

Proof of Ownership/ Statement of Authority

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136 6th St., Suite 200
Steamboat Springs, CO 80487
970-879-2704
www.co.routt.co.us/Planning

Landowner Statement of Approval

As the landowner of TR IN SE4 28-7-88 LYING EASTERLY OF CENTERLINE OF RCR 80 TOTAL 15ACS +/-

I consent to this application being submitted.

DocuSigned by:

Leland R. Smith II

0698CFA72684419...

LR Smith Investments LLC Manager

5/4/2022

DocuSigned by:

Derek Smith

107E419FDFA8427...

Morgan Creek Land & Livestock LLC Manager

5/3/2022

Name & Title of Applicant:

Clay Hockel

X Clay Hockel Owner



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Landowner Statement of Approval

As the landowner of TBD

I consent to this application being submitted.

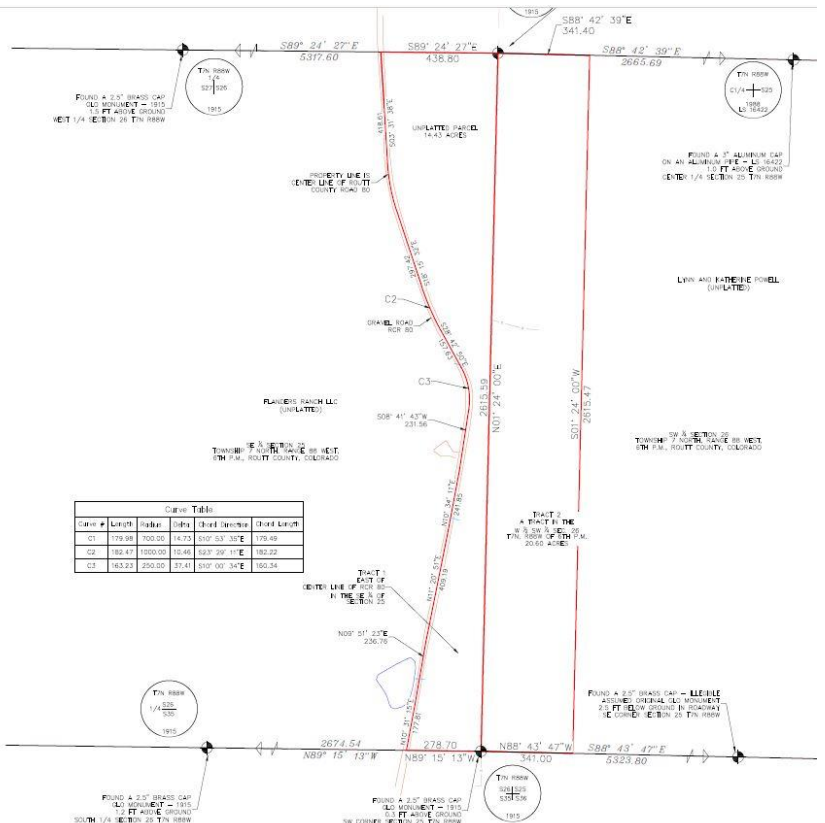
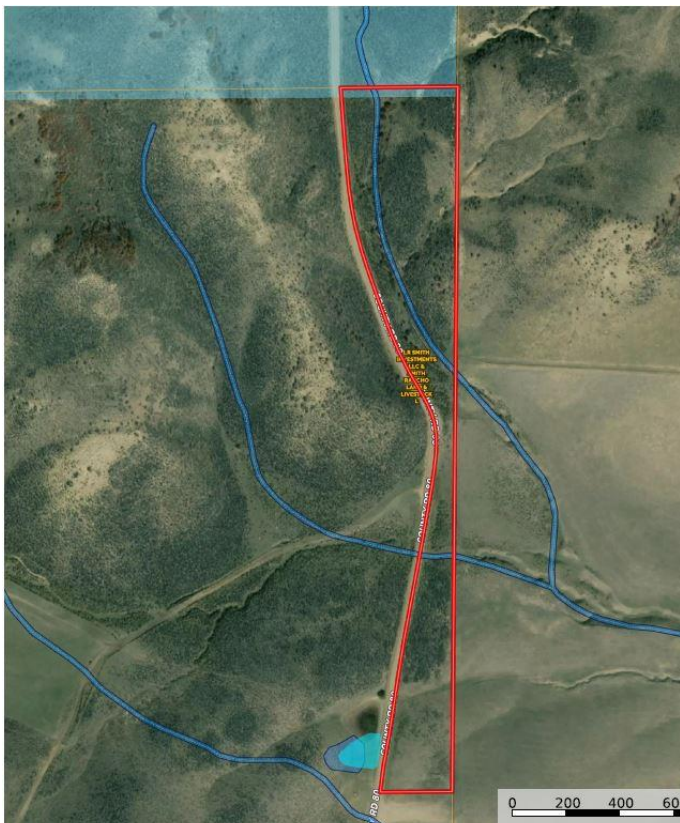
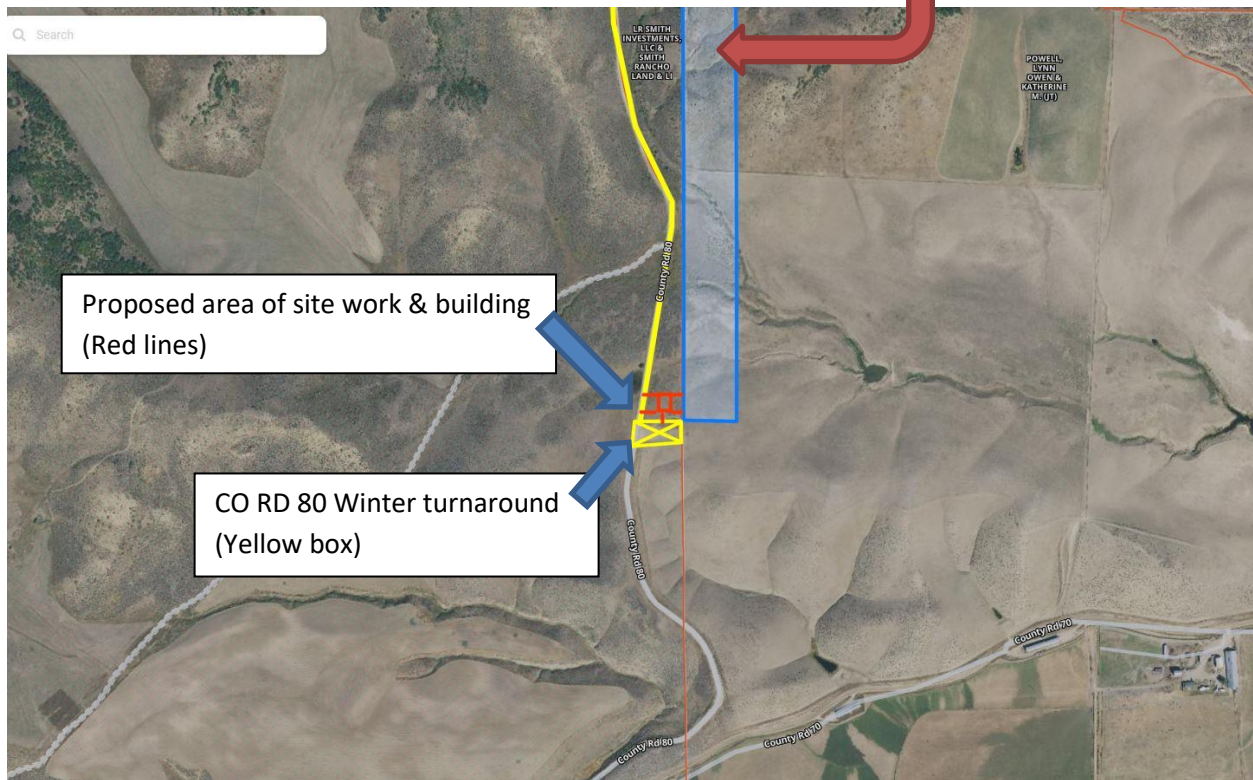
Name & Title of Applicant:

Clay Hockel Clay Hockel - Owner

X Lynn Powell Lynn Powell

Vicinity Maps

Proposed merger of Smith Parcel & Powell Parcel
(yellow highlighted and blue highlighted)



Written narrative of proposed use

Description of use -

The building we are proposing to build would serve as the primary and sole use of a secured structure for Thunderstruck Adventures equipment to safely be kept in while we are operating our snowmobile tours at the end of the CO RD 80 winter turnaround. This building would allow Thunderstruck Adventures to safely keep their snowmobiles, groomer, trucks, and trailers in a locked and protected structure both during the day, as well as overnight. This structure would only be used by employees to stage equipment directly out of (instead of having to trailer equipment daily from Steamboat Springs).

Clients of Thunderstruck Adventures would still use our office that's located in Steamboat to check in at. We would not be running an office out of this proposed building, only a place to park our equipment on sight throughout our operating season. Customers would also not be allowed to park at this location either. They would still be required to ride the shuttle bus from our Steamboat office to this location.

We currently have to trailer our snowmobiles on a daily basis to the CO RD 80 winter turnaround. This area is not a legit parking lot (its natural pasture) nor has any improvements whatsoever. When the ground isn't frozen, it is often a mud hole where huge ruts are created throughout the area. This proposed building would allow us to park and stage from an area that has proper gravel, cement, and improvements that are environmentally friendly.

Hours Of Operation

Our snowmobile tours start at 9:00 am and run until 4:00 pm. Clients would be on sight at 9:00 am and then again when they return at 4:00 pm. Employees would be on sight as early as 8:00 am to start getting things ready and as late as 5:30 pm when they close up for the day and prepare for the next day. Hours of operation would be 8:00 am to 5:30 pm.

Anticipated Number of Employees

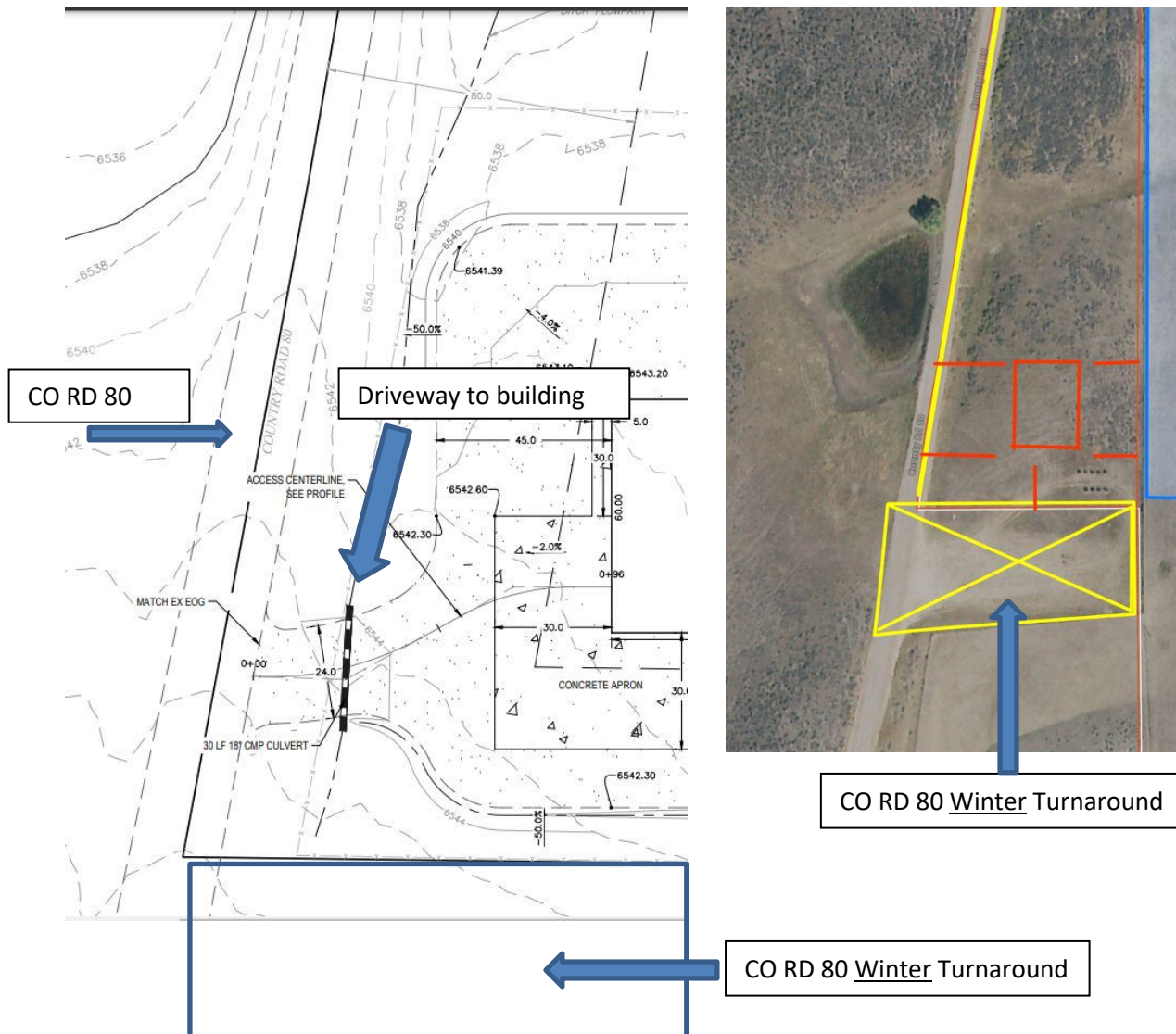
Due to offering 2 different types of snowmobile adventures (Trail Tour & our High Adventure Tour) and also trying to keep a good guide to client ratio, we anticipate 3-6 guides per day working out of this area. We will also have a shuttle bus driver that is coming and going throughout the day that is dropping off clients.

Anticipated Traffic

We are not proposing to change anything from our current SUP with how clients arrive at this location. We still intend for only our shuttle bus to transfer clients from Steamboat to this area. This approved structure would actually cut down on the amount of traffic to this area. We would no longer have to drive multiple trucks/trailers on a daily basis back and forth anymore. Employees would arrive on location in the morning and then depart in the evenings. The shuttle bus would make 2-3 roundtrip trips a day between this proposed location and Steamboat.

Access to the property

We will access the property from CO RD 80, just past the winter turnaround area. You can see in the survey below where we are proposing for our driveway to go off of CO RD 80. Here is a platted map & color map for reference.



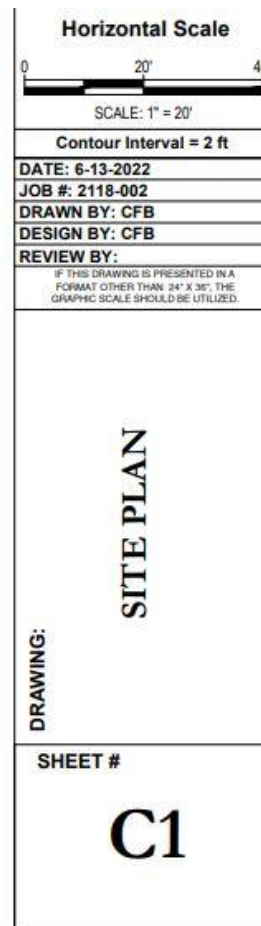
Type of equipment & vehicles

Our equipment consists of the following:

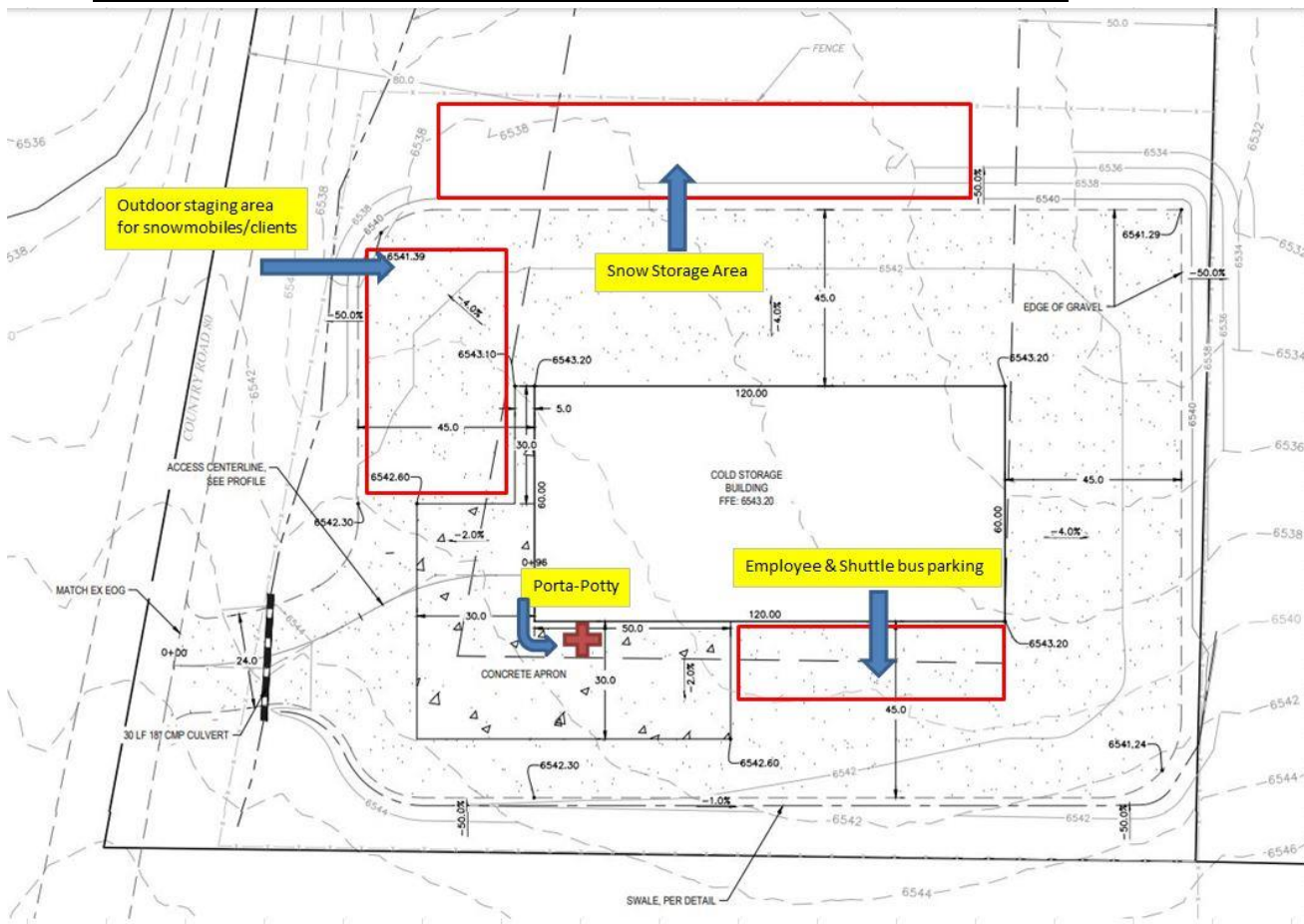
2020 GMC 3500 Duramax, 2017 Chevy 3500 Duramax, 2015 Chevy 2500 Duramax, 2011 Chevy 2500 ext cab, (2) 34' Trails West RPM gooseneck trailers, (5) open place snowmobile trailers, 2005 Pisten Bully Edge Groomer, Polaris RMK snowmobiles, Ski-Doo touring snowmobiles, CAN-AM Defender, 2016 ford E350 Shuttle bus, 2018 Ford E350 Shuttle bus, 2022 Caterpillar 262 Skid-Steer with snow blower, and a 990 gallon fuel trailer

LEGEND

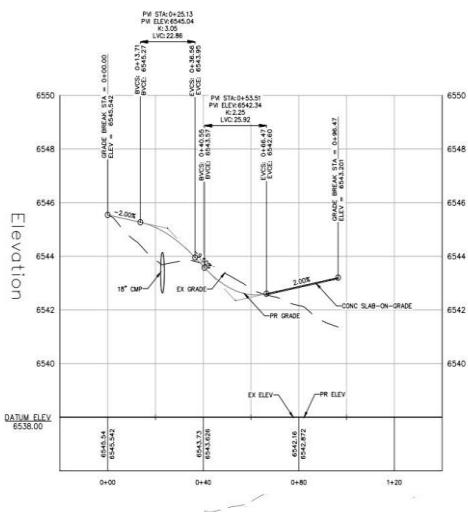
	PROPERTY BOUNDARY
	ADJACENT PROPERTY BOUNDARY
	EXISTING EASEMENT
	EXISTING EDGE OF ASPHALT
	EXISTING FENCE
	EXISTING 2' CONTOUR
	EXISTING 10' CONTOUR
	PROPOSED 2' CONTOUR
	PROPOSED 10' CONTOUR
	EXISTING DRAINAGE DITCH
	EXISTING STORM SEWER
	PROPOSED STORM SEWER
	EXISTING SEWER MAIN
	PROPOSED SEWER SERVICE
	EXISTING WATER MAIN
	PROPOSED WATER SERVICE
	EXISTING FIRE HYDRANT
	PROPOSED GRAVEL PAVING
	PROPOSED CONCRETE PAVING
	PROPOSED BUILDING FOOTPRINT
	EXISTING LABEL
	PROPOSED LABEL



Outdoor Staging area, Parking area, Snow Storage, & Sanitation Facilities



Grading & Excavation Plan (also have original PDF attached)



DRIVEWAY EARTHWORK QUANTITIES:

AREA OF DISTURBANCE:	38,527	SQ. FT.
TOPSOIL STRIPPING:	713	CU. YDS.
TOTAL CUT:	900	CU. YDS.
TOTAL FILL:	4,745	CU. YDS.
NET (FILL):	4,559	CU. YDS.

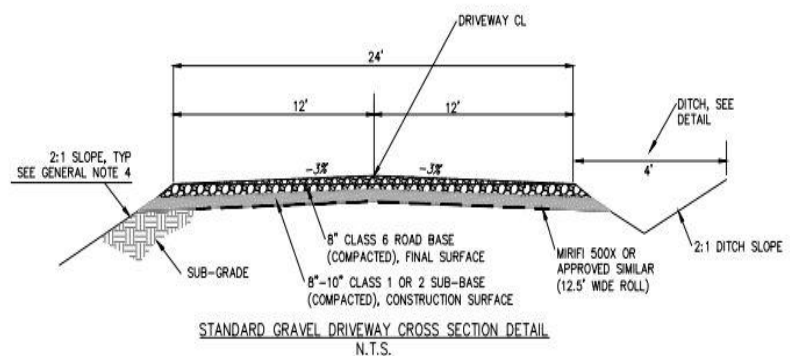
NOTES:

1. TOPSOIL STRIPPING VOLUME ASSUMES AN AVERAGE TOPSOIL DEPTH OF 0.5 FEET. ACTUAL TOPSOIL DEPTH MAY VARY ACROSS THE ENTIRE AREA OF DISTURBANCE.
2. THE TOTAL CUT VOLUME INCLUDES TOPSOIL STRIPPING.
3. A FILL FACTOR OF 1.10 WAS USED FOR CUT-FILL VOLUME CALCULATIONS.
4. FILL VOLUME INCLUDES NATIVE MATERIAL AND ALL IMPORT MATERIALS (I.E. GRAVEL, ASPHALT, CONCRETE, ETC.).
5. STRIPPED TOP SOIL MAY ONLY BE USED FOR MINIMUM 4\"

ABBREVIATIONS:

BOW	BOTTOM OF WALL
BLDG	BUILDING
CL	CENTERLINE
CMU	CONCRETE MASONRY UNIT
CO	CLEAN OUT
CONC	CONCRETE
ELEV	ELEVATION
EOG	EDGE OF CONCRETE
EOG	EDGE OF GRAVEL
EX	EXISTING
FFE	FINISHED FLOOR ELEVATION
FND	FOUNDATION
HP	HIGH POINT
INV	INVERT
LF	LINEAR FEET
PRO	PROPOSED
SCH	SCHEDULE
SF	SQUARE FEET
SS	SNOW STORAGE
TOW	TOP OF WALL

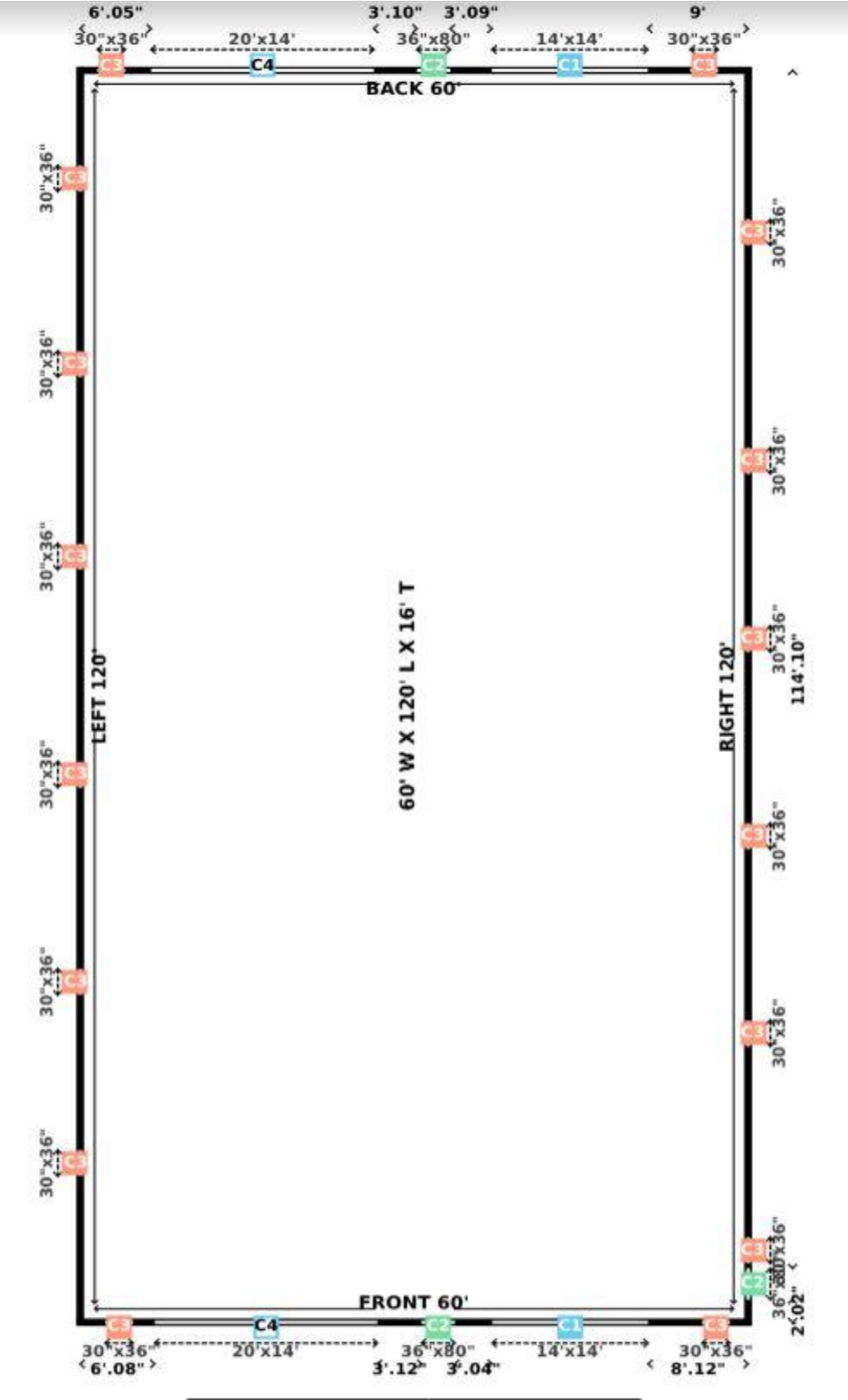
Station



GRAVEL DRIVEWAY SURFACING NOTES:

1. STRIP TOP LAYER OF VEGETATION AND ORGANICS FROM THE EXISTING TOPSOIL (3\"-4\"). MIRIFI 500X OR APPROVED SIMILAR GEO-TEXTILE FABRIC SHALL BE USED TO BRIDGE TOPSOIL AND SUB-BASE COURSE. CONSULT THE GEO-TECHNICAL ENGINEER OF RECORD FOR ADDITIONAL INFORMATION.
2. PRIOR TO THE PLACEMENT OF SUB-BASE AGGREGATES, THE EXPOSED SUB-GRADE SOILS SHALL BE UNIFORMLY SCARIFIED, MIXED, AND MOISTURE TREATED TO WITHIN 2% OF THE OPTIMUM MOISTURE CONTENT, AND THEN RE-COMPACTED TO AT LEAST 95% OF THE MAXIMUM STANDARD PROCTOR DENSITY.
3. BASE COURSE AND SUB-BASE AGGREGATES SHALL MEET THE CDOT CLASS 6 ABC AND CLASS 2/1 ABC SPECIFICATIONS, RESPECTIVELY. BASE COURSE AND SUB-BASE AGGREGATES SHALL BE PLACED IN ONE LIFT AND COMPACTED TO AT LEAST 95% OF THE MAXIMUM MODIFIED PROCTOR DENSITY IN ACCORDANCE WITH ASTM 1557.
4. DRIVEWAY SLOPES SHALL BE FINE GRADED AND TRACKED PERPENDICULAR TO THE DRIVEWAY CENTERLINE. ALL 2:1 SLOPES SHALL BE SEEDED WITH NATIVE GRASS SEED AND STABILIZED STRAW BLANKET OR SIMILAR EROSION CONTROL MAT. SEED SHALL BE WATERED AS NECESSARY TO PROMOTE AND SUSTAIN GROWTH.

Floor plans of proposed building

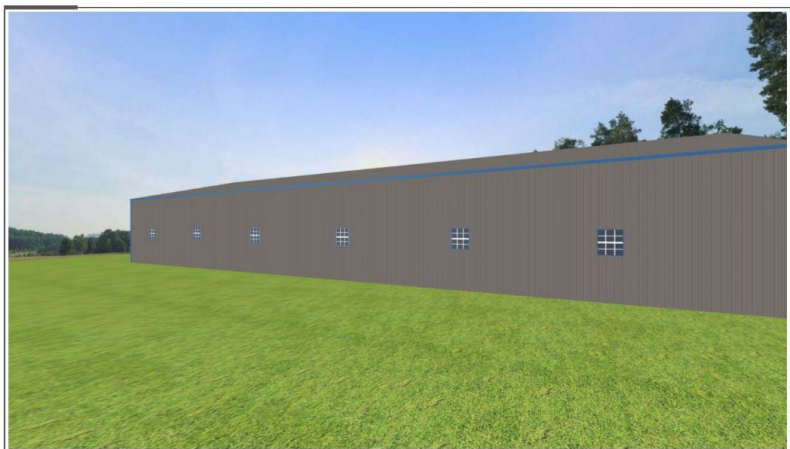


LEGENDS							
C1	Garage Door	C4	Garage Door Frameout	C2	Walk in Door	C5	Walk in Door Frameout
C3	Windows	C6	Windows Frameout		Open Wall	—	Closed Wall
↔	Distance	SL	Storage Length(Utility)	■	Overlap Components		

BUILDING VIEW



FRONT



LEFT



RIGHT



BACK