

From: [David Tirman](#)
To: [Smith, Laura](#)
Cc: [Rob Brueck](#); [David Landry](#)
Subject: RE: Homewood
Date: Wednesday, November 11, 2009 11:54:16 AM

Laura...you are correct...16 large residential lots for alternative 4. I was misreading our matrix as it breaks it down to 8 associated with the north base, 8 for the south base. In terms of the energy modeling, I believe it OK to utilize the information from the Beaudin Ganze Consulting Engineers energy report dated 10-30-07 as a baseline for alternative 1, 3, and 5. The report should offer a more conservative summary given that there have been some slight reductions in the overall residential unit count since the report was published.

For alternative 4, I suggest using whatever data you might have for larger single family home sites with 3000-4000 sf homes. We would not plan on grading any of the estate home sites. The concept would be that the estate sites would be sold in their natural state. The only grading would be associated with the road(s) servicing the lots. The road(s) follows the alignment of existing dirt roads on the mountain. Our assumption is that roughly half of the existing +/-15,000 lineal feet of road alignment would need to be re-graded or approximately 7500 lineal feet of roadway. It is our understanding that the county standard road width for servicing residential areas to be 24 ft for a total of 30 feet when taking into account the road shoulder areas. 7500 lineal feet x 30 feet of width = 225,000 sf of potential graded area. As for the commercial lot, we would not envision any re-grading but would sell the lot as is, which is currently a paved parking area with the existing north base lodge and ancillary facilities.

For alternative 5, we would not plan on grading any of the 16 residential lots. The land is relatively flat and open terrain for the most part. The only grading activity that we would envision would be associated with the street that services the lot. The street would largely fall on the alignment of an existing road and existing paved parking area so it would essentially entail re-grading of already graded, impacted areas. There would be an estimated 800 lineal feet of roadway x 30 feet of width = 24,000 of estimated grading associated with the street or approximately .55 acres. The balance of the existing parking would be restored to a natural state. This area is estimated at approximately 1 acre.

I hope this helps.

Regards,

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