF-4
South	Single-family homes	RSF-4
East	Golf Course	R-A/RSF-1
West	Single-family homes	RSF-1

Proposal: The applicant is not requesting approval of a new subdivision at this time. Nor are they requesting determinations on connections to the south through Gooseberry Lane, Woodlark Lane or Raven Lane. The intent of the request is to determine if a bridge needs to be constructed over Clabber Creek with the development of Crystal Springs Subdivision.

The applicant has submitted a traffic study and conceptual site plan showing 271 single-family lots and no bridge connection to the north. The traffic study provides the number of 24-hour vehicle trips from the subdivision to be approximately 2,593, as well as traffic distribution through three proposed streets that would connect to Salem Road and Deane Solomon Road. The traffic study indicates the three new streets, as well as the receiving streets, Salem Road, Deane Solomon Road, Howard Nickel Road and Mount Comfort Road, have sufficient capacity to handle the additional traffic created by the development. The traffic study does not show any street connections to the south. However, data for these streets is included in the 2006 traffic study, which is attached.

City staff does have reservations about another bridge connection over Clabber Creek. One concern is the long-term maintenance responsibility by the public. There are four existing bridges over Clabber Creek in the vicinity of this property that must be maintained and potentially even upgraded as development in the area grows. A fifth bridge increases connectivity in the area, but at a long-term cost to the public. The second concern is the additional environmental impacts through the floodplain and floodway of Clabber Creek. Bridge construction requires significant land disturbance that has negative impacts on water quality and aquatic habitat. Ultimately, it must be determined if the benefits or needs of another north/south connection outweigh the short and long-term costs of construction and maintenance.

The scenario presented by the development team provides three new street connections to Salem Road and Deane Solomon Road. Each of the streets already cross Clabber Creek and are signalized at Mount Comfort Road. Salem Road also provides direct access to Holcomb Elementary School. The need to construct a new bridge is greatly reduced, and possible negated, if these new east/west connections can be constructed concurrently with the Crystal Springs development.

However, if the east/west connections can't be provided, then a new connection over Clabber Creek is essential. Woodlark Lane and Raven Lane are two-lane, local streets that should not provide the only means of ingress and egress to 271 new residential lots. Staff's concern with removing the bridge connection from the Master Street Plan at this time is that the east/west connections are critical for traffic circulation. Staff conversations with the land owners to the west,

both in 2006 and again in 2015, lead us to believe that they don't support a street across their property.

RECOMMENDATION: Staff doesn't support removing the Raven Street bridge connection until there are guarantees that new street connections to the east and west will be constructed with the development of Crystal Springs Phase 4. The neighborhoods and streets to the south can't support the development of 271 lots without new street connections to the east and west, or to the north.

Planning Commission Action: Approved Forwarded Denied

Meeting Date: April 27, 2015

Motion: Brown The Planning Commission forwarded the request to the City Council with
Second: Hoskins a recommendation for denial.
Vote: 7-0-0

BUDGET/STAFF IMPACT:
None.

Attachments:

- Applicant's letter
- 2006 Crystal Springs Plat
- Resolution 113-06
- 2006 Traffic Study
- 2015 Traffic Study
- Existing Street Connections
- Proposed Street Connections
- Land Use Map
- Close Up Map
- One Mile Map

CRYSTAL SPRINGS, PHASE IV

Crystal Springs Ltd. Partnership
Howard Davis, Managing Partner
5247 Harber Avenue
Springdale, AR 72762

March 20, 2015

City of Fayetteville
Jesse Fulcher, City Planner
Planning Department
113 West Mountain Street
Fayetteville, AR 72701

PROJECT: CRYSTAL SPRINGS, PHASE IV

MATTER: REQUEST: "AMENDMENT" TO CITY OF FAYETTEVILLE
MASTER STREET PLAN MAP

Mr. Jesse Fulcher:

Please be advised that Land Owners of "Crystal Springs, Phase IV", respectfully request the City's Master Street Plan Map be "AMENDED" in accordance with MAPS submitted by Melvin Milholland, P.E., Milholland Engineers and a "TRAFFIC STUDY" developed by Peters and Associates, Ernie Peters, P.E. The primary objective is to provide Collector Streets through Crystal Springs, Phase IV, to direct traffic flows Westerly to Salem Road, an Existing Collector Street, and Easterly to Deane Solomon Road, an Existing Minor Arterial.

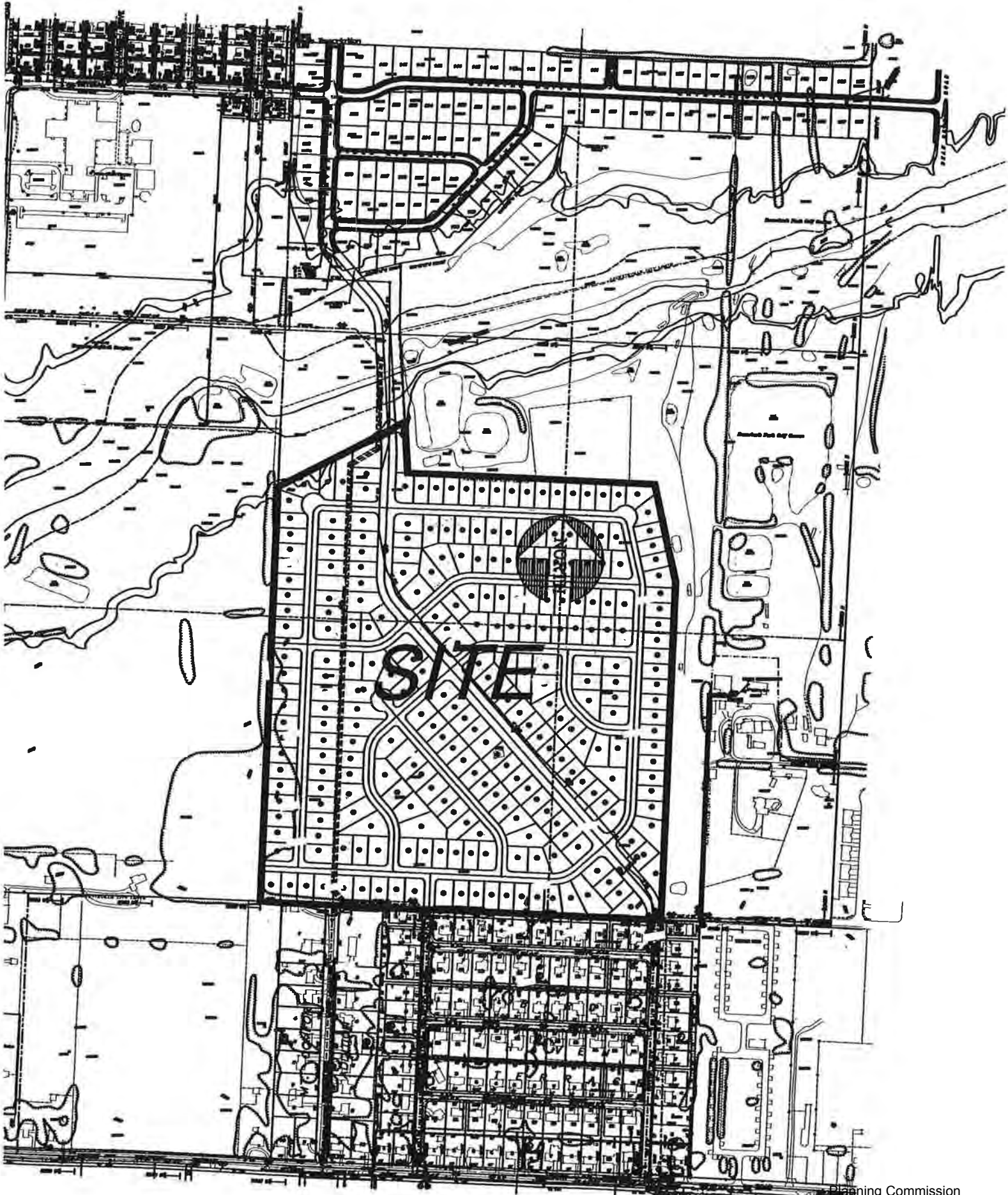
The City's favorable review and recommendation to the Fayetteville Planning Commission and City Council is very much appreciated!

Respectfully submitted,


Howard Davis, Managing Partner

Land Owner: Crystal Springs Ltd. Partnership
Parcel: 756-16658-050
Phone: 479-409-9393

2006 PLAT



RESOLUTION NO. 113-06

A RESOLUTION TO GRANT THE APPEAL OF THE APPROVAL OF PPL 06-1977 (CRYSTAL SPRINGS IV) AND TO APPROVE PPL 06-1977 AS SLIGHTLY MODIFIED BY THE CITY COUNCIL

WHEREAS, Raven Lane is a collector street on the Master Street Plan and should provide sufficient north/south connectivity between Mt. Comfort Road and Crystal Drive without the need to connect Woodlark Lane, a residential street; and

WHEREAS, the neighborhood served by Woodlark, Quail, Dove, Meadowlark and Raven has requested that Woodlark not be connected to the north through its current cul-de-sac.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, ARKANSAS:

Section 1: That the City Council of the City of Fayetteville, Arkansas hereby grants the appeal of the approval of Preliminary Plat 06-1977 (Crystal Springs Phase IV), but approves a slightly modified Preliminary Plat for PPL 06-1977 (Crystal Springs Phase IV) which removes the street connection from the north end of Woodlark to Street B between lots 33 and 34, but retains a five foot wide sidewalk connection at this location. An additional condition of approval to PPL 06-1977 is also added which requires the construction of the bridge crossing Clabber Creek to the north to be completed and accepted by the City with Phase I and II of the subdivision and prior to the construction of any house within the subdivision.

PASSED and APPROVED this 20th day of June, 2006.

APPROVED:

By: _____

DAN COODY, Mayor

ATTEST:

By: _____

SONDRA SMITH, City Clerk



2006 TRAFFIC STUDY

Traffic Study

Crystal Springs

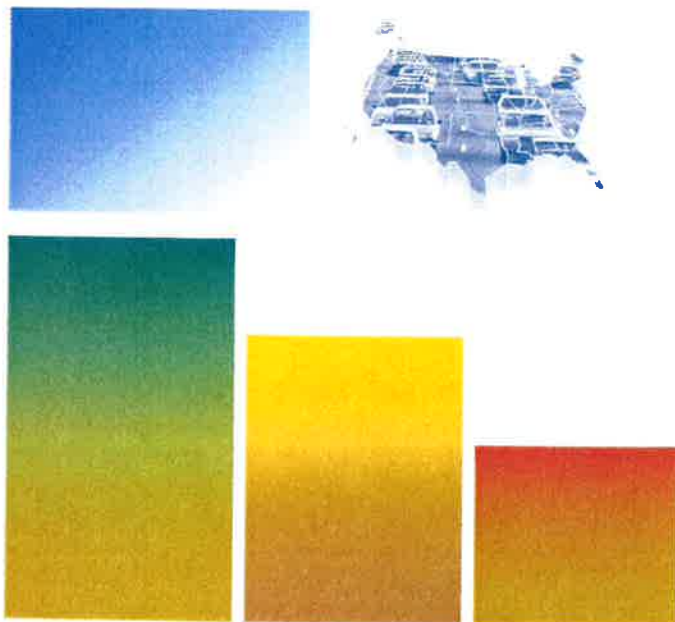
Residential Subdivision

prepared for:
JED Enterprises, Inc.



Raven Lane

Fayetteville, Arkansas



PETERS & ASSOCIATES
ENGINEERS, INC

• CIVIL & TRAFFIC ENGINEERING •
P.O. BOX 21638 (501) 225-0500
LITTLE ROCK, ARKANSAS 72221

Project No.: P-1182

March 21, 2006

Planning Commission
April 27, 2015
Agenda Item 9
15-5035 Crystal Springs MSP
Page 8 of 41

Traffic Study

Appendix. The worst-case conditions of adjacent street AM and PM peak traffic periods were used for these calculations. Factors included in the analysis are as follows:

- o Existing traffic volumes and patterns.
- o Directional distribution of projected traffic volumes.
- o Proposed intersection geometry (including elements such as turn lanes).
- o Existing background traffic volumes (and three-year growth in the volumes), projected site-generated volumes and projected volumes generated by other planned developments in the immediate vicinity.
- o Existing and proposed traffic control.

CAPACITY ANALYSIS

Results and Level of Service Analysis - Existing Traffic Conditions

Capacity and level of service analysis was performed for existing traffic conditions (existing traffic volumes, lane geometry and traffic control) for the AM and PM peak hours for the following intersections:

- o Mt. Comfort Road and Raven Lane
- o Mt. Comfort Road and Woodlark Lane
- o Crystal Drive and Salem Road
- o Crystal Drive and Deane Solomon Road.

EXISTING TRAFFIC CONDITIONS		Traffic Control	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT	NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	Overall Intersection
PEAK HR	INTERSECTION	PEAK HOUR - LEVEL OF SERVICE													
AM	Mt. Comfort Road and Raven Lane	SIGN	A				A					C		C	n/a
PM			A				A						C		C
AM	Mt. Comfort Road and Woodlark Lane	SIGN	A				A					C		C	n/a
PM			A				A						C		C
AM	Salem Road and Crystal Drive	SIGN		B			B		A				A		n/a
PM				A			A		A		A			A	
AM	Crystal Drive and Deane Solomon Road	SIGN		A			A		A				A		n/a
PM				A			A		A		A			A	

Table 3 - Level of Service Summary - Existing Traffic Conditions

As indicated in Table 3, "Level of Service Summary – Existing Traffic Conditions," for each intersection included in this study all of the existing vehicle movements for existing traffic conditions presently operate at what calculates as an acceptable LOS "C" or better for the AM and PM peak hours. Traffic volumes used for this analysis are shown on Figure 3, "Existing Traffic Volumes."

**Results and Level of Service Analysis -
Projected Traffic Conditions**

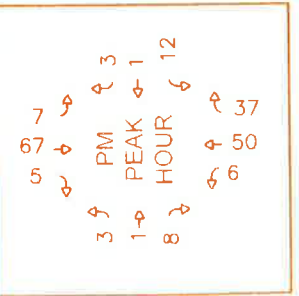
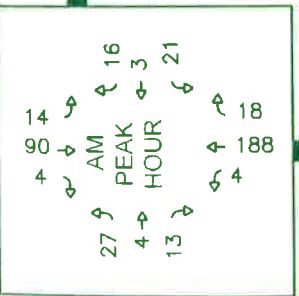
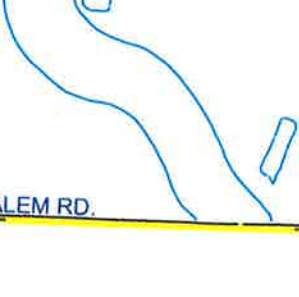
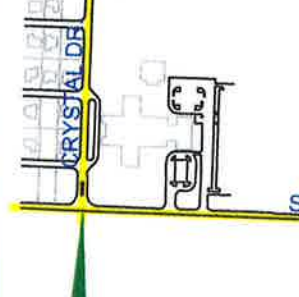
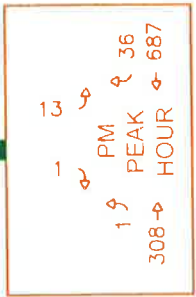
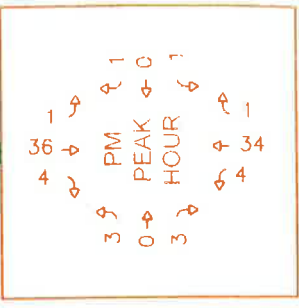
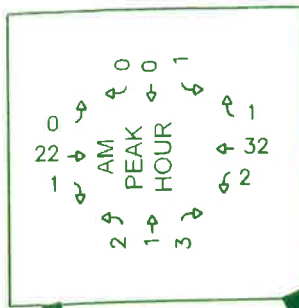
Capacity and level of service analyses were performed for projected traffic conditions for the adjacent street AM and PM peak hours for the following intersections in the vicinity of the site:

- o Mt. Comfort Road and Raven Lane
- o Mt. Comfort Road and Woodlark Lane
- o Crystal Drive and Salem Road
- o Crystal Drive and Deane Solomon Road
- o Salem Road and New East West Street.

Projected traffic operating conditions were analyzed with existing lane geometry at the study intersections plus New East / West Street as a two-lane roadway.

PROJECTED TRAFFIC CONDITIONS		Traffic Control	EB LT	EB TH	EB RT	WB LT	WB TH	WB RT	NB LT	NB TH	NB RT	SB LT	SB TH	SB RT	Overall Intersection
PEAK HR	INTERSECTION	PEAK HOUR - LEVEL OF SERVICE													
AM	Mt. Comfort Road and Raven Lane	SIGN	A				A					E		E	n/a
PM			A				A					D		D	n/a
AM	Mt. Comfort Road and Woodlark Lane	SIGN	A				A					D		D	n/a
PM			A				A					C		C	n/a
AM	Salem Road and Crystal Drive	SIGN	B			B			A			A			n/a
PM			A			B			A			A			n/a
AM	Crystal Drive and Deane Solomon Road	SIGN	A			A			A			A			n/a
PM			A			A			A			A			n/a
AM	Salem Road and New East/West Street	SIGN				B		B		A		A			n/a
PM						B		B		A		A			n/a

Table 4 - Level of Service Summary - Projected Traffic Conditions



NOTE: Traffic volumes depicted on this figure were counted while school was in session (March, 2006).

EXISTING TRAFFIC VOLUMES

CRYSTAL SPRINGS RESIDENTIAL SUBDIVISION
 RAVEN LANE AND MT. COMFORT ROAD
 FAYETTEVILLE, ARKANSAS

FIGURE NO. 3

PROJECT No. P-1182
 REV. 3-20-2006
 PETERS & ASSOCIATES
 ENGINEERS, INC.





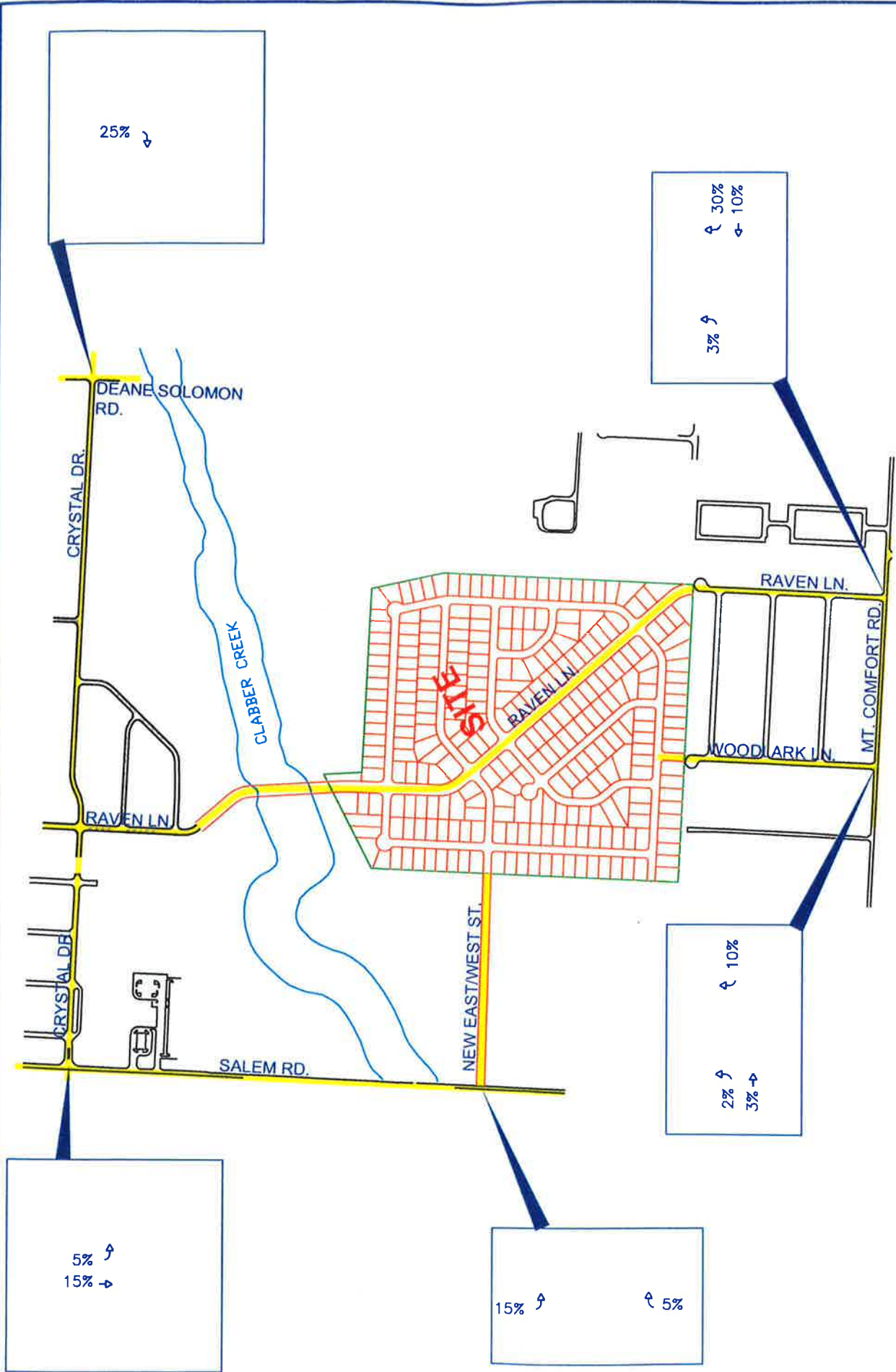
(New East / West Road is planned to be extended to the west (west of Salem Road) at an undetermined future date.)

CRYSTAL SPRINGS RESIDENTIAL SUBDIVISION
RAVEN LANE AND MT. COMFORT ROAD
FAYETTEVILLE, ARKANSAS

PROJECT No. P-1182
DATE 03-20-2006

PETERS & ASSOCIATES
ENGINEERS, INC.





ENTERING TRAFFIC
PERCENTAGE TURNS

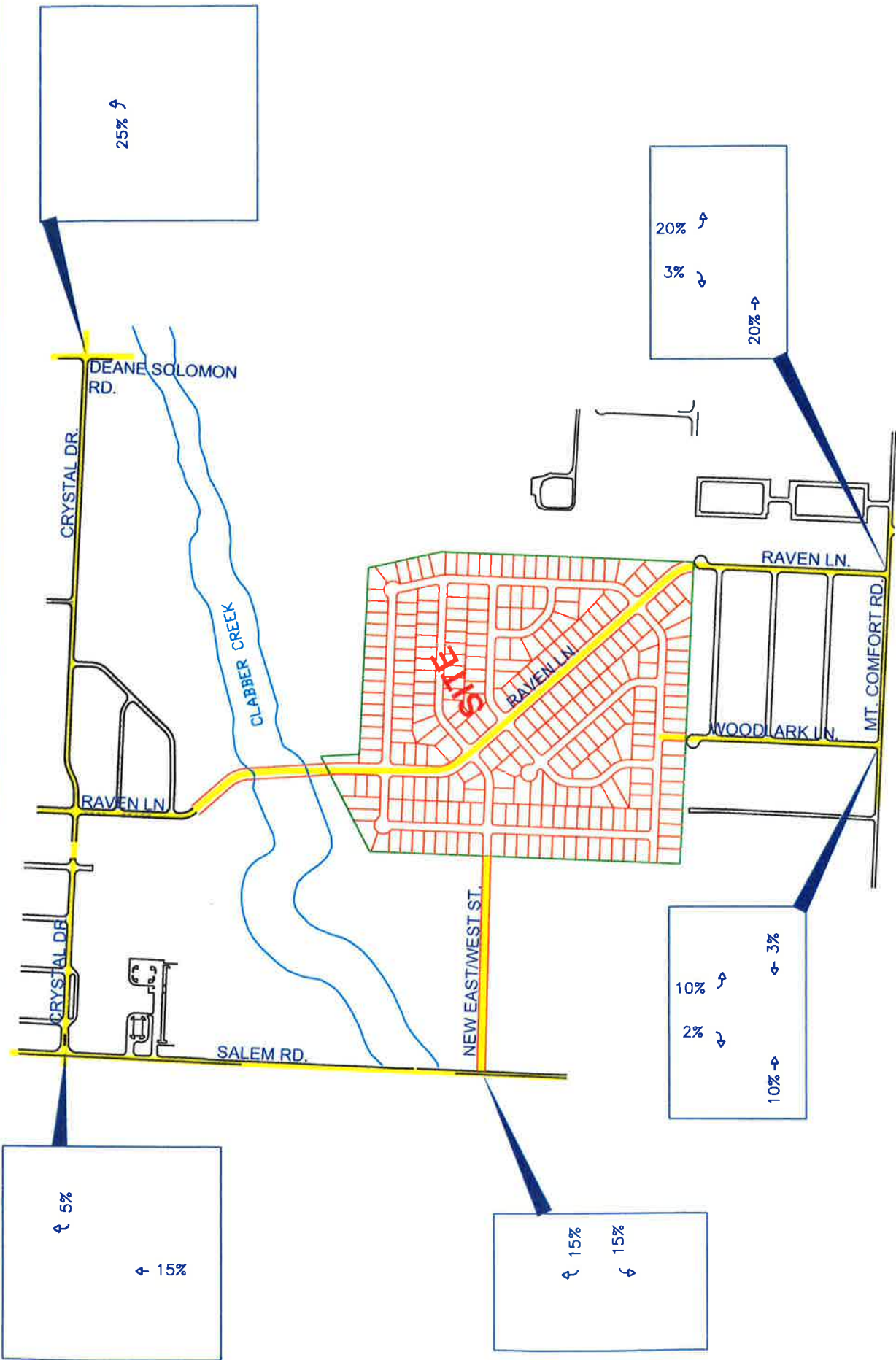
CRYSTAL SPRINGS RESIDENTIAL SUBDIVISION
RAVEN LANE AND MT. COMFORT ROAD
FAYETTEVILLE, ARKANSAS

FIGURE No. 5



PETERS & ASSOCIATES
ENGINEERS, INC.





EXITING TRAFFIC
PERCENTAGE TURNS

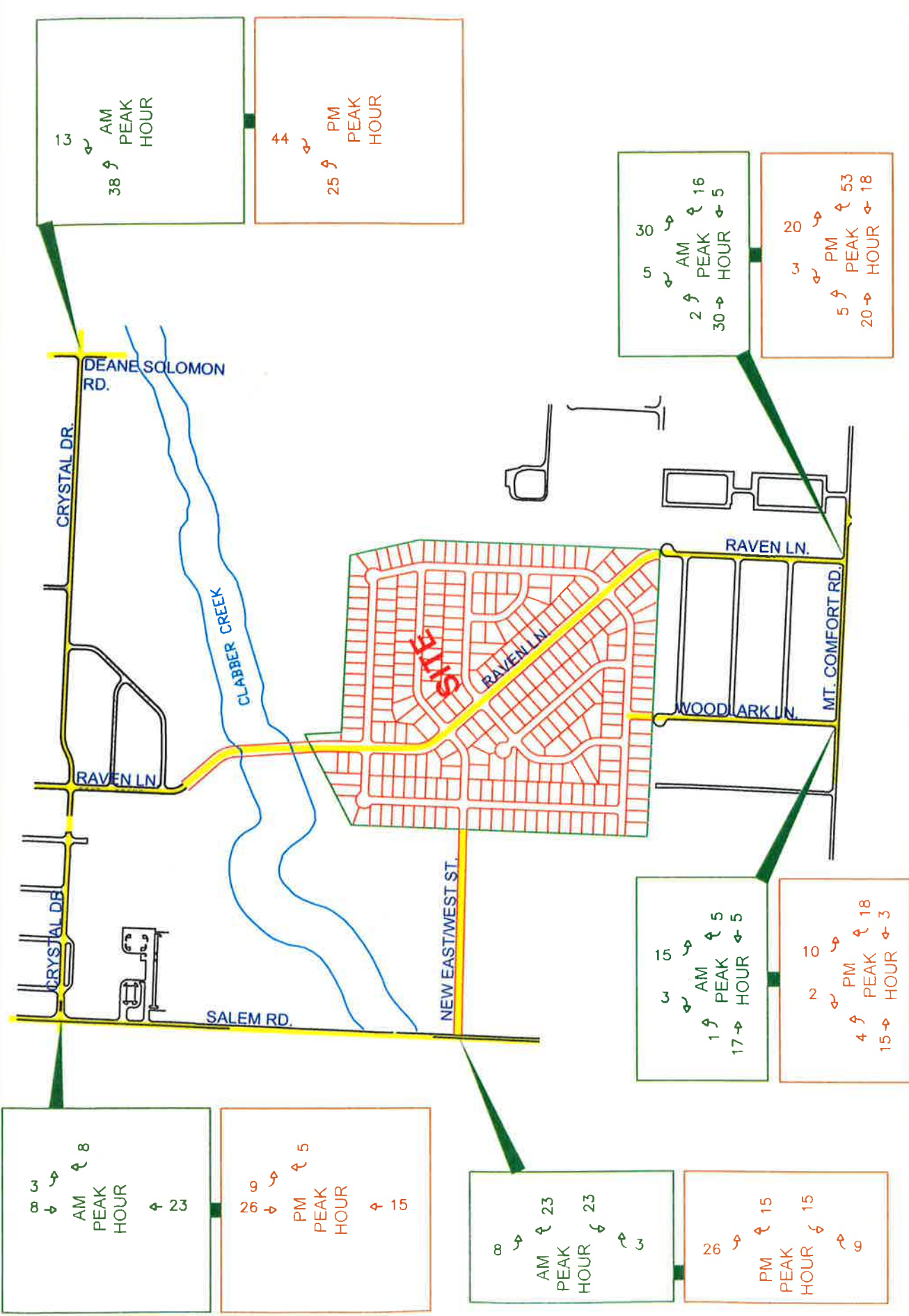
CRYSTAL SPRINGS RESIDENTIAL SUBDIVISION
RAVEN LANE AND MT. COMFORT ROAD
FAYETTEVILLE, ARKANSAS

FIGURE No.
6

PROJECT No. P-1182
DATE 3-20-2006

PETERS & ASSOCIATES
ENGINEERS, INC.





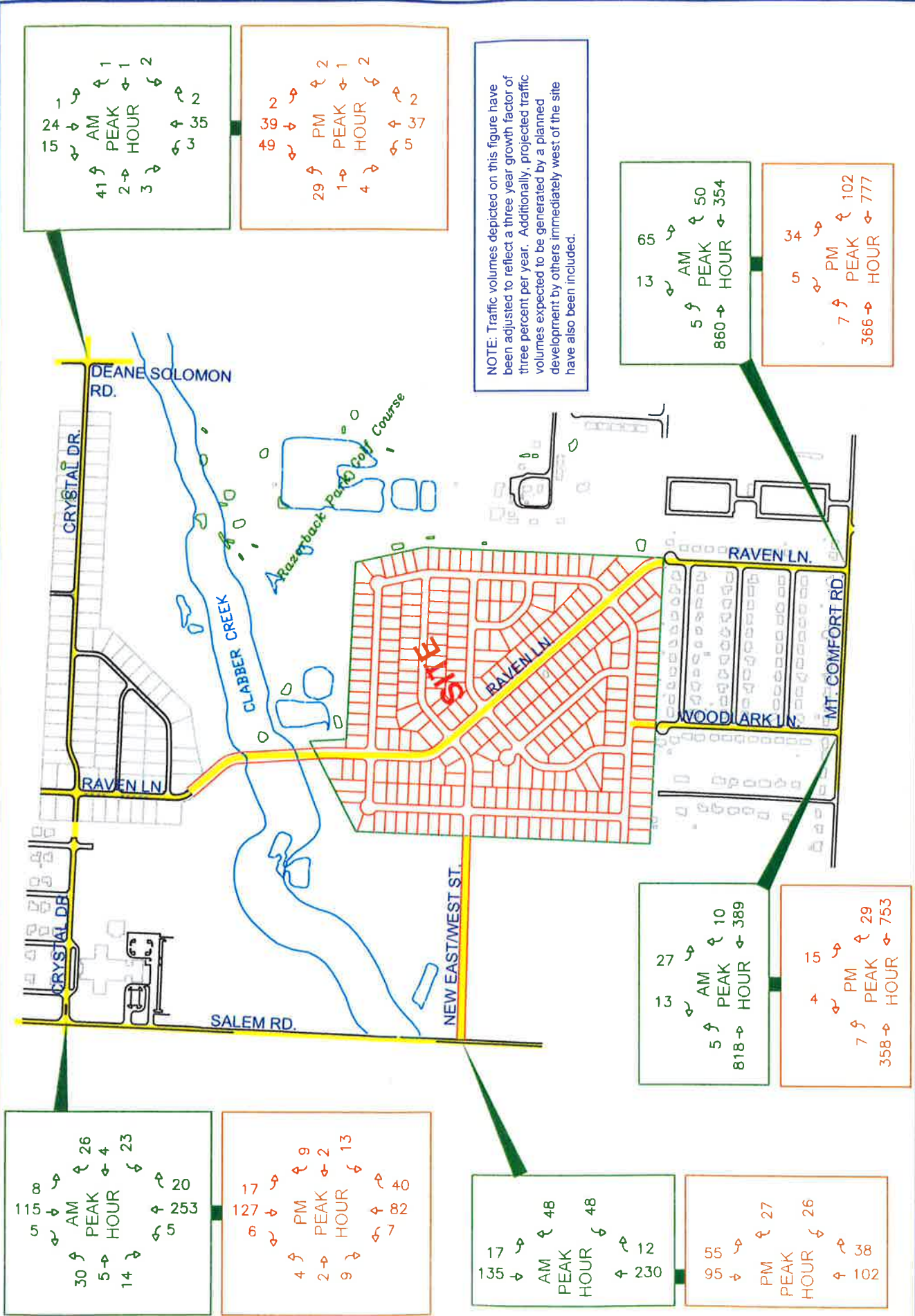
PROJECT No. P-1182
 DATE 3-20-2006

CRYSTAL SPRINGS RESIDENTIAL SUBDIVISION
 RAVEN LANE AND MT. COMFORT ROAD
 FAYETTEVILLE, ARKANSAS

PETERS & ASSOCIATES
 ENGINEERS, INC.

SITE-GENERATED
 TRAFFIC VOLUMES
 AM AND PM PEAK HOURS





SITE-GENERATED PLUS EXISTING TRAFFIC VOLUMES AM AND PM PEAK HOURS

**CRYSTAL SPRINGS RESIDENTIAL SUBDIVISION
RAVEN LANE AND MT. COMFORT ROAD
FAYETTEVILLE, ARKANSAS**

PETERS & ASSOCIATES ENGINEERS, INC.



2015 TRAFFIC STUDY

Traffic Study

Proposed City of Fayetteville Master Street Plan Revisions

prepared for:
Mr. Gerald Johnson

Crystal Springs IV
Subdivision Vicinity

Fayetteville, Arkansas



A handwritten signature in black ink, appearing to read "Ernest J. Peters".

Project No.: P-1743

March 2, 2015



PETERS & ASSOCIATES
ENGINEERS, INC.

• CIVIL & TRAFFIC ENGINEERING •

5507 Ranch Drive - Suite 205 (501) 868-3999
Little Rock, Arkansas 72223 Fax (501) 868-9710

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APPENDIX

Subdivision Plat and Proposed Street Network

Trip Generation Data

INTRODUCTION

Peters & Associates Engineers, Inc., has conducted a traffic engineering study relating to proposed City of Fayetteville Master Street Plan (MSP) revisions in the immediate vicinity of the planned Crystal Springs IV Residential Subdivision. The study area is bound by Dean Solomon Road to the east, Mt. Comfort Road to the south, Salem Road to the west and Howard Nickell Road to the north in Fayetteville, Arkansas. The Crystal Springs IV Residential Subdivision development is proposed to be constructed within this study area and consist of approximately 271 single-family lots. The primary focus of this study is to determine the effect of changes proposed to the MSP. Included in this study is a comparison of projected daily traffic volumes including existing plus Crystal Springs IV Residential Subdivision generated traffic volumes at several key locations in the vicinity to the typical service volumes for corresponding City of Fayetteville MSP street classifications. A reduced copy of the subdivision plat and proposed street network within the site is included in the Appendix for reference.

This is a report of methodology and findings relating to a traffic engineering study undertaken to:

- Evaluate existing traffic average daily traffic (ADT) volumes at the following locations:
 - o Mt. Comfort Road near Salem Road
 - o Deane Solomon Road, just north of Mt. Comfort Road
 - o Salem Road, just north of Mt. Comfort Road
 - o Howard Nickell Road between Salem Road and Deane Solomon Road.
- Calculate re-distributed existing daily traffic volumes to account for the proposed MSP revisions .
- Determine projected traffic volumes expected to be associated with Crystal Springs IV Residential Subdivision at several key locations within the study area.

Traffic Study

- Identify the traffic volumes that can be expected for existing traffic in combination with site-generated traffic associated with the development as proposed.
- Make a comparison of projected daily traffic volumes to the typical service volumes for corresponding City of Fayetteville MSP street classifications.

In the following sections of this traffic study report are traffic data, study methods summary of findings.

THE STUDY AREA

The study area and proposed development is within the city limits of Fayetteville in Washington County, Arkansas. The study area is bound by Dean Solomon Road to the east, Mt. Comfort Road to the south, Salem Road to the west and Howard Nickell Road to the north. The existing MSP in the vicinity of the study area is shown on Figure 1 which follows.

The surrounding study streets, MSP classifications and MSP daily service volumes are as follows:

- o Mt. Comfort Road and Dean Solomon Road are each classified as a Minor Arterial on the City of Fayetteville MSP. Per the City's MSP, typical service volumes for a Minor Arterial street is 7,000 to 14,000 vehicles per day.
- o Salem Road is classified as a Collector on the City of Fayetteville MSP. Per the City's MSP, typical service volumes for a Collector street is 2,000 to 7,000 vehicles per day. Additionally several of the street sections within the proposed subdivision are proposed to be classified as Collector streets.
- o Howard Nickell Road is classified as a Principal Arterial on the City of Fayetteville MSP. Per the City's MSP, typical service volumes for a Principal Arterial street is over 14,000 vehicles per day.

This development, as shown on the attached site plan, calls for approximately 271 single-family residential lots and an internal street network proposed to serve the subdivision and the vicinity. The proposed MSP revisions are shown on Figure 2, "Proposed Master Street Plan Revisions."

Traffic Study



Figure 1 – Existing Vicinity Master Street Plan

Traffic Study



EXISTING TRAFFIC CONDITIONS

As a part of this study, this consultant researched city of Fayetteville and Arkansas State Highway and Transportation Department (AHTD) 2013 average daily traffic volumes (ADT) or conducted 24-hour directional typical weekday traffic volume counts at the following locations:

- o Mt. Comfort Road near Salem Road
- o Deane Solomon Road, just north of Mt. Comfort Road
- o Howard Nickell Road between Salem Road and Deane Solomon Road
- o Salem Road, just north of Mt. Comfort Road
- o Salem Road, just south of Howard Nickell Road.

24-hour traffic counts at these locations in the vicinity of the study area are summarized as followed:

STREET	24-HOUR TWO-WAY VOLUME	SOURCE	TABLE & CHART
Mt. Comfort Road at Salem Road	11,000	*AHTD	n/a
Deane Solomon Road, just North of Mt. Comfort Road	3,900	*AHTD	n/a
Howard Nickel Road Between Salem Road and Deane Solomon Road	3,700	*AHTD	n/a
Salem Road, just North of Mt. Comfort Road	4,887	**P&A	Table 1/Chart 1
Salem Road, just South of Howard Nickell Road	2,647	**P&A	Table 2/Chart 2
*AHTD = AHTD 2013 ADT.			
**P&A = Peters & Associates 2015 Count Data.			

Hourly 24-hour traffic count data for the Salem Road count locations are summarized on Table 1 and Chart 1 and Table 2 and Chart 2.

The existing 24-hour traffic count data all of these locations are shown on Figure 3, "Existing Traffic Volumes, MSP Classifications and Typical Service Volumes."

Traffic Study

TIME	N. Salem Rd., Just North of W. Mt. Comfort Rd.		
	Northbound	Southbound	NB + SB
01:00 PM	109	120	229
02:00 PM	181	97	278
03:00 PM	168	249	417
04:00 PM	189	168	357
05:00 PM	265	320	585
06:00 PM	203	174	377
07:00 PM	119	100	219
08:00 PM	104	73	177
09:00 PM	75	42	117
10:00 PM	34	21	55
11:00 PM	16	16	32
12:00 AM	3	6	9
01:00 AM	5	7	12
02:00 AM	5	1	6
03:00 AM	3	3	6
04:00 AM	5	6	11
05:00 AM	8	22	30
06:00 AM	54	81	135
07:00 AM	362	450	812
08:00 AM	107	172	279
09:00 AM	68	112	180
10:00 AM	85	73	158
11:00 AM	98	99	197
12:00 PM	101	108	209
24-Hour Total:	2367	2520	4887

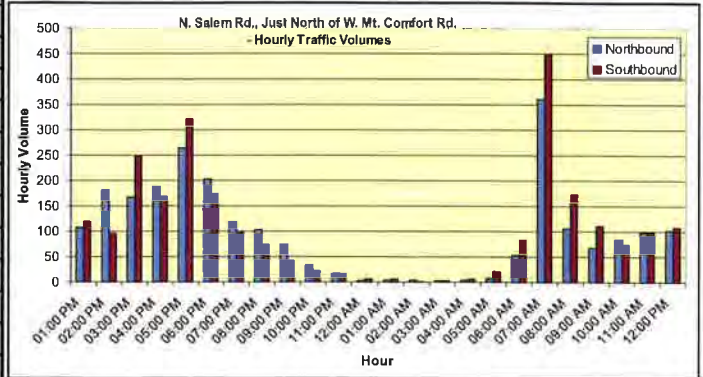


Table 1 - Chart 1
24-Hour Traffic Counts
Salem Road, Just North of Mt. Comfort Road

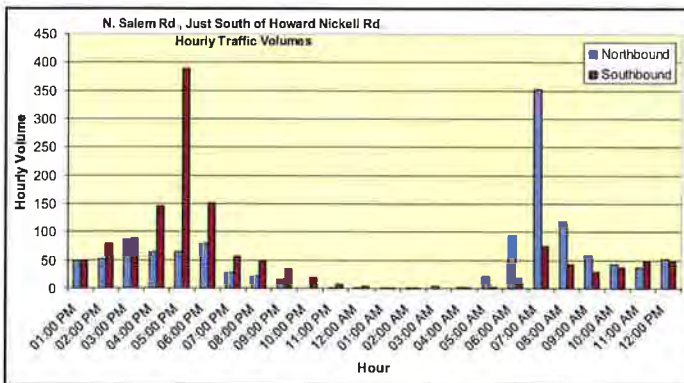


Table 2 - Chart 2
24-Hour Traffic Counts
Salem Road, Just South of Howard Nickell Road

TIME	N. Salem Rd., Just South of Howard Nickell Rd.		
	Northbound	Southbound	NB + SB
01:00 PM	50	50	100
02:00 PM	52	80	132
03:00 PM	87	89	176
04:00 PM	65	146	211
05:00 PM	65	388	453
06:00 PM	80	151	231
07:00 PM	29	57	86
08:00 PM	22	49	71
09:00 PM	16	34	50
10:00 PM	0	19	19
11:00 PM	2	8	10
12:00 AM	1	4	5
01:00 AM	1	2	3
02:00 AM	1	1	2
03:00 AM	5	0	5
04:00 AM	3	1	4
05:00 AM	22	3	25
06:00 AM	95	19	114
07:00 AM	352	75	427
08:00 AM	120	43	163
09:00 AM	60	30	90
10:00 AM	44	38	82
11:00 AM	38	49	87
12:00 PM	53	48	101
24-Hour Total:	1263	1384	2647

Traffic Study



Figure 3 – Existing Traffic Volumes, MSP Classifications and Typical Service Volumes

TRIP GENERATION and SITE TRAFFIC PROJECTIONS

The Trip Generation, an Informational Report, published by the Institute of Transportation Engineers (ITE) and The Trip Generation Manual by Trafficware, LLC (9th Edition), 2012, were utilized in calculating the magnitude of traffic volumes expected to be generated by the proposed land-use of residential single-family lots. These are reliable sources for this information and are universally used in the traffic engineering profession.

Using the selected trip generation rates, calculations were made as a part of this study to provide a reliable estimate of traffic volumes that can be expected to be associated with the development as proposed. Applying the appropriate trip-generation rates to the land use proposed for the development makes these calculations. Results of these calculation are summarized on Table 3, “ Summary of Trip-Generation.”

PROPOSED LAND USE	APPROXIMATE SIZE	ITE CODE	24-HOUR TWO-WAY WEEKDAY VOLUME
Residential Single-Family	271 Lots	210	2,593

Table 2 – Summary of Trip-Generation

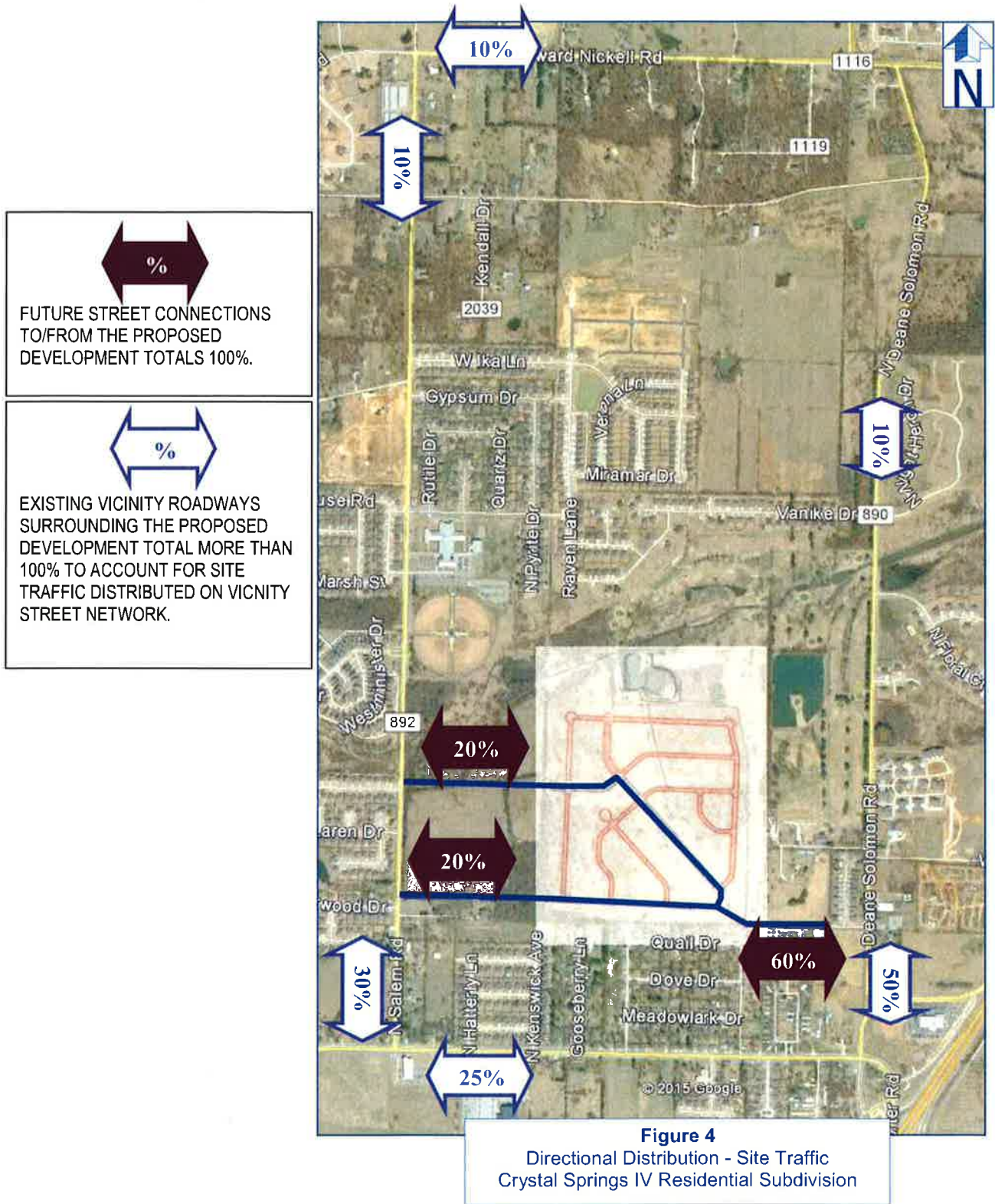
PROJECTED TRAFFIC VOLUMES

Once projected traffic was estimated for the site, directional distributions were made to reflect the percent of traffic volumes at several of the study roadway sections within the study area. Vehicle trip distribution was developed based on current traffic counts and expected travel patterns to and from the proposed development. Directional distribution percentages used in this report are shown on Figure 4, “Directional Distribution - Site Traffic - Crystal Springs IV Residential Subdivision.”

The projected traffic volumes result from applying the projected directional distribution to the corresponding projected site-generated traffic volumes summarized on Table 3, “Summary of Trip- Generation.” The site-generated traffic volumes and existing background traffic volumes shown on Figure 3 have been combined and the results are depicted on Figure 5, “Projected Daily Traffic Volumes.”

Traffic volumes shown on Figure 5, “Projected Traffic Volumes,” are the values used to make comparisons of projected daily traffic volumes to the typical service volumes of the City of Fayetteville MSP street classifications. The effect of existing background traffic (i.e. the adjacent street non-site traffic which exists) and projected traffic associated with the development as proposed has thus been accounted for in these projected traffic volumes.

Traffic Study



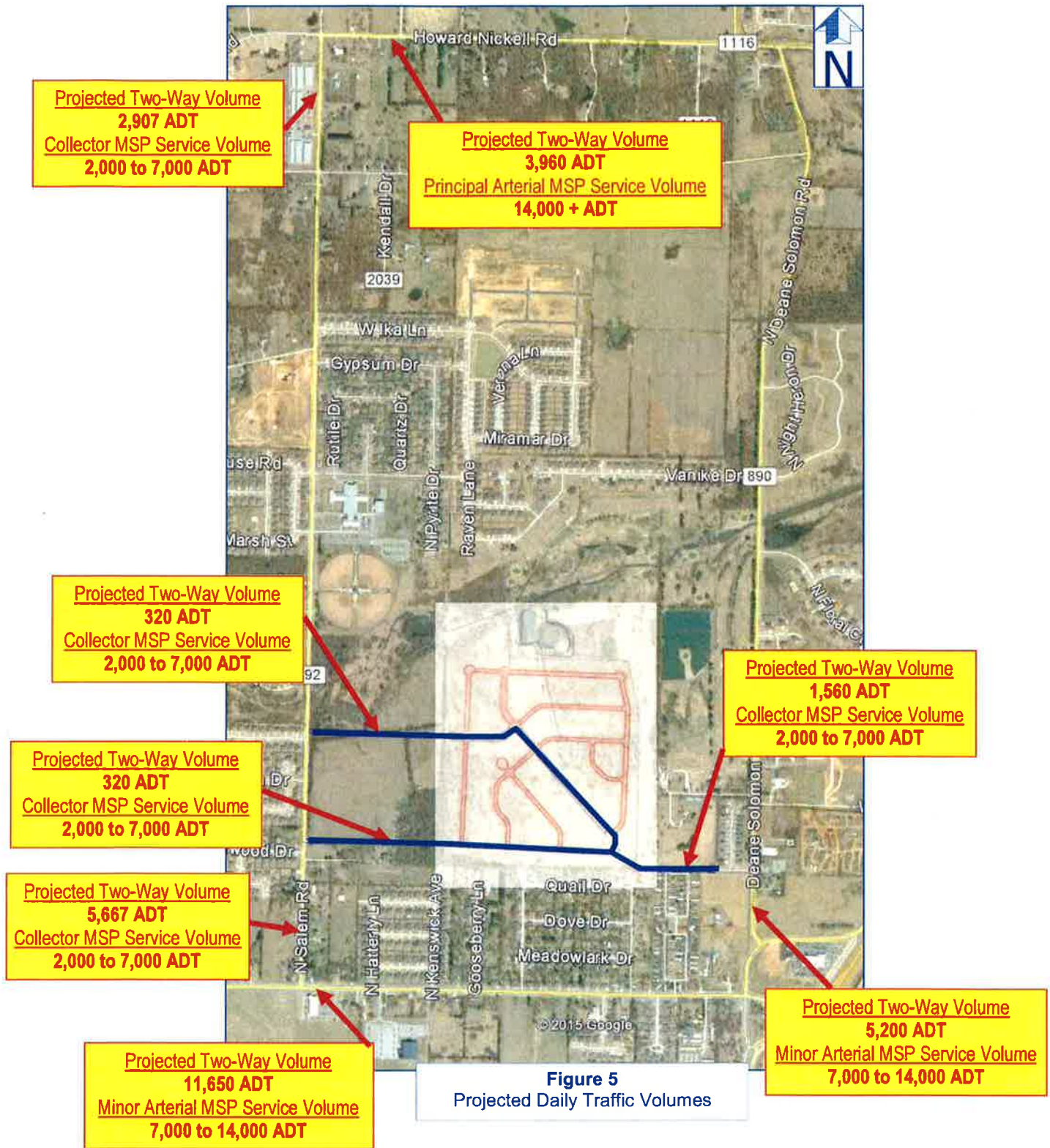


Figure 5
Projected Daily Traffic Volumes

Traffic Study

The surrounding study streets, the proposed Collector streets within the development as proposed, projected traffic volumes, MSP street classifications and MSP daily service volumes are as follows:

- o Howard Nickell Road is classified as a Principal Arterial street on the City of Fayetteville MSP. Per the City's MSP, service for a Principal Arterial street is over 14,000 vehicles per day. Projected traffic volumes on Howard Nickell Road (3,960 ADT) are well below the MSP upper range service volume for a Principal Arterial street. Reserve capacity is available for future growth of background traffic volumes with the proposed MSP revisions.
- o Mt. Comfort Road and Dean Solomon Road are each classified as a Minor Arterial streets on the City of Fayetteville MSP. Per the City's MSP, service for a Minor Arterial street is 7,000 to 14,000 vehicles per day. Projected traffic volumes on Mt. Comfort Road (11,650 ADT) and on Dean Solomon Road (5,200 ADT) are well below the MSP upper range service volume for a Minor Arterial street. Reserve capacity is available for future growth to background traffic volumes with the proposed MSP revisions.
- o Salem Road is classified as a Collector street on the City of Fayetteville MSP. Per the City's MSP, service for a Collector street is 2,000 to 7,000 vehicles per day. Projected traffic volumes on Salem Road, just north of Mt. Comfort Road (5,667 ADT) and on Salem Road just south of Howard Nickell Road (2,907 ADT) are well below the MSP upper range service volume for a Collector street. Reserve capacity is available for future growth to background traffic volumes with the proposed MSP revisions.

Traffic Study

- o There are several of the street sections through the proposed site development to be classified as Collector streets with the proposed MSP revisions. Per the City's MSP, typical service volumes for a Collector street is 2,000 to 7,000 vehicles per day. As shown on Figure 5, projected traffic volumes on these new proposed Collector streets (maximum projected volume of 1,560 ADT) are well below the MSP upper range service volume for a Collector street. Reserve capacity is available for future growth to background traffic volumes with the proposed MSP revisions.

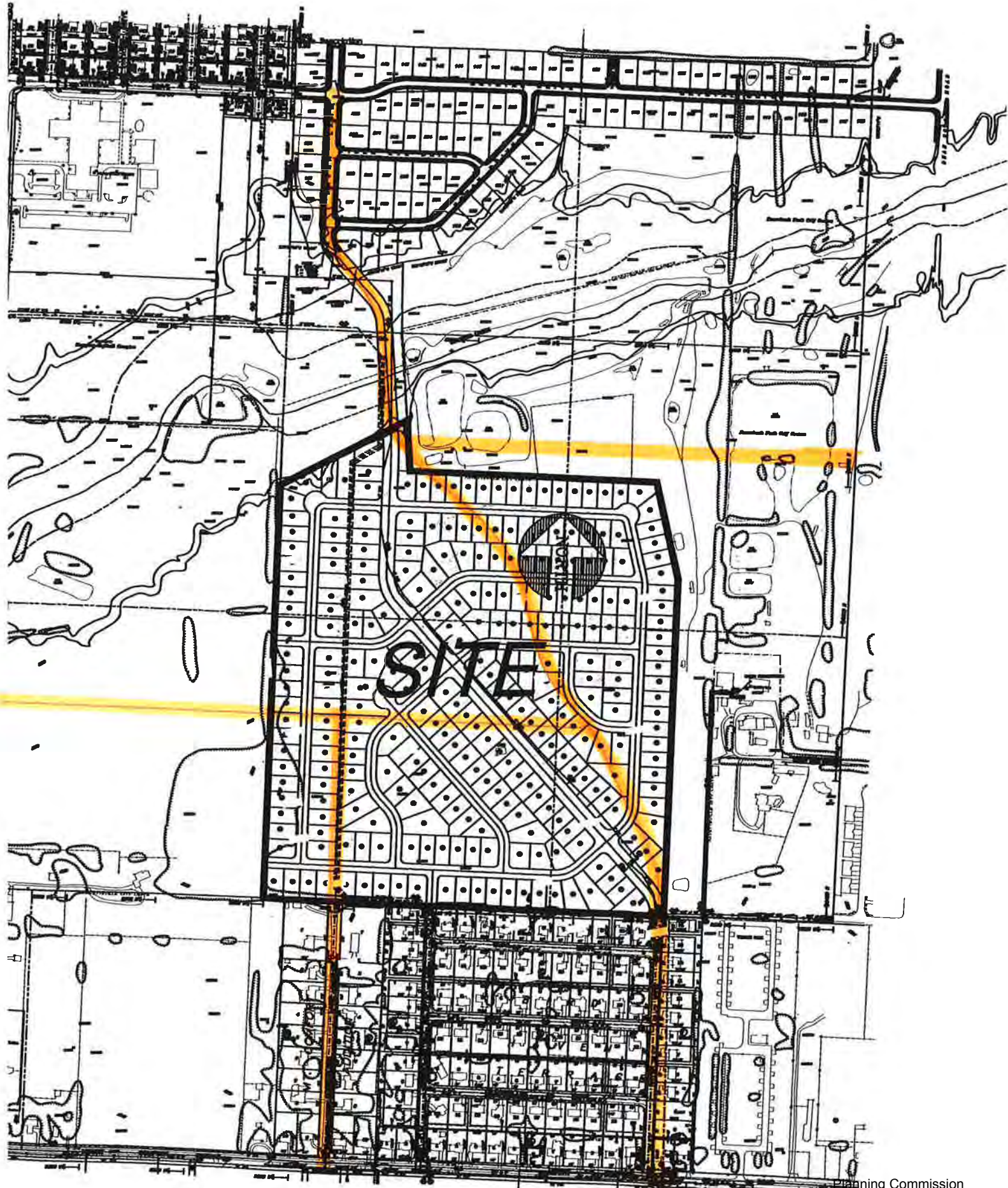
SUMMARY OF FINDINGS

Findings of this study are summarized as follows:

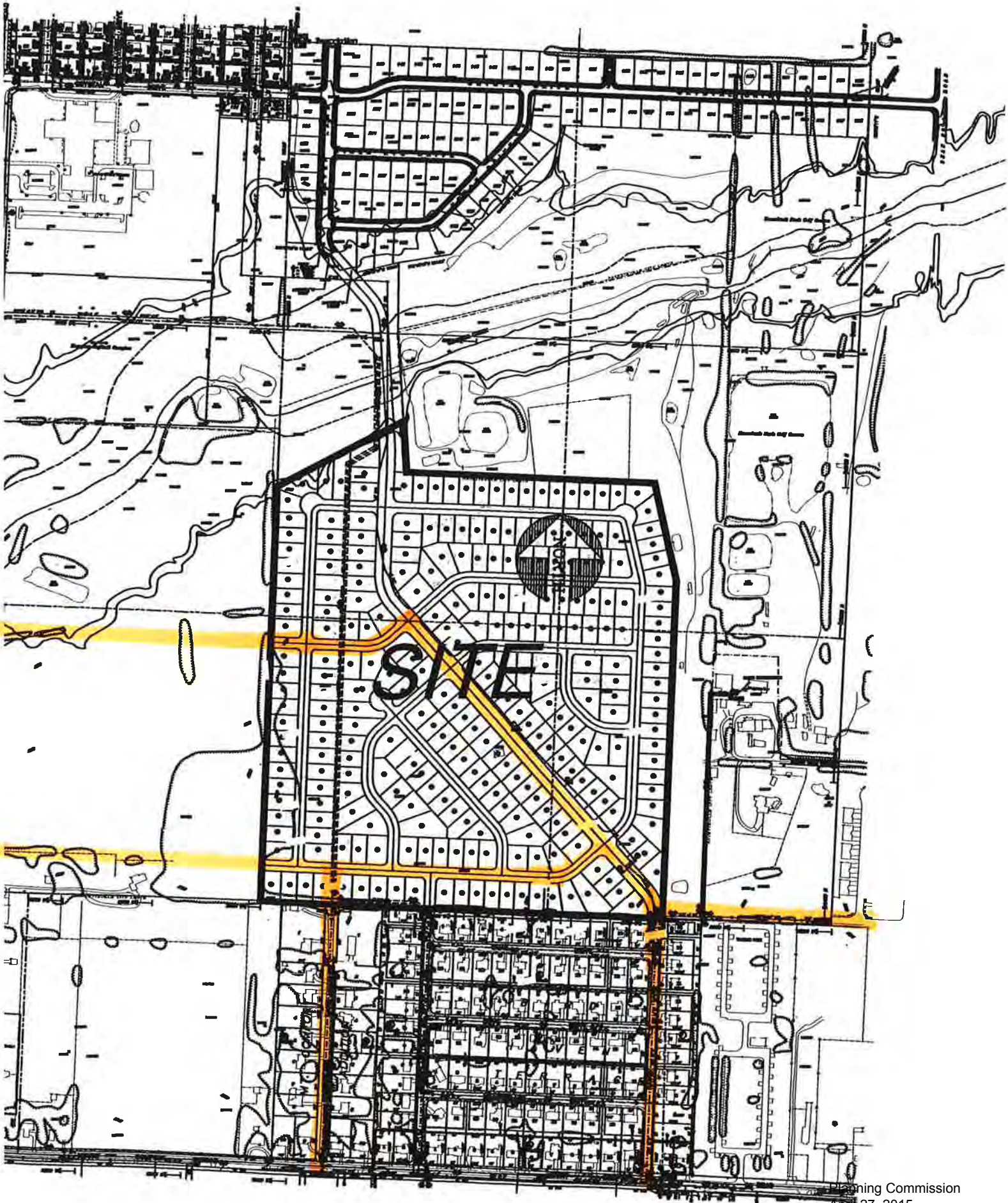
- Approximately 2,593 vehicle trips (combined in and out) per average weekday are projected to be generated by the proposed Crystal Springs IV Residential Subdivision land use.
- There is found to be reserve capacity available in City of Fayetteville MSP service volumes to the vicinity roadways with the MSP revisions as proposed. With these proposed MSP revisions, minor changes in traffic follow would be accommodated as follows:
 - Some traffic can connect to the east to Deane Solomon Road (Minor Arterial) via Emil Drive adjacent to the southern boundary of the Razorback Golf Course.
 - Some traffic can connect to the west to Salem Road (Collector) via two future Collector extensions through the proposed development.
 - Some traffic can connect to the south to Mt. Comfort Road (Minor Arterial) through the existing Raven Lane, which future connection was planned with a temporary cul-de-sac.
- It was found that with these proposed MSP revisions, there is justification to eliminate a bridge crossing Clabber Creek since proposed street connections to the east and the west to Deane Solomon Road (Minor Arterial) and to Salem Road (Collector) rather than to Mt. Comfort Road to the south thereby disrupting an existing residential neighborhood. Since Salem Road and Deane Solomon Road are expected to have reserve capacity for future growth of background traffic volumes with the proposed MSP revisions, an additional north / south Collector streets between them is not justified.

MAPS

EXISTING MSP

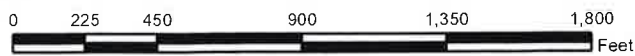


PROPOSED MSP



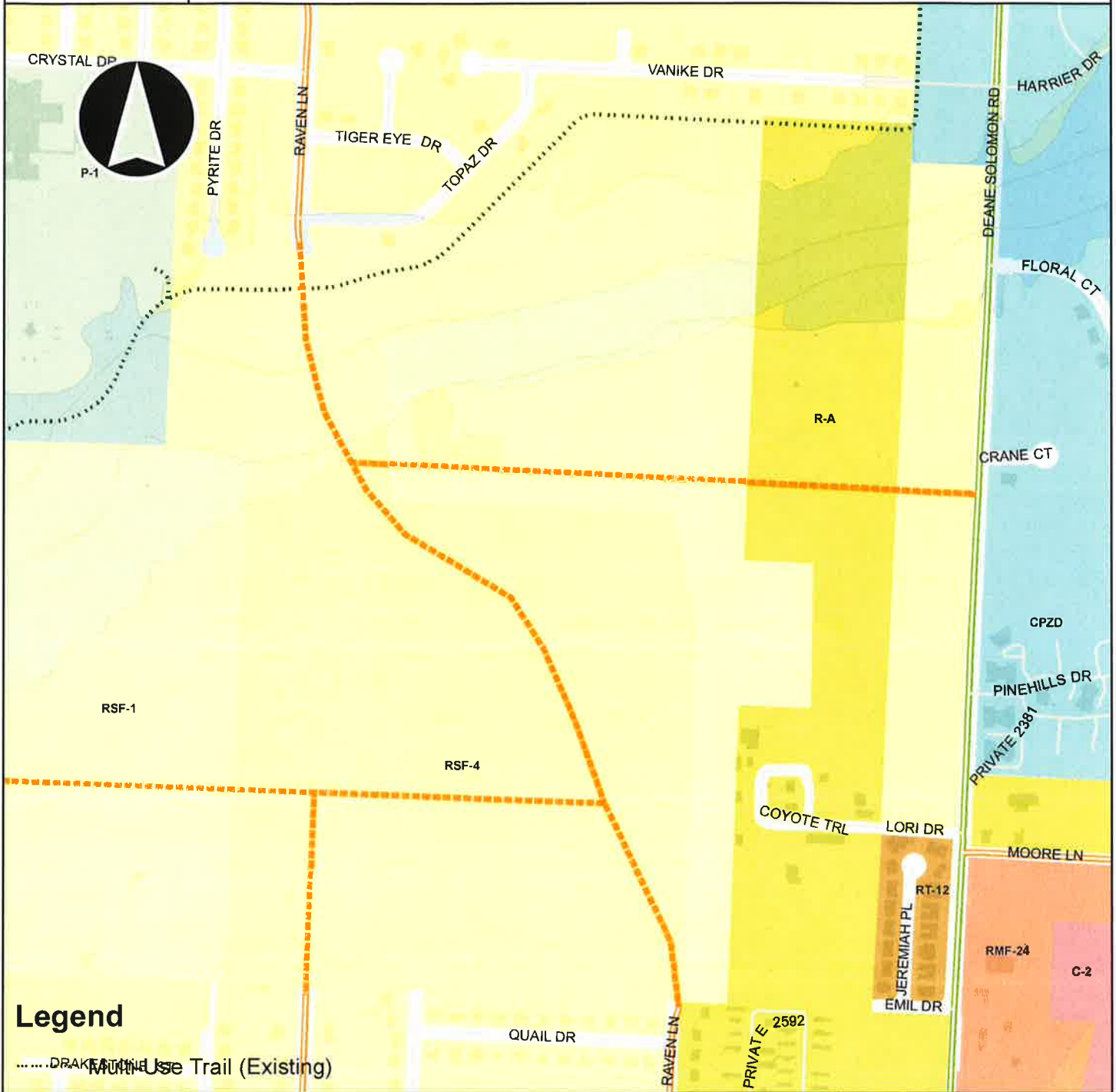
CRYSTAL SPRINGS PHASE IV

Aerial View



CRYSTAL SPRINGS PHASE IV

Close Up View



Legend

..... DRAFT Multi-Use Trail (Existing)

Overview Future Trails

--- Fayetteville City Limits

Footprints 2010

Hillside-Hilltop Overlay District

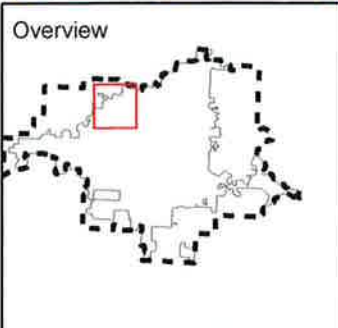
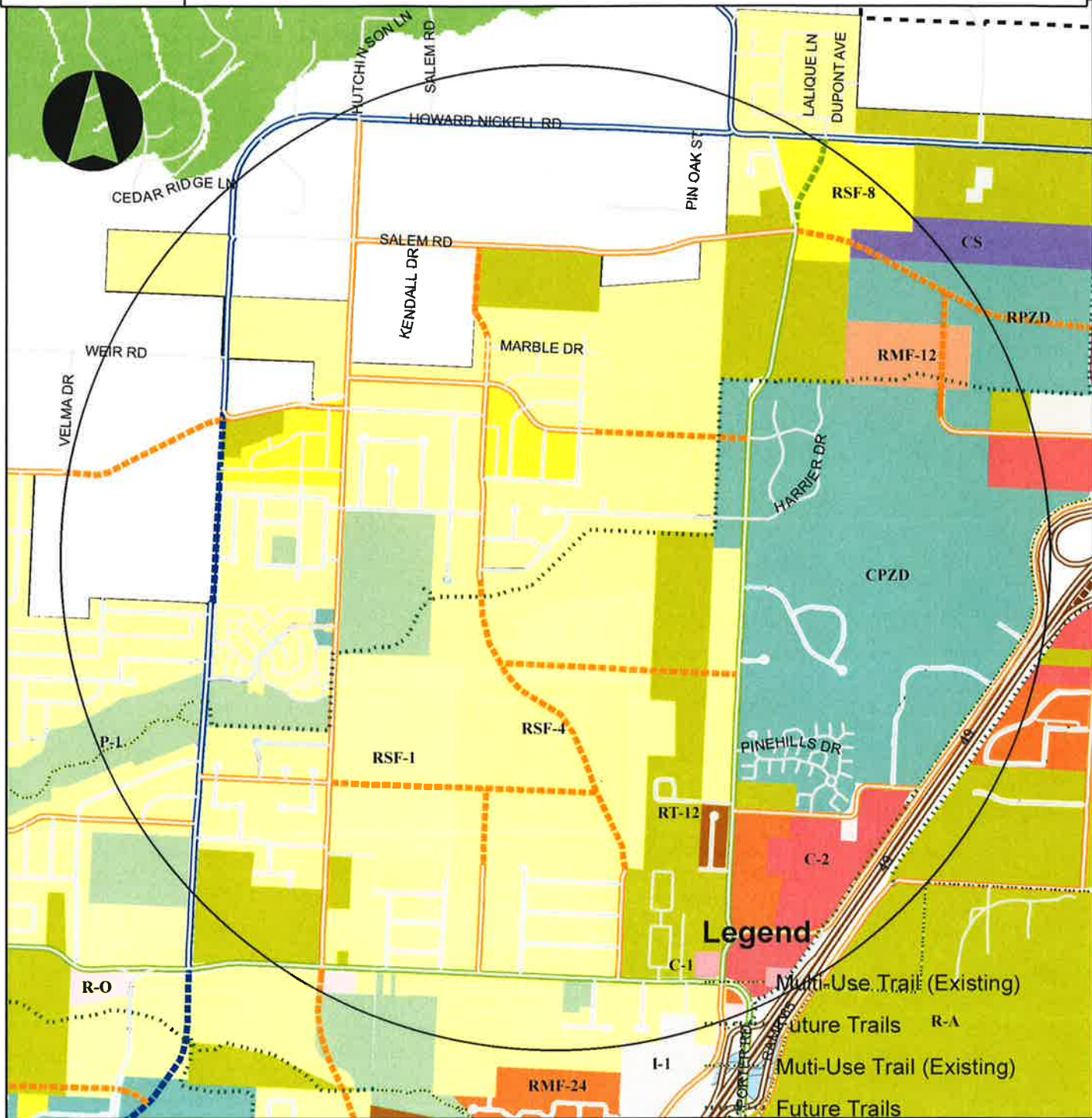
Design Overlay District

--- Planning Area



CRYSTAL SPRINGS PHASE IV

One Mile View



Legend

- Subject Property
- Boundary
- 0 0.25 0.5 1 Miles
- Hillside-Hilltop Overlay District
- Design Overlay District
- Planning Area
- Fayetteville
- Multi-Use Trail (Existing)
- Future Trails
- R-A
- Multi-Use Trail (Existing)
- Future Trails

April 16, 2015

TO: Fayetteville Planning Commission

RE: Amendment to Master Street Plan proposed by Crystals Springs Ltd.

I am writing this letter regarding plans to amend the Master Street Plan Map. I think the developer is wasting your time with this plan and they know it. The only way out of this piece of property is through the Birdhaven Subdivision. The Birdhaven subdivision is a small established neighborhood who has vehemently protested this developments traffic coming through their neighborhood. For the following reasons:

- We have a very low crime rate and would like to keep it that way
- We have very few sidewalks but children and adults feel safe and comfortable walking in the neighborhood. Kids play basketball in the streets and several people in the neighborhood ride their bikes.
- Traffic flowing out onto Mt. Comfort still poses a problem due to the amount of traffic Mt. Comfort generates from other completed developments.

As you may or may not be aware a Resolution 113-06 was passed by City Council in 2006 which removed the street connection from the north end of Woodlark and also added an additional condition of a bridge to the north prior to any construction of any house within the subdivision. Residents of our subdivision and Gooseberry put in a lot of time and effort with meetings, petitions etc. to get this resolution passed. Please do not disregard our concerns with this development.

In 2006, from documentation I reviewed city staff stated it was necessary to have the bridge so traffic could flow to the north. The developer in 2006 failed to gain access to the east and west (which is what they are trying to do again).

I am requesting you stand by the City Councils resolution from 2006 in regards to removing the connection from the north end of Woodlark. Require the developer to reduce the scope of his project of 271 houses and put a tree barrier between the adjacent properties to reduce intrusion of our neighborhoods from this development.

I understand that the April 27th meeting will not be addressing all these issues but want to make sure the Planning Commission has a clear picture of the issues involved.

Thanks for your consideration

Kathleen Stocker

Resident 2848 W. Quail Drive

479-521-9264

Fulcher, Jesse

From: Vicki Kelley <vicki-k@att.net>
Sent: Sunday, April 26, 2015 4:38 PM
To: Harrison, Andy
Subject: The proposed Master Street Plan Change to add a bridge across Clabber Creek

RE: The proposed Master Street Plan Change to add a bridge across Clabber Creek

I STRONGLY OBJECT to the proposed change to the Master Street Plan calling for a bridge across Clabber Creek. I relocated to Fayetteville from another state and purchased my home on Raven Lane in 2012.

Had I ANY idea Raven Ln. would become a higher traffic area (i.e., other than a normal, quiet residential neighborhood street) I would NOT have ever considered purchasing a home on Raven Lane.

Also, this subdivision is not setup for high traffic, the street is barely wide enough for two cars to pass. If there are cars parked in the street, which there always are, two cars cannot even pass at the same time.

Making Raven Ln. a higher traffic route will REDUCE property values without any doubt and will greatly impinge on the quiet enjoyment of my property.

The purpose of a Master Street Plan should be to plan ahead and communicate the plan so those who may be impacted by the plan can make informed decisions.

The City also needs to also consider the negative impacts of any increase in traffic along streets bordering the golf course. I hadn't even lived here a year before my windshield was busted by a golf ball while driving down Deanne Solomon. Some cities have ordinances that require golf courses to erect fences to protect public roads. It cost over \$300 for me to have my windshield replaced and I no long take that route home. It's a shooting gallery; no telling how many other drivers and homes in the area have been hit and suffered a financial loss. The golf course doesn't have to pay for fencing and the rest of us pay the price. It makes me wonder who or what is pressing to add a bridge across Clabber Creek. One thing I know for sure, me and my neighbors will be paying the price in lower property values, more difficulty (time/cost) selling our homes in the future, and greatly reduced quiet enjoyment of our property.

Vicki Kelley

Wayland Harris
2397 Woodlark Lane
Fayetteville, AR 72704
Phone 479-521-6269

April 14, 2015

Mr. Andy Harrison

125 West Mountain Street
Fayetteville, Arkansas 72701

Dear Mr. Harrison,

I am referencing the documents I discussed with you concerning the Crystal Springs IV subdivision development. The documents can be found in the City of Fayetteville, AR files.

Currently the subdivision developer has not met the current agreement agreed upon by Crystal Springs Developer and the Birdhaven Addition homeowners immediately south of the Crystal Springs IV development. The agreement was for a bridge to be built across Clabber Creek and it would be completed before any building started in Crystal Springs IV south of Clabber Creek. As of this date, no bridge has been built or even started. The agreement, also, stated that Woodlark Lane would not be opened up into Crystal Springs IV (current cul de sac would remain a cul de sac).

Howard Davis, Managing Partner, Crystal Springs Ltd. Partnership is proposing an Amendment to Master Street Plan Map. They are proposing as part of this change to eliminate the cul de sac and make Woodlark Lane into a through street.

The above changes requested returns the Crystal Springs IV to the original development plan that was repealed by Resolution No. 113-06. I oppose any change or modification to the Woodlark Lane cul de sac now and in the future. I oppose any and all other changes being proposed or considered for Crystal Springs IV until the bridge across Clabber Creek is built as agreed to in the appeal dated June 20, 2006 and all the property for building Emil Drive is owned by the Howard Davis, Managing Partner, Crystal Springs Ltd. Partnership.

All the conditions that justified the original appeal in 2006 still exists and will impact the Birdhaven addition.

Thanks,

Wayland Harris

Refer to follow documents:

Resolution No. 113-06 Approved: June 20, 2006

Letter to appeal PPL 06-1977 from Lioneld Jordan to Sondra Smith Dated May 11, 2006

Fulcher, Jesse

From: Zach Davis <zacharyldavis@gmail.com>
Sent: Monday, April 27, 2015 9:23 AM
To: Harrison, Andy
Subject: Crystal Springs Phase IV Proposal

Hi,

I would like to voice my opposition to the above proposal. I live at 3176 W Ika Lane and the thought of having a major traffic thoroughfare on my street is disturbing. There is already enough traffic and speeders (which hasn't been addressed) on this completely residential street. Children are always playing on this street. Putting more traffic and moving vehicles on this street would without a doubt lead to a tragic accident. I believe this would also bring down property value which isn't fair to the residents that have made this street a nice place to live.

Thanks,

Zach Davis

Fulcher, Jesse

From: Holly Davidson <hollymartin81@gmail.com>
Sent: Monday, April 27, 2015 3:23 PM
To: Harrison, Andy
Subject: Crystal Springs, Phase IV bridge OPPOSITION

Hi,

My name is Holly Davidson and I live at 3229 W. Ika Lane with my husband Nick and our six month old son. We strongly oppose the bridge that is planned in our area, which would increase traffic on our street. We already have issues with cars flying down our road and running the stop sign at Ika and Raven. As a parent, and living in a neighborhood full of small children, I think this is a horrible idea as our street is already heavily used as a through way. I am also concerned about how this would affect our property value. Please do not approve this project. Thank you.

Holly Davidson
479-459-8322

Fulcher, Jesse

From: Tim Taylor <timtay4@gmail.com>
Sent: Sunday, April 26, 2015 10:57 AM
To: Harrison, Andy
Subject: Crystal Springs, phase IV

To whom this may concern,

I live on the corner of Topaz and Raven and I'm 100% against the bridge being built. We don't need more traffic driving around our neighborhood.

Thank you,
Tim Taylor

Fulcher, Jesse

From: carlajean nail <cjnail@yahoo.com>
Sent: Monday, April 27, 2015 3:51 PM
To: Harrison, Andy
Subject: Clabber Creek bridge opposition

We are writing to oppose the proposed change to the Master Street Plan that involves a bridge over Clabber Creek. We live on Vanike Drive and our daughter, Elsa, lives on W Topaz Drive. It is our understanding that the road would meet the intersection of North Raven and West Topaz Drive. We are concerned about the increased traffic that would be generated as a result of this bridge. Not only is this a residential area, but also home to Holcomb Elementary and the Hampton Softball Complex. We do not need more traffic in this area.

Please reconsider this proposed bridge.

Thank you,

Mike and Jean Nail

Fulcher, Jesse

From: elsanail@ymail.com
Sent: Monday, April 27, 2015 2:46 PM
To: Harrison, Andy
Subject: Clabber Creek Bridge

I am writing to express my opposition to the proposed bridge across Clabber Creek. This bridge would result in more traffic through my residential neighborhood since the bridge would result in a road entering the intersection of N Raven Lane and W Topaz Drive. I live on W Topaz Drive. There is currently so much construction on Raven, Topaz, Vanike and the surrounding roads, that the CURRENT traffic flow at times is slowed to a one-lane situation. I can only imagine what it would do if there were more access from the proposed bridge. I ask you to also consider that the potential increased traffic is near Holcomb Elementary School and The Gary Hampton Softball Complex. Do we really need more traffic near this school?

I respectfully ask you to please reconsider this bridge.

Thank you,

Elsa Nail

Fulcher, Jesse

From: Bill Hamilton <wmhjd@cox.net>
Sent: Monday, April 27, 2015 9:55 AM
To: Harrison, Andy
Subject: Citizen's Notice

Please register our vote as being **OPPOSED** to the proposed bridge across Clabber Creek due to the likelihood of increased traffic down Gypsum Drive. Thank you!

Bill & Donna Hamilton
3136 W Gypsum Drive
Fayetteville, AR. 72704
(479) 841-2271

Sent from my Verizon Wireless 4G LTE DROID

**City Planning Division
Jeremy Pate
125 West Mountain Street
Fayetteville, AR 72701**

May 4, 2015

City Planning Division
Jeremy Pate
113 West Mountain Street
Fayetteville, AR 72701

Re: Amending the Master Street Plan
No Bridge (cost of about 2 million)
Collector Street from Salem Road to Deane Solomon Road

The reason I bought my house on Gooseberry Lane 43 years ago is because it is a dead end street.. Raven Street as a collector street has 3 streets that go over to Woodlark which gives more than one outlet.and the streets have Curbs and gutters..

Herbert Holcomb plotted Gooseberry Lane (Mt Comfort Addition) around the seventies and designated this as a dead end street and told me it could never be a thru street.

At the end of Gooseberry about 2300 feet is Clabber Creek that has Beaver and their dams which can contribute to waterfowl habitat and other wild life. There are deer that Come into the neighborhood. A bridge would take away from this.

Crystal Springs is a wet land, there are springs all under the ground. Houses are a very Expensive investment to build in a wet land.

Enclosed are signed documents by Gooseberry Lane Homeowners attesting to the fact that they want Gooseberry Lane to remain a dead end street.

I want to Thank everyone that has taken their time and energy to work on this

Sincerely ,

Bettie Patrick
2361 N Gooseberry Lane
Fayetteville, AR 72704
479-521-3749
bettiepatrick@att.net

cc: Milholland Company

May 4, 2015

City Planning Division
Jeremy Pate
125 West Mountain Street
Fayetteville, AR 72701

Enclosed are Originals of home owners signatures that want Gooseberry Lane,
Fayetteville, AR to remain a dead end street. Copies will be hand delivered to Milholland
Company..

Bettie Patrick
2361 N Gooseberry Lane
Fayetteville, AR 72704
479-521-3749
bettiepatrick@att.net

cc: Milholland Company

May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name: Terry & Liz Carpenter

Address: 2333 Gooseberry Lane

City: Fayetteville

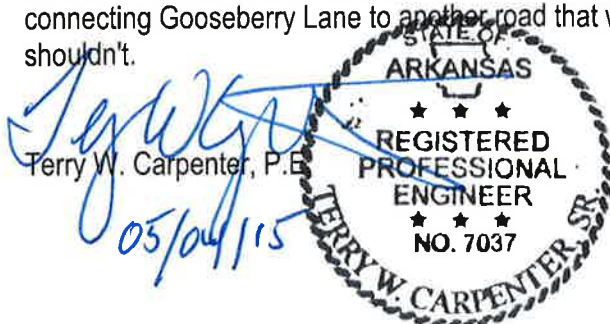
Phone: 479-521-4389 (H) 479-530-0913 (C)

E mail: twcarpenter@att.net

My family and I have lived at the above address since January 1st, 1991. Most of the residents have been there since it was constructed. Several have died in recent years. I am also a practicing professional engineer and design streets and highways in NW Arkansas as well as other types of infrastructure. Gooseberry Lane is only about 18 feet wide and is not designed to handle the increased traffic that would result in connecting it to the subdivisions that are to the north. Also, there is no where for the traffic to go except onto Mount Comfort road, which has line of site issues now and is difficult to get on during peak traffic times. It cannot be extended to the south unless the residence directly across from Gooseberry is purchased.

I understand the need for cities to develop Master Street Plans. However, I do not see the sensibleness of connecting Gooseberry Lane to another road that would greatly overload it. It was never meant to be and shouldn't.

Terry W. Carpenter, P.E.



May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name: *Bettie Patrick*

Address: *2361 N. Gooseberry Lane*

City: *Fayetteville Ar 72704*

Phone: *479-521-3749*

E mail: *bettiepatrick@att.net*

Resident for 43 years.

May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name: Jay Moseley.

Address: 2306 Gooseberry LN

City: Fayetteville, AR 72704

Phone: 479-387-2923

E mail: johnjoyabigail@hotmail.com

May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name: Michael Freeman
Address: 2327 Gooseberry
City: Fayetteville +
Phone: 521-6473
E mail:

May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name: *William Treet*
Address: *2246 N. Gooseberry*
City: *Fayetteville*
Phone: *479 459 4031*
E mail: *btreet2002@yahoo.com*

May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name: *Gene Ho Merton*
Address: *2218 Gooseberry*
City: *Fayette.*
Phone: *521 9710*
E mail:

May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name: Cynthia + Kevin Smith
Address: 2299 N Gooseberry Lane
City: Fayetteville,
Phone: 466-1650 601-1750
E mail: kevin.smith@iscanwa.net
cynfam00@yahoo.com

May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name: *Bethy Young*
Address: *2330 Gooseberry*
City: *Fayetteville AR 72704*
Phone: *479-301-7591*
E mail:

May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name:

Vickie Stafford

Address:

2325 Gooseberry

City:

Fair

Phone:

300-

E mail:

May 4, 2015

Mel Milholland
Milholland Company
205 W Center Street
Fayetteville, AR 72704

I, the undersigned live on Gooseberry Lane, Fayetteville, AR want this street to remain as a Dead End Street..

Name: Burke Russell
Address: 2395 Gooseberry
City: Fayetteville
Phone: 479 236 6971
E mail: