

Lleverino,Felix

From: Steven Fenton <crimsonridgeutah.steven@gmail.com>
Sent: Wednesday, July 15, 2020 2:05 PM
To: Lleverino,Felix
Subject: [EXTERNAL]Crimson Ridge

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Hi Felix,

Thanks for your help getting our subdivision application submitted yesterday. As I mentioned, we have updated the subdivision plan for those things identified in the sketch plan endorsement with the exception of road connectivity. After discussing with our engineer and looking at options we believe a connecting road to the north would not be beneficial for the following reasons:

1. As an existing gated community we would like to maintain the look and feel of the existing community for the new phase. Adding a road connecting our subdivision to the north would require a large section of the community to stay outside of the gate thus altering the nature of the existing development.
2. Also, the topography of the area makes a connecting road to the north difficult to construct and maintain. As you know, phase 2 backs up to the back of the mountain and fronts Highway 158. Along this part of the mountain are several ridges and ravines. Building a road to county standards from Skyline Drive north and to the adjoining property would require significant cut and fill or even switch backs to meet the much higher elevation. Making the road subject to mud slides and snow removal problems. Adding the road further down the mountain towards the reservoir has the same problem but in reverse. The adjoining property owner would be left with building a road up to our property.
3. Finally, and probably the most compelling reason, is that it is not necessary or more convenient to any potential adjoining development to the north. That property has much easier and more convenient access using the existing access road on their property. Their road leads down the ravine and directly to Highway 158, the same highway Crimson Ridge connects to. Highway 158 runs nearly parallel to both properties which makes using the most direct, and shortest route to the highway the most convenient. A connector road, on the other hand, would require traversing through a residential neighborhood, stopping at several stop signs before then joining the very same highway. Obviously much slower and less convenient.

Based on this we would propose using the road layout as submitted. Our understanding is that if necessary we can raise this issue to the Upper Valley Planning Commission at the time of our initial hearing but we would appreciate any feedback on the issue or the process that you could provide.

Thank you for your consideration of this issue.

Steve