

Table of Contents

File 1981-0020

Date 10/19/01

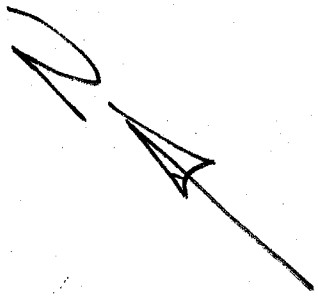
Project Name: Env. Dev.-Crossroads CO West, Lot 1 & Lot 2 – Rodeway Inn - Final

P **S** A few items are denoted with an asterisk (*), which means they are to be scanned for permanent record on the in some
r **c** instances, not all entries designated to be scanned by the department are present in the file. There are also documents
e **a** specific to certain files, not found on the standard list. For this reason, a checklist has been provided.
n **n** Remaining items, (not selected for scanning), will be marked present on the checklist. This index can serve as a quick
e **d** guide for the contents of each file.
t **d** Files denoted with (**) are to be located using the ISYS Query System. Planning Clearance will need to be typed in
full, as well as other entries such as Ordinances, Resolutions, Board of Appeals, and etc.

X	X	*Summary Sheet – Table of Contents
		Application form
		Receipts for fees paid for anything
		*Submittal checklist
		*General project report
		Reduced copy of final plans or drawings
		Reduction of assessor's map
		Evidence of title, deeds
		*Mailing list to adjacent property owners
		Public notice cards
		Record of certified mail
X		Legal description
		Appraisal of raw land
		Reduction of any maps – final copy
		*Final reports for drainage and soils (geotechnical reports)
		Other bound or nonbound reports
		Traffic studies
		Individual review comments from agencies
		*Consolidated review comments list
		*Petitioner's response to comments
		*Staff Reports
		*Planning Commission staff report and exhibits
		*City Council staff report and exhibits
		*Summary sheet of final conditions
		*Letters and correspondence dated after the date of final approval (pertaining to change in conditions or expiration date)

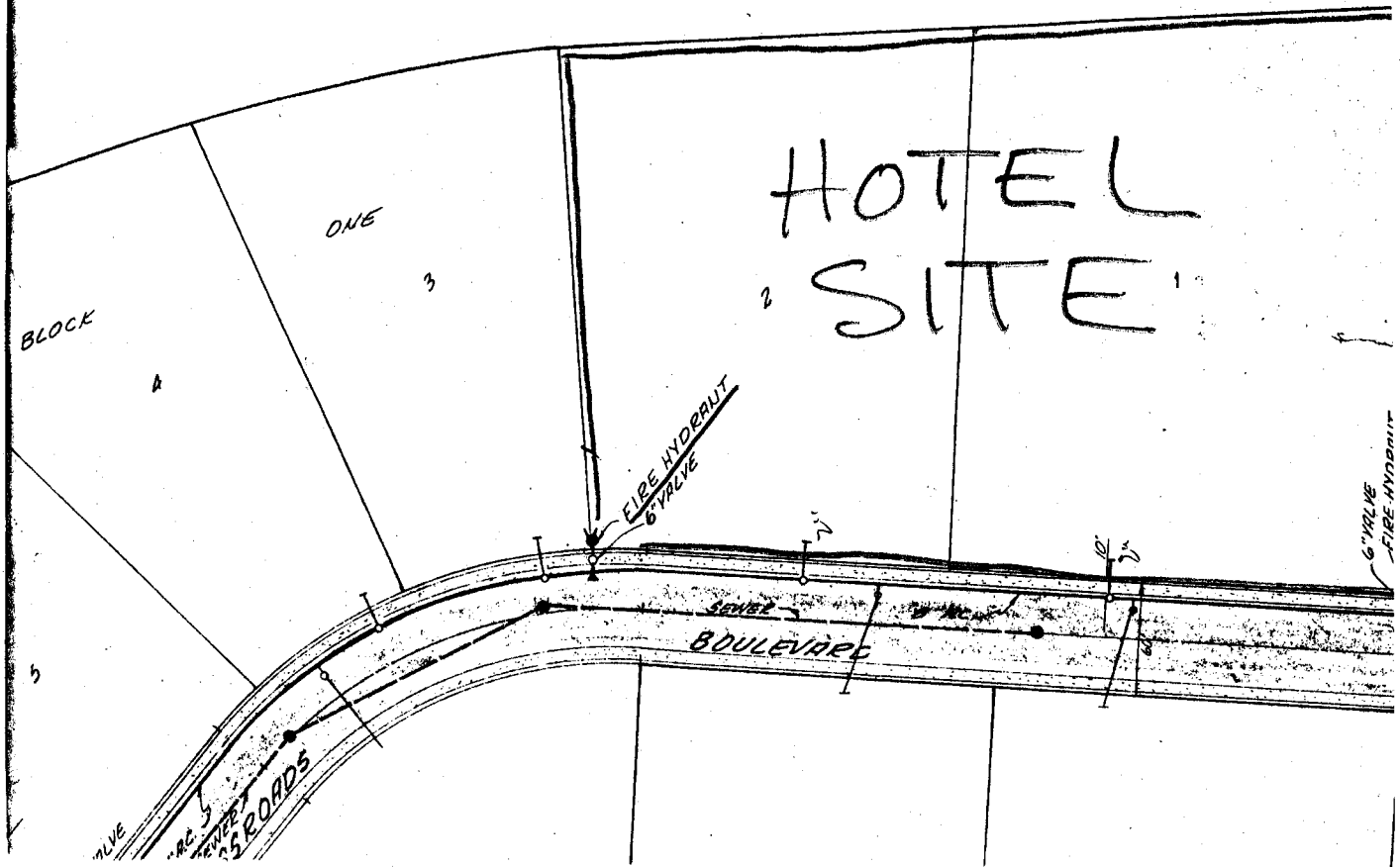
DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:

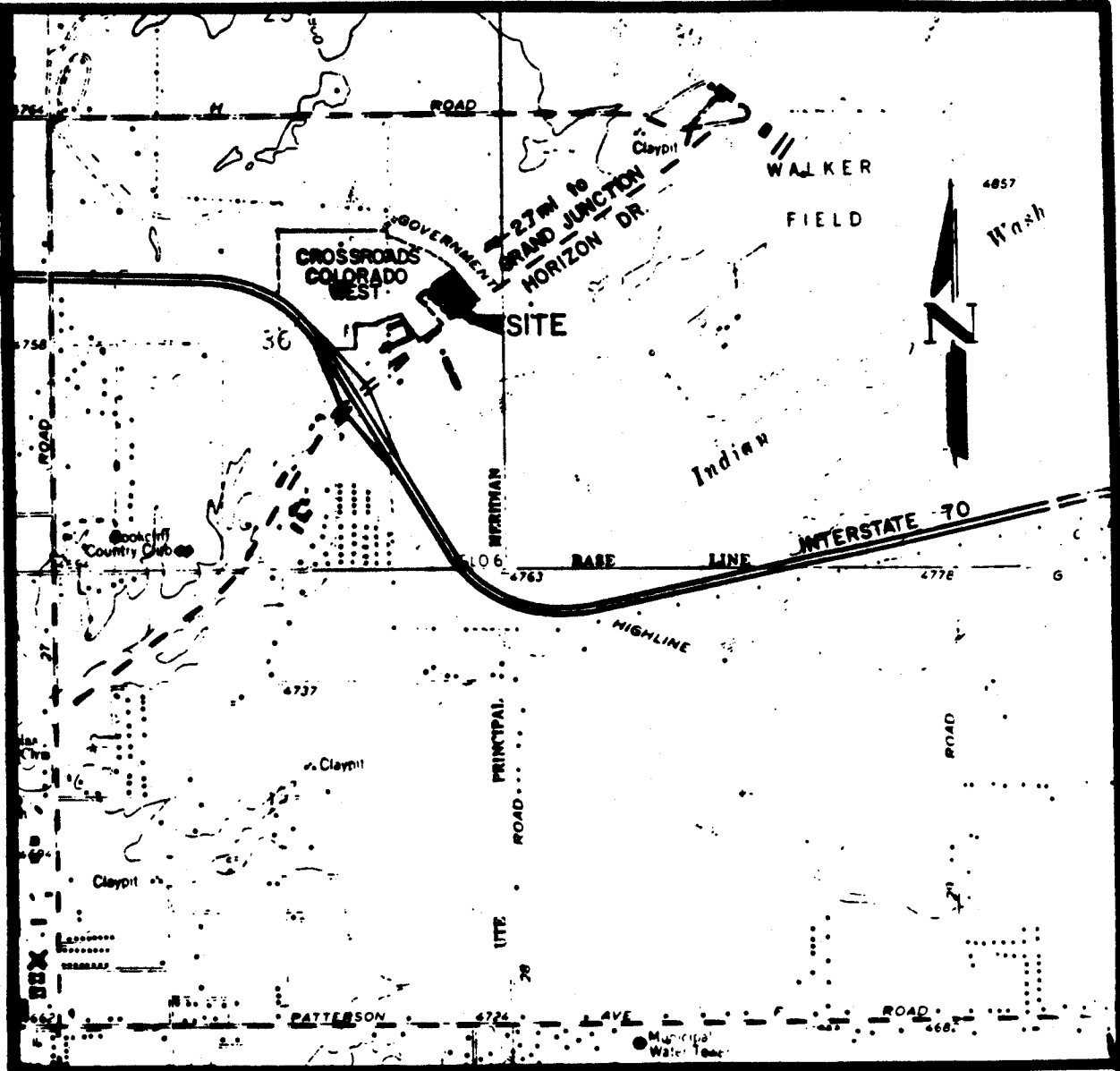
X	X	Action Sheet	X	X	Planning Commission Minutes - ** - 3/31/81
X	X	Review Sheet Summary	X		Development Application
X		Review Sheets	X		Title Ins. From Land Title Guarantee Co.
X	X	Letter from Kathi Ackerman, Environmental Developers Inc. to Bob Bright re: response to questions from comments with revised drawings – 3/26/81	X		Letter from William Ash to Planning re: request from building permits to begin construction – 2/20/81
X	X	Letter from Mark Curran to Henry Lowe re: Rodeway Inn has completed all site work as per approved plans with exception-3/29/83	X	X	Letter from William Ash to Planning re: traffic impact – 2/19/81
X		Letter from Karl Metzner to Mark White re: reserve the right to review and potentially suspend the use at any time – 6/25/85	X		Public Notice Posting
X	X	Letter from Mark White to Bob Goldin re: request to expand – 6/20/85	X		Registered letter from F.J. Spoor, Futura Eng., Inc. to Dean Glorso re: certifying that the property is not located in a Special Flood Hazard Area – 2/19/81
X	X	Letter from Bob Goldin to Mark White re: parking concern – 6/20/85	X		Vicinity Map
X		Letter from Mark White to Bob White re: required information – 6/12/85	X		Site Plan
		Letter from Kim Laing to Henry Lowe re:	X	X	Traffic Impact and Accessibility Analyses - 4/6/81
X	X	Letter from Frank Meeks to Mark Curran re: agreement to completion of stipulations – 2/11/83	X		Landscaping Plan



- 1. C
- 2. WPI WITH SERVICE
- 3. SERVICE LOCATED UNLESS OTHERWISE NOTED

GOV. Highline Canal





VICINITY MAP
SCALE: 1" = 2000'

E.D.I. ROADWAY-INN

OFFICE COPY
#20-81

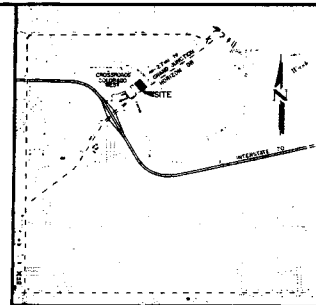
PROPOSED ROADWAY INN-GRAND JUNCTION, CO.
 DEVELOPER ENVIRONMENTAL DEVELOPERS, INC. AURORA, CO.
 ARCHITECT ARCHITECTURAL DEVELOPMENT CORP. AURORA, CO.

ZONING - HO



LEGEND

- - - Existing Contours
- Telephone Box
- Light Pole
- Power Pole
- Existing San. Sewer with Manhole
- Existing Water Line with Valve & Hydrant
- Property Pin Found - No. 5 Rebar
- Spot Elevation
- Shading Indicates Existing Powermain
- Property Pin Set - No. 4 Rebar & Cap



TABULATIONS

TOTAL SITE AREA	2,939 ACRES
TOTAL BLDG. AREA	90,500 S.F.
PARKING: REQ'D*	201 SPACES
PARKING PROVIDED	220 SPACES

*BASED ON 1 SPACE PER ROOM AND 1 SPACE FOR EVERY 3 SEATS IN RESTAURANT.

BENCHMARK: Southern Most W/quarter of Government Highline Canal Right of Way on Horizon Drive
 Base Cap U.S.G.S. # C-3624, 1963
 Elevation = 4763.53

NOTE: UNDERGROUND UTILITIES LOCATIONS ARE APPROXIMATE ONLY. NOT TO BE TAKEN AS FINAL.

CURVE DATA

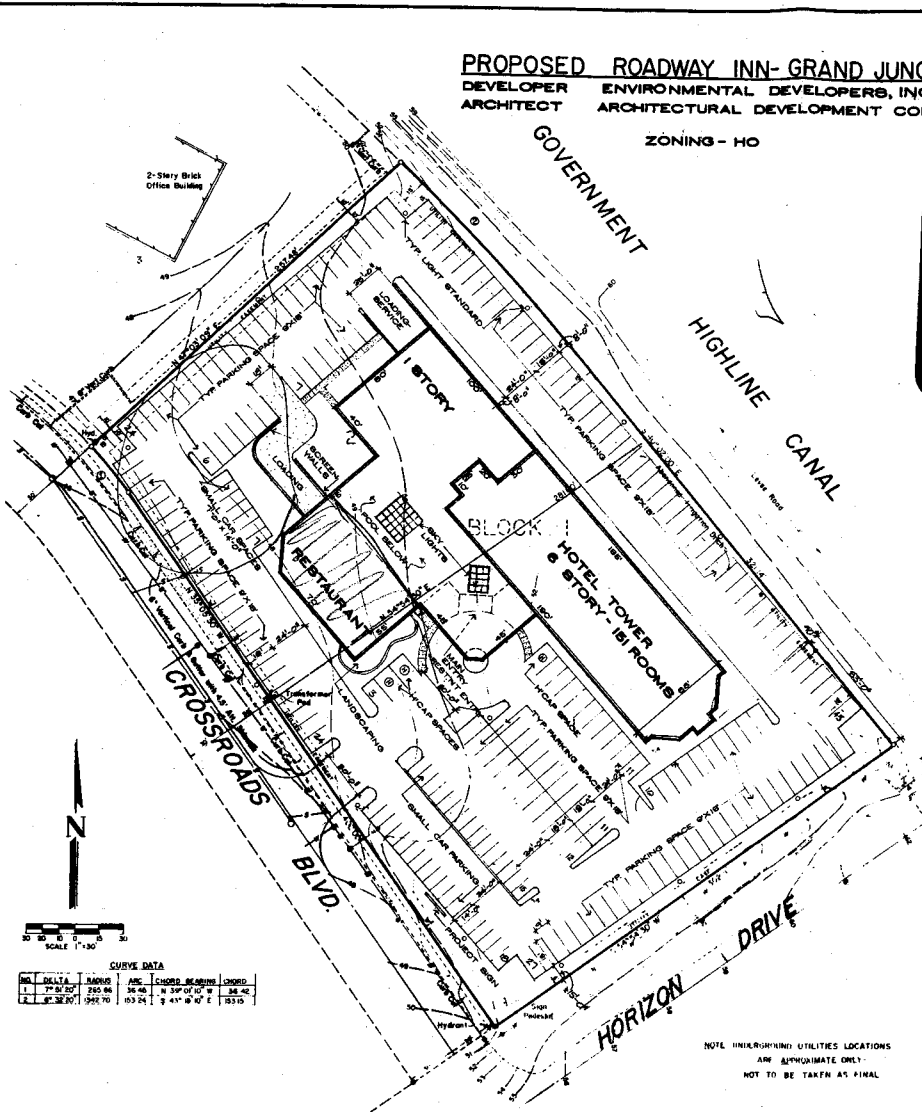
NO.	DELTA	RADIUS	ARC	CHORD	BEARING	CHORD
1	77° 52' 00"	150.00	36.00	14.59	0° 00' 00" W	36.00
2	87° 32' 00"	120.00	63.24	27.41	41° 00' 00" E	63.24

YALE PROPERTIES, INC. 13693 EAST ILIFF AVENUE AURORA, COLORADO, 80014 PHONE (303) 735-3377	
LOTS 1 & 2, BLOCK 1 CROSSROADS, COLORADO WEST MESA COUNTY, COLORADO	
DESIGN -	DATE -
DRAWN - SIC	SCALE -
REVISION	DATE BY CHECKED -
HORIZ - 1" = 30' CONTOUR INT. - 1'	
SHEET ____ OF ____	

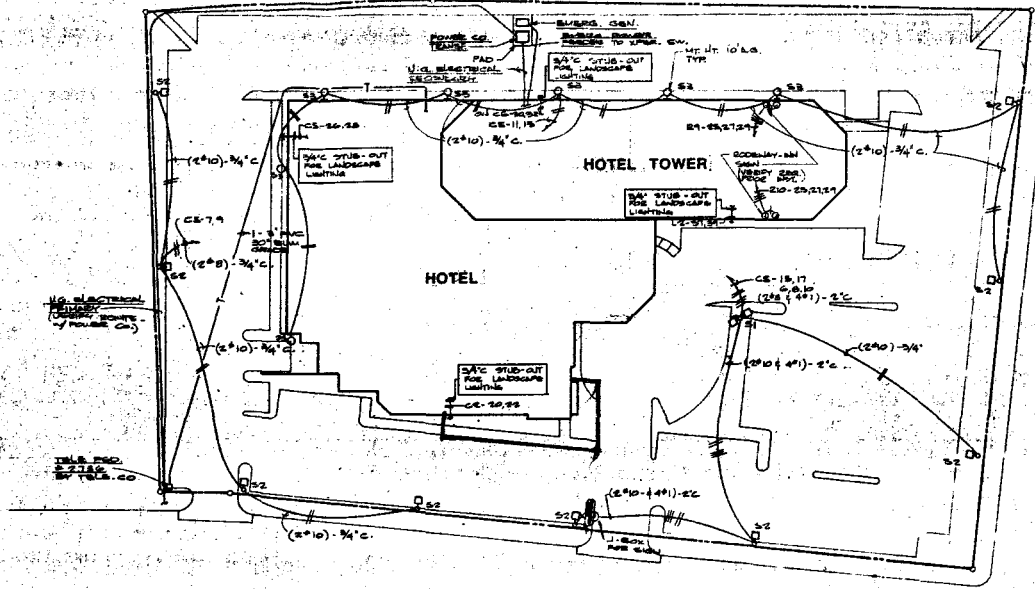
TOPO DATE - JAN. 27, 1981



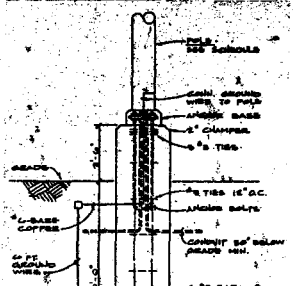
2-Story Brick Office Building



ELECTRICAL SYMBOLS		
1	UNION	...
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E1 SITE PLAN - ELECTRICAL
SCALE 1"=30'-0"



TRAFFIC IMPACT AND ACCESSIBILITY ANALYSIS
PROPOSED OFFICE COMPLEX
AND RODEWAY INN
Grand Junction, Colorado

Prepared for
Environmental Developers, Inc.
13693 East Iliff Avenue
Aurora, Colorado 80014

Prepared by
LEIGH, SCOTT & CLEARY, INC.
1615 Downing Street
Denver, Colorado

April 6, 1981

Leigh, Scott & Cleary, Inc.

TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING CONSULTANTS
1615 Downing Street • Denver, Colorado 80218
(303) 861-3088

April 6, 1981

Ms. Kathi Ackerman
Environmental Developers, Inc.
13693 East Iliff Avenue
Aurora, Colorado 80014

Dear Ms. Ackerman:

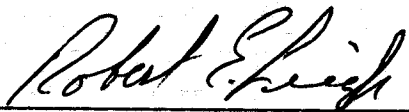
We are pleased to submit herewith our report of the traffic impact and access requirements associated with the proposed development of an office complex and Rodeway Inn motor hotel in Grand Junction, Colorado

This study first provides a summary of the existing traffic operation and roadway conditions in the vicinity of the proposed developments. Next, estimates are made of the amount and directional distribution of vehicular traffic likely to be generated. Finally, an evaluation is made of the ability of the roadway system to accommodate the future traffic volumes. Where appropriate, recommendations are made for future roadway improvements and access controls.

We trust that our findings and recommendations will assist in the further planning for the proposed office complex and Rodeway Inn developments. Please give us a call if we can be of further assistance.

Respectfully submitted,

LEIGH, SCOTT & CLEARY, INC.

By 
Robert E. Leigh, P.E.
Colorado License 4654

REL/JAH/mlj

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TRAFFIC IMPACT AND ACCESSIBILITY ANALYSIS

PROPOSED OFFICE COMPLEX

AND RODEWAY INN

Grand Junction, Colorado

A. INTRODUCTION

A new two-building office complex and Rodeway Inn motor hotel are planned for construction within the Crossroads Energy Park in Grand Junction, Colorado. The projects are located on the northwest side of Horizon Drive, north of I-70 and southwest of Walker Field, in the northeastern portion of the City. The 2.94-acre site for the proposed 151-room Rodeway Inn is located along Horizon Drive just north of Crossroads Boulevard and south of the Government Highline Canal. The proposed office complex will be located on a 1.83-acre site just northwest of the Rodeway Inn site, north of the Crossroads Court north cul-de-sac, and south of the Government Highline Canal. The office complex is planned to contain about 49,160 square feet of gross leasable floor area.

The developers of the site, Environmental Developers, Inc., have retained Leigh, Scott & Cleary, Inc., to evaluate the access requirements of the proposed development and to determine its traffic impact on the adjacent roadway system.

B. ROADWAY AND TRAFFIC CONDITIONS

Direct access to both the office complex and Rodeway Inn sites will be provided by Crossroads Boulevard. This approximate 40-foot wide collector roadway extends westerly from Horizon Drive on a curvilinear alignment to an intersection with 27 Road north

of I-70. Crossroads Boulevard also extends southeast of Horizon Drive a short distance, providing access to the Horizon Inn and several office developments.

Horizon Drive is a two-lane, major, diagonal arterial roadway extending from 7th Street to Walker Field, a distance of nearly three miles. An interchange between Interstate-70 and Horizon Drive is located about 1500 feet southwest of the site. Several important roadway improvements are planned by the City of Grand Junction in order to improve this important roadway to modern major arterial standards. The most significant of these is the planned widening and reconstruction from 7th Street to Walker Field. The planned roadway cross-section will include four 11-foot through-travel lanes, a 16 foot center median island incorporating left-turn lanes, a bikeway or bike-lane on one or both sides of the roadway, and curb and gutters. Signalization of the Crossroads Boulevard and Horizon Drive intersection is anticipated after the roadway widening is completed and traffic signal warrants are met.

An additional important improvement to Horizon Drive is its planned future extension from 7th Street southwesterly to Patterson Avenue at about First Street. This extension of Horizon Drive will provide for direct access from the developing areas along Horizon Drive to the Grand Junction Central Business District (CBD) and to the developing areas surrounding the Mesa Mall at Patterson Avenue and 24 Road.

The Colorado Highway Department's 1977 traffic counts indicate that 3,400 vehicles per day traveled Horizon Drive north of I-70

with about 7,000 vehicles south of I-70. A more recent traffic volume count conducted by the City of Grand Junction in 1980 indicates that the traffic volume on Horizon Drive between 12th Street and G Road has increased by over 50 percent to about 11,700 vehicles per day. This significant increase in traffic volume can be attributed to the major developments occurring along Horizon Drive between G Road and Walker Field and the increase in travel to and from Walker Field.

C. ESTIMATED TRAFFIC GENERATION

Table 1 shows the estimated generation of vehicular traffic at the time of full development of the proposed office complex and Rodeway Inn. The traffic generation is based on the estimated number of occupied hotel rooms, the estimated amount of gross leasable office floor area, and nationally published generation rates from the Institute of Transportation Engineers. The developer's market study has indicated that an average weekday occupancy rate of about 80 percent can be expected for the hotel.

It has been estimated that a combined total of 1,830 vehicle-trips will be generated by the two developments on an average weekday (915 vehicles entering and 915 vehicles exiting per 24-hour period). During the morning peak-hour, about 258 vehicle-trips will be generated while during the evening peak-hour, about 194 vehicle-trips will occur.

It should be noted that the amount of peak-hour traffic generated by the motel development is fairly low. Motel traffic generally peaks in the morning between 8:00 and 9:00 AM, or after the morning peak-hour of the adjacent street traffic. Similarly, during the afternoon and evening motel peak traffic varies

Table 1

ESTIMATED TRAFFIC GENERATION
 RODEWAY INN
 AND
 ADJACENT OFFICE COMPLEX
 Crossroads Energy Park
 Grand Junction, Colorado

Area Number	Proposed Land Use	Land Area (Acres)	Building Size	Daily Trip Generation Rate (1)	Vehicle- Trips Per Day	Peak-Hour Vehicle-Trips			
						AM		PM	
						Enter	Exit	Enter	Exit
1	Rodeway Inn Motel	2.94	151 rooms	10.14 trips per occupied room	1,225 (2)	67	33	41	44
2	Office Complex	<u>1.83</u>	49,160 S.F. (3)	12.3 trips per 1,000 S.F.	<u>605</u>	<u>91</u>	<u>17</u>	<u>19</u>	<u>90</u>
	TOTALS	4.77			1,830	158	50	60	134

(1) Source: "Trip Generation: An Informational Report", Institute of Transportation Engineers, Second Edition, 1979.

(2) Assumes about 80% average weekday occupancy.

(3) Estimated gross leasable floor area.

between 3:00 to 4:00 PM and 6:00 to 8:00 PM, with a lesser volume between 4:00 to 6:00 PM (the evening street peak-hours).

D. DISTRIBUTION OF GENERATED TRAFFIC

The distribution of generated vehicular travel on the roadways providing access to the proposed developments is one of the most important elements in planning its specific access requirements and in determining its traffic impacts. Major factors which influence the travel distribution pattern include:

1. The location of the development with respect to the balance of the Grand Junction metropolitan area.
2. The location of the site in a rapidly developing area along Horizon Drive between Walker Field and the Grand Junction CBD.
3. The existing and future characteristics of the roadways providing access to the site.

Figure 1 illustrates the estimated distribution patterns of the traffic generated by the proposed office complex and motel development. As indicated, slightly different traffic distributions can be expected from the motel and offices. The majority of the motel generated traffic will be to and from Walker Field and I-70 while the majority of the traffic generated by the office complex will be to and from the major residential areas in and around Grand Junction.

As shown in Figure 1, about 85 percent of the office complex traffic and 78 percent of the motel traffic will travel Horizon Drive between I-70 and Crossroads Boulevard. Considering the future widening and extension of Horizon Drive southwesterly to Patterson Avenue, it has been estimated that about 38 percent of

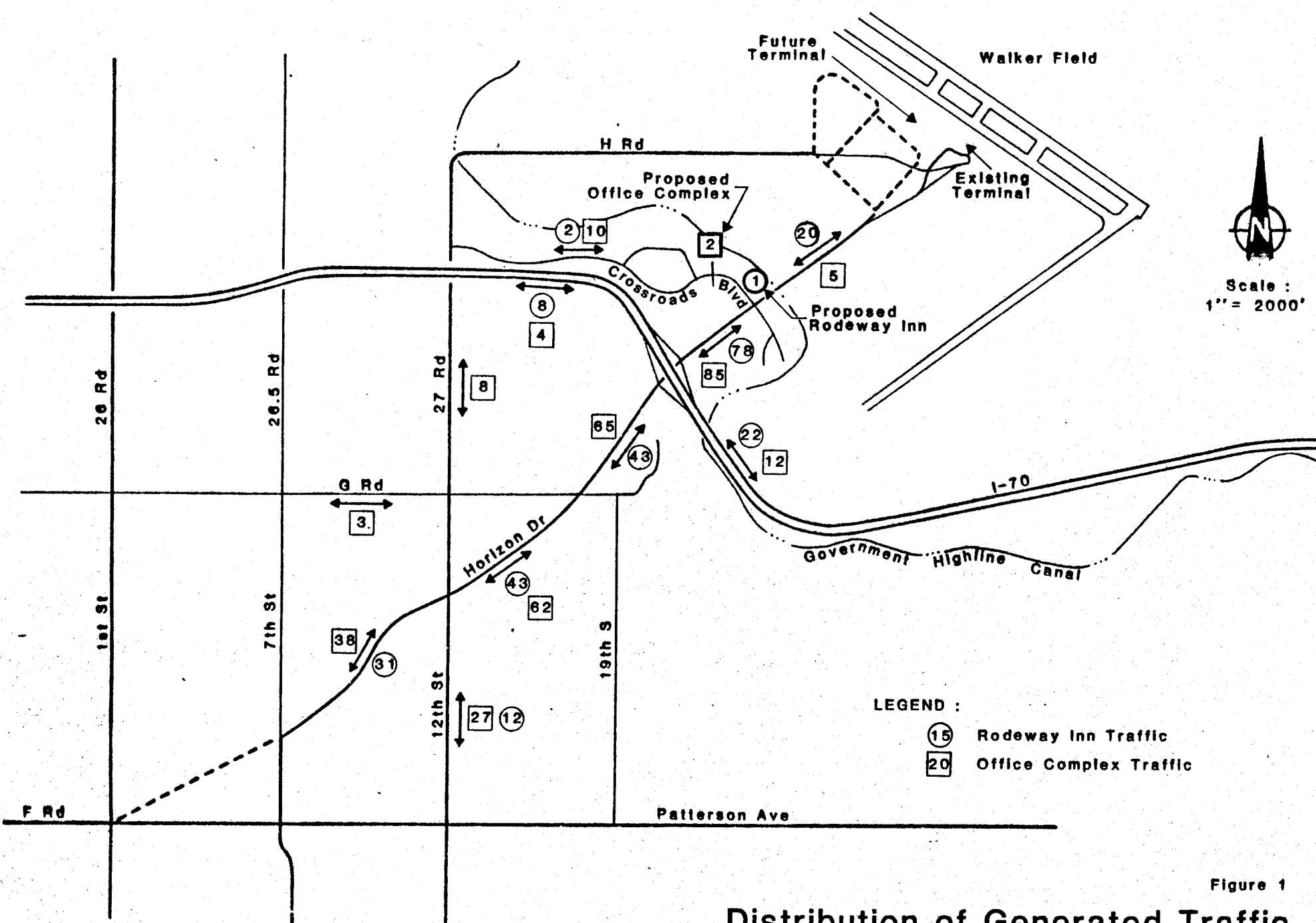


Figure 1
Distribution of Generated Traffic
 Percent of Approaching and Departing Traffic

the office related traffic and 31 percent of the motel related traffic will travel Horizon Drive southwest of 12th Street. Additional access to and from the CBD and areas south of the site will be provided by 12th Street where 27 percent of the office related traffic and 12 percent of the motel related traffic is expected to travel south of Horizon Drive.

E. GENERATED TRAFFIC VOLUMES AND SITE ACCESS RECOMMENDATIONS

When the total number of trips expected to be generated, given in Table 1, is applied to the estimated trip distribution patterns of Figure 1, daily and peak-hour traffic volumes can be calculated for the surrounding roadway system. Figure 2 illustrates average weekday traffic volumes expected to be generated at full development of the two sites, while Figure 3 indicates estimated morning and evening peak-hour traffic volumes on the adjacent roadways and intersections.

As shown on Figure 2, about 1,450 vehicles per day are expected to travel Horizon Drive between Crossroads Boulevard and I-70 with about 920 vehicles per day continuing south on Horizon Drive and about 460 vehicles per day east and west on I-70. A portion of the travel on Horizon Drive will be to and from the restaurants and commercial and office developments just north and south of I-70. Development related traffic will contribute about 275 vehicles per day to Horizon Drive between Crossroads Boulevard and Walker Field, 85 vehicles per day to Crossroads Boulevard west of the development, 600 vehicles per day to Horizon Drive west of 12th Street and 300 vehicles per day to 12th Street south of Horizon Drive.

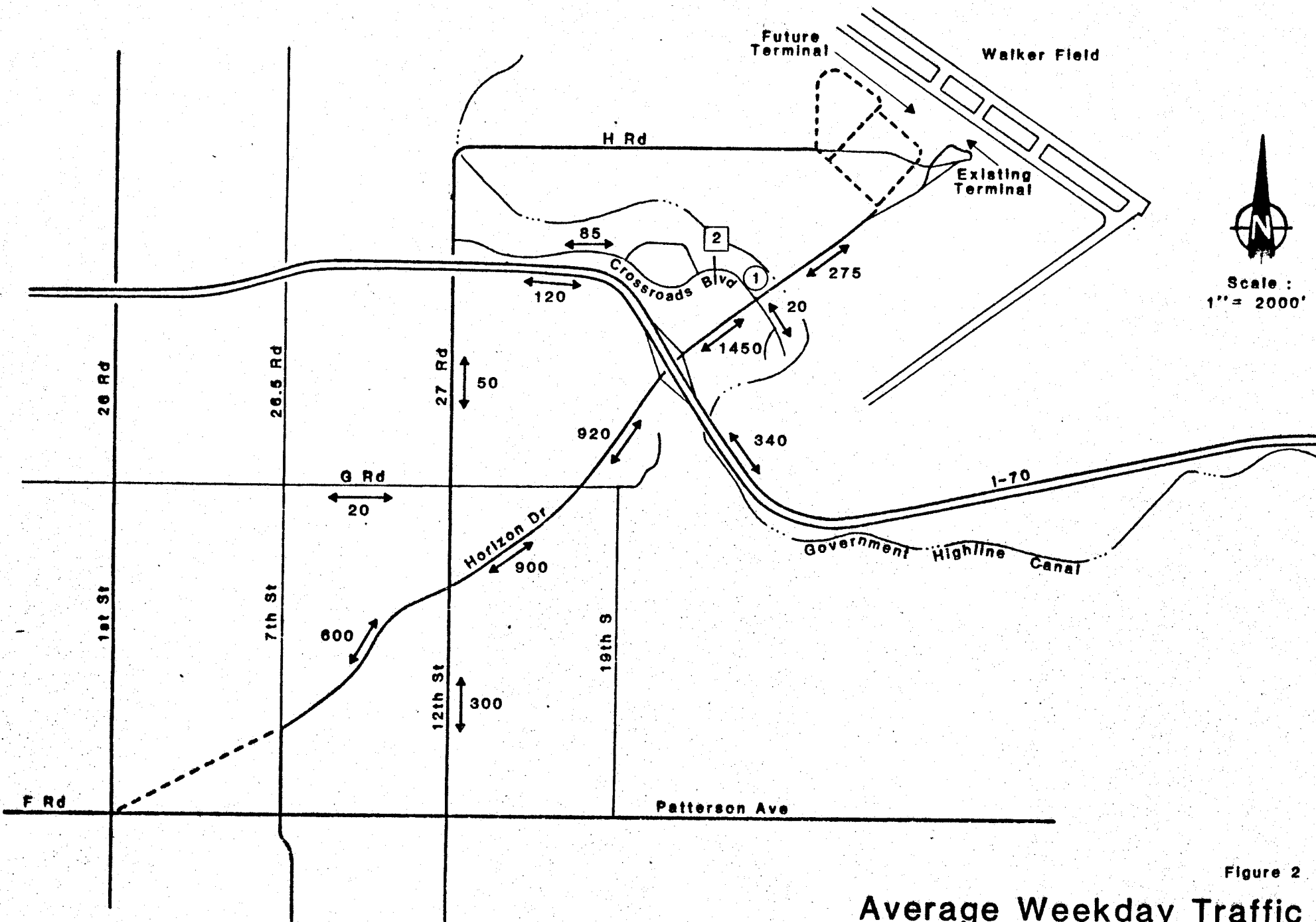
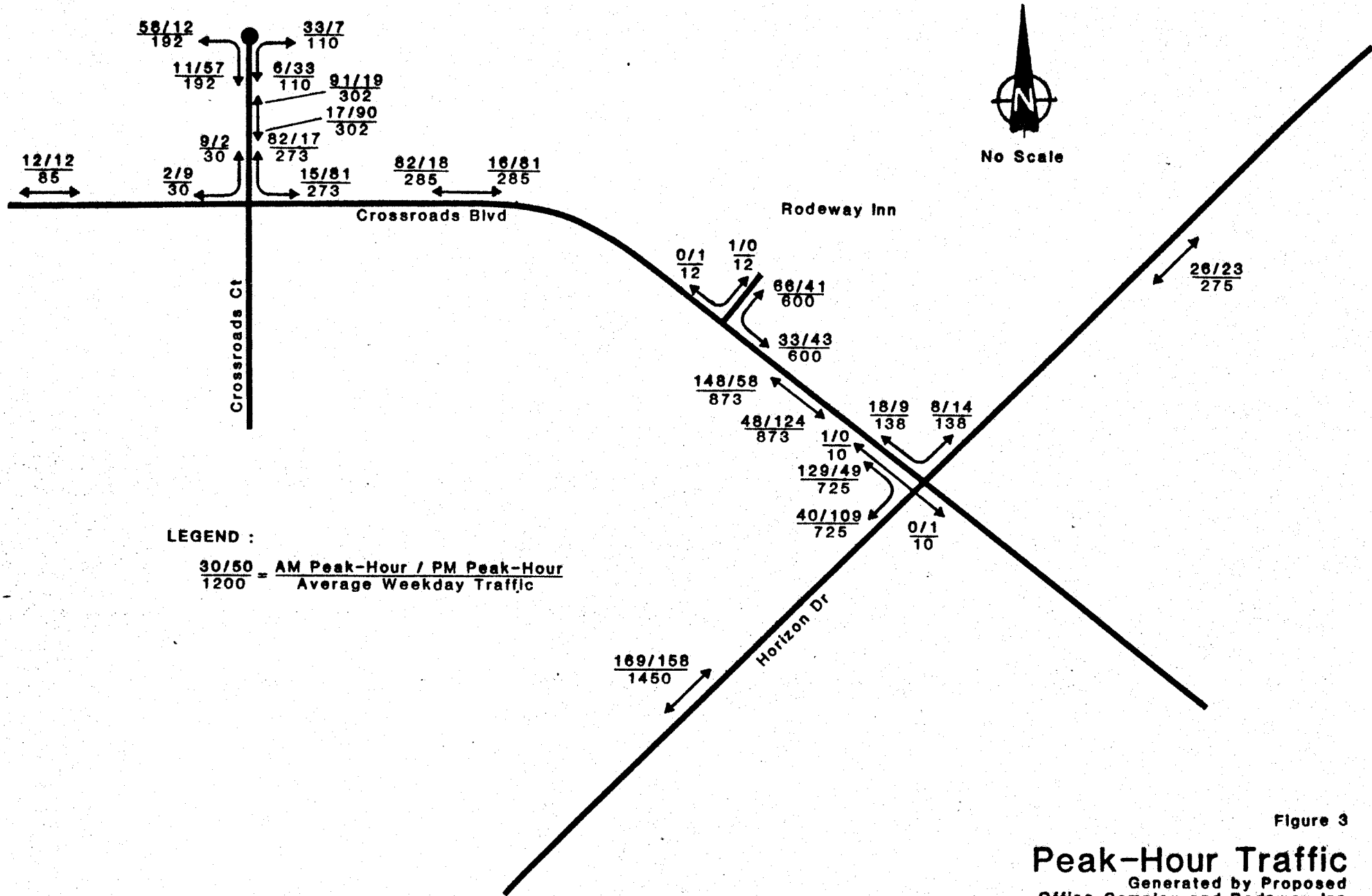


Figure 2
Average Weekday Traffic
 Generated by Proposed Office Complex and Rodeway Inn

Office Complex



No Scale

Figure 3

Peak-Hour Traffic
 Generated by Proposed
 Office Complex and Rodeway Inn

The morning and afternoon peak-hour volumes shown on Figure 3 generally amount to about 12 to 20 percent of the average weekday volumes. The peak-hour turning volumes at the Rodeway Inn access point to Crossroads Boulevard will be adequately handled with Stop sign control. Similarly, the office complex access points onto the Crossroads Court north cul-de-sac should present no unusual traffic problems. Considering the short distance that Crossroads Court extends north and south of Crossroads Boulevard, Stop sign control for north and southbound Crossroads Court traffic at Crossroads Boulevard should adequately handle the future traffic volumes.

As the plans are prepared for the future widening of Horizon Drive, consideration should be given to the construction of a double left-turn lane for northbound Horizon Drive at Crossroads Boulevard in order to handle the significant left-turn traffic that will be generated by the full development of the Crossroads Energy Park. In addition, consideration should be given to improving the grade problem on Crossroads Boulevard just northwest of the intersection. Presently, the eastbound approach is on a fairly steep incline, causing visibility problems and traction problems during periods of adverse weather conditions or when sand accumulates on the pavement.

At the time that traffic signal warrants are met at the Crossroads Boulevard and Horizon Drive intersection, it is recommended that the traffic signals be controlled by a fully-actuated, eight-phase traffic signal controller with detectors on the east and westbound approaches of Crossroads Boulevard and the north and southbound approaches of Horizon

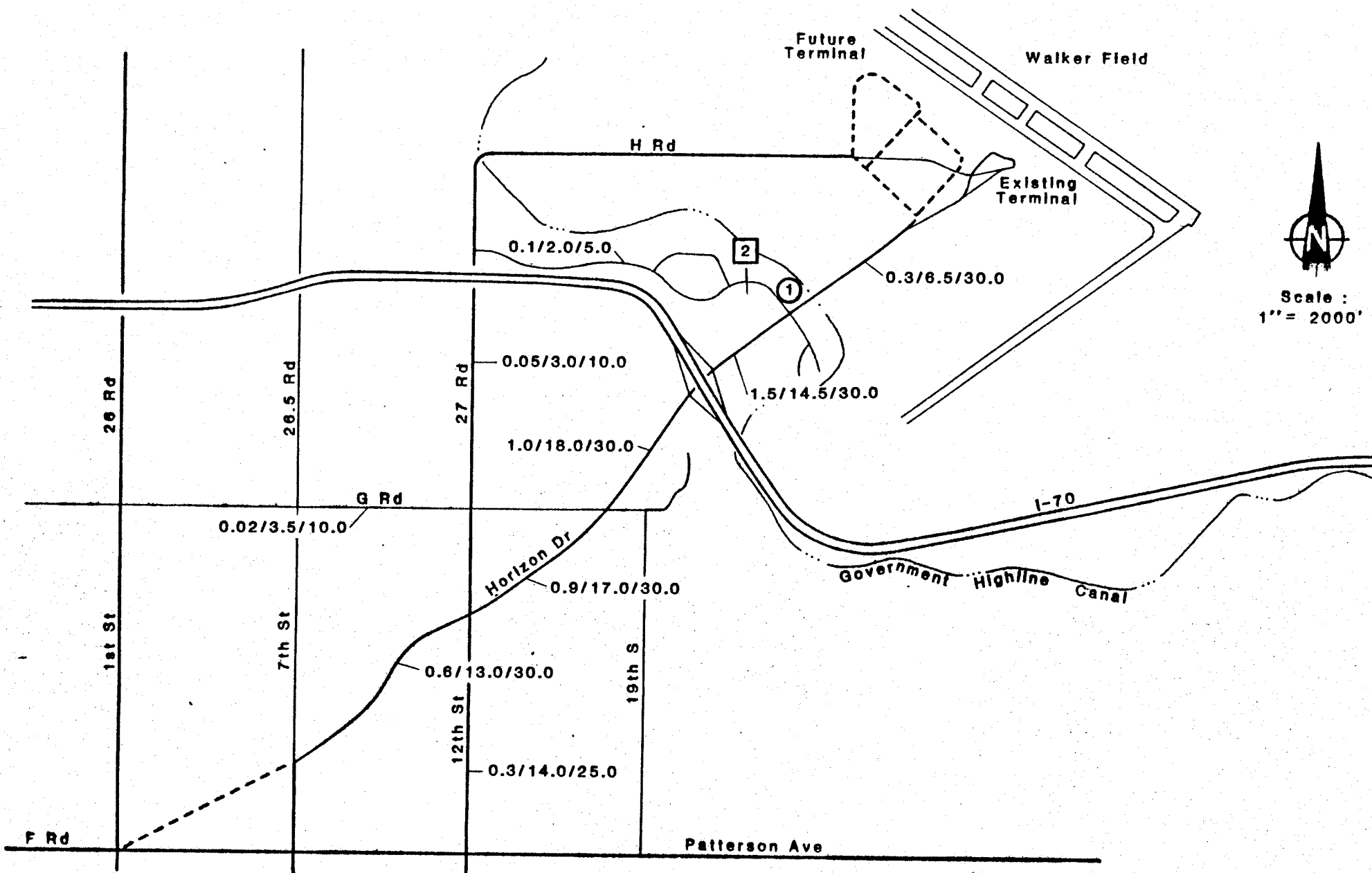
Drive. However, until widening of Horizon Drive occurs, signalization of the Crossroads/Horizon intersection would likely cause significant traffic congestion on Horizon Drive due to the absence of left-turn lanes. A major constraint to temporary widening of Horizon Drive for left-turn lane construction prior to the major planned widening is the narrow width of the bridge over the Government Highline Canal just north of the intersection.

F. TRAFFIC IMPACT

The traffic impact of the proposed development is illustrated on Figure 4 in which generated average weekday traffic at full development is shown as an increment of total 1985 estimated average weekday traffic. In addition, a comparison is made to projected roadway capacities considering roadway improvements expected to occur by 1985. The year 1985 is estimated to be the time when full development of the site will have occurred and major planned roadway improvements will have been completed.

In terms of the development's traffic as a percentage of total traffic, the greatest impact will be on Horizon Drive between Crossroads Boulevard and I-70. On this section of roadway, development related traffic is expected to constitute about 10 percent of the projected total traffic on the street by 1985. The next greatest impacts would be on Horizon Drive southwest at I-70 and on Crossroads Boulevard east of 27 Road where the traffic impact of the development would constitute about 4 to 6 percent of the total 1985 projected traffic on both roadways.

Although development related traffic will constitute a significant portion of the future traffic on Horizon Drive, the additional traffic will present only a minor impact when compared



Scale :
1" = 2000'

LEGEND :

1.5/10.0/15.0 = Generated Average Weekday Traffic / 1985 Estimated Total Average Weekday Traffic / 1985 Daily Roadway Capacity

NOTE : Volumes Shown In Thousands of Vehicles

Figure 4

Traffic Impact

Of Proposed Office Complex and Rodeway Inn

with the capacity of the roadway after it has been fully improved to its planned design. In addition, the impact on Crossroads Boulevard between Horizon Drive and 27 Road will be minor considering the small amount of additional traffic and the capacity of this major collector roadway.

G. CONCLUSIONS

The following conclusions and recommendations have been made concerning traffic access requirements and traffic impacts of the proposed office complex and Rodeway Inn developments:

1. The proposed office complex and Rodeway Inn developments will be located within the Crossroads Energy Park, part of a rapidly developing area between I-70 and Walker Field in the northeastern portion of the City of Grand Junction.
2. The two proposed developments will result in a combined total traffic generation of about 1,830 vehicle-trips per day with about 258 morning and 194 evening vehicle-trips.
3. Due to the sites' location within the City of Grand Junction, the expected travel distribution is predominately to the south and west. About 85 percent of the office complex traffic and 78 percent of the motel traffic will travel Horizon Drive between I-70 and Crossroads Boulevard.
4. As the plans are prepared for the future widening of Horizon Drive, consideration should be given to the construction of a double left-turn lane for northbound Horizon Drive at Crossroads Boulevard in order to handle

the significant left-turn traffic that will be generated by the full development of the Crossroads Energy Park.

5. At the time that traffic signal warrants are met at the Crossroads/Horizon intersection, it is recommended that the traffic signals be controlled by a fully-actuated, eight-phase traffic signal controller.
6. Signalization of the Crossroads/Horizon intersection is not recommended until separate left-turn lanes have been provided for north and southbound Horizon Drive traffic.



**Environmental
Developers
Inc.**

creators of
planned
communities

13693 East Iliff Avenue
Aurora, Colorado 80014
(303) 755-3377

March 26, 1981

Mr. Bob Bright
Senior City Planner
City of Grand Junction
559 White Avenue, Room 60
Grand Junction, CO 81501

REFERENCE: Lots 1 and 2
 Crossroads Colorado West

Dear Bob:

Pursuant to the comments received from the various departments reviewing the above mentioned property, herewith is our response to the questions which will be followed by revised drawings to reflect these comments.

1. Ute Water - EDI hereby agrees to install at our expense an approved back flow prevention device on the domestic metered service line. The preventor will be a diameter, equal to the service line and will be installed immediately downstream of the meter. We will also install at our expense a detector check and detector check valve on the fire line.
2. Water and Power Resources - As this property has been previously platted, the ROW requested of 55 ft. from the southwest bank of the canal should already have been noted. In any event, after our discussion with Lee Larson and Bill Ellison of this department, we are in receipt of the appropriate information necessary to comply with their request and will so comply on our drawings.
3. City Fire Department - ADC, the architectural firm for this project has forwarded to this department the appropriate building plans with square footage, type of construction and distance to exposure to enable them to do the necessary drawings and calculations for the fire flow on this building. The existing fire hydrants are located on the attached sheets. We will install a 4" supply line from the existing 8" water line in Horizon Drive. EDI also understands this will be a fully sprinklered building and we will so furnish.
4. City Parks - We will revise the landscape plan to show the deletion of the European Mountain Ash, Quaking Aspen, Norway Maple and White Poplar. We will replace the above with native or adapted species of plant material such as Thornless Honey Locust, Hackberry, Green Ash, Russian Olive, Salt Cedar, Tamarix, Littleleaf Linden, Japanese Pagoda Tree or Smooth Sumac as requested.

5. City Utilities - We will provide a 20 ft. firelane with a 30 ft. inside turning radius and 50 ft. outside turning radius on all drives around the building to enable a fire truck to reach all sides. Two trash dumpster areas will be relocated appropriately in order for the service trucks to have better accessibility. All small car parking spaces will be replaced with the full size car spaces.
6. Transportation Engineer - As indicated previously, all small car spaces will be replaced with the required full size car spaces. A traffic study for this project is in process by Joe Hart of Leigh, Scott and Cleary, Inc, 1615 Downing Street, Denver, Colorado 80218, 1-861-3088. A preliminary study will be submitted first and a final study will be delivered to you no later than April 6, 1981.
7. City Engineer - A 20 ft. radius will be provided on the ROW line at Crossroads Blvd. and Horizon Drive for future intersection improvements. EDI also understands and agrees to close all existing curb cuts not to be used with new curb and gutter and a 4½ ft. wide sidewalk and will construct a new driveway entrance in accordance with City Standard ST-1. We will purchase the necessary permit for this curb, gutter and sidewalk construction at the appropriate time. EDI also agrees to participate in the improvement district as it applies to that portion of Horizon Drive which abutts our property and will bear the appropriate share of the assessments for such improvement when so notified by the City of Grand Junction.

The necessary revisions as stated above will be incorporated onto the appropriate drawings and will be submitted for your review and approval prior to the Council meeting scheduled for April 15, 1981.

If you have any questions or need additional information, please do not hesitate to contact me directly.

We look forward to seeing you soon and having the opportunity to develop in the City of Grand Junction.

Very truly yours,

ENVIRONMENTAL DEVELOPERS, INC.



Kathi Ackerman
Director of Planning

Encls.



**Environmental
Developers
Inc.**

creators of
planned
communities

2675 South Abilene Street
Aurora, Colorado 80014
(303) 755-3377

February 11, 1983

Mr. Mark Curran
Assistant Zoning Administrator
City of Grand Junction
559 White Avenue
Grand Junction, Colorado 81501

Re: Rodeway Inn - Grand Junction, Colorado

Dear Mr. Curran:

Pursuant to our meeting of February 8, 1983, EDI-Parkmount GJ Venture, the owner of the Rodeway Inn, agreed to complete the following:

- Complete bike path and striping per plans approved by the City.
- Install a bike rack along east side of hotel in a location deemed appropriate by the owner.
- Install a "Delivery Entrance" sign at the east curb cut into the property.

These items should be completed this spring, and I will inform you of any delays. The additional trees shown on the landscape plan were deleted at the request of the owners of the canal.

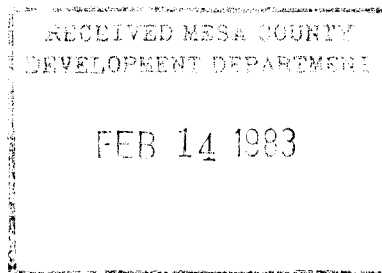
Thank you for your cooperation in this matter and let me know if any other concerns arise.

Sincerely,

ENVIRONMENTAL DEVELOPERS, INC.

Frank M. Meeks
Vice President EDI Hotels Ltd.
A Venturer

FMM:cl





**Environmental
Developers
Inc.**

creators of
planned
communities

13693 East Iliff Avenue
Aurora, Colorado 80014
(303) 755-3377

William J. Ash III
President

February 19, 1981

RE: Lots 1 and 2, Block 1, Crossroads Colorado West, County
of Mesa, State of Colorado

To Whom It May Concern:

We have been informed that the traffic impact on the above named
site for the development of a hotel would be as follows:

10.5 one-way trips per occupied room with an average
occupancy rate of 80% (each day). This trip generation
includes all activities within the hotel including
restaurant and bar, or:

11.3 one-way trips per employee with an average
of .75 employees per room.

The peak operating time for a hotel normally occurs
between 11:00 - 12:00 A.M. with .6 trips per room
entering and .3 trips per room exiting.

The above information was supplied us by:

Leigh, Scott and Cleary, Inc.
Mr. Robert E. Leigh, P.E.
Transportation Planning and Traffic
Engineering Consultants
1615 Downing Street
Denver, Colorado 80218

Thank you.

Cordially,

ENVIRONMENTAL DEVELOPERS, INC.

William J. Ash III
President

WJA:km



CITY - COUNTY PLANNING

grand junction-mesa county 559 white ave. rm. 60 grand jct.,colo. 81501

(303) 244-1628

March 29, 1983

Mr. Henry I. Lowe
Fairfield and Woods
1600 Colorado National Building
950 17th Street
Denver, CO 80202

RE: Rodeway Inn, Grand Junction

Dear Mr. Lowe:

The Rodeway Inn property is presently zoned H.O. - Highway Oriented. Developments within this zone must comply with the conditional use review and approval requirements. The Rodeway Inn received this approval by the Grand Junction City Council on April 15, 1981. The access roads adjacent to this development (Horizon Drive and Crossroads Blvd.) have been accepted by the city.

Pursuant to our telephone conversation, the Rodeway Inn as of this date has completed all site work as per approved plans except the following:

- 1) installation of bike rack as required by City Parking regulations;
- 2) completion of a bike path and striping to transverse the rear lot area.

These items will be completed in the spring of this year as per agreement with Frank Meeks, Vice President EDI Hotels, Ltd. With his assurance, this office finds the site to be in full compliance with the requirements of the City Planning Department.

If I can be of any further assistance, please don't hesitate to call.

Sincerely,

Mark J. Curran
Assistant Zoning Administrator

MC/vw

xc: File #20-81



2790 Crossroads Boulevard @ Horizon Drive
Grand Junction, Colorado 81501 • 303-241-8411
Toll Free Reservations 800-228-2000

June 12, 1985

Bob Goldin
Planning Department
City of Grand Junction
559 White
Room 60
Grand Junction, CO 81501-2643

Dear Mr. Goldin:

Listed below is the information you requested:

1. Seating capacity - Increased by 50 persons.
2. Type of facility - Redwood deck.
3. Easements or utility wires - None existing, please see enclosed plan.
4. Development schedule - As soon as approved by the Planning Department.

If any further information is needed, please contact us.

Sincerely,

Mark W. White
General Manager

MWW/lh
Enclosure

#20 81

RODEWAY INN®

2790 Crossroads Boulevard @ Horizon Drive
Grand Junction, Colorado 81501 • 303-241-8411
Toll Free Reservations 800-228-2000

June 20, 1985

Bob Goldin
Senior City Planner
City of Grand Junction
559 White Room 60
Grand Junction, CO 81501-2643

Dear Mr. Goldin:

Pursuant to your conversation this morning with Jack Burkholder, and with reference to your letter to me dated June 20, 1985, I would like to offer the following comments.

Practially speaking, Rodeway Inn's request to expand the restaurant is based upon a need to provide an outdoor amenity for it's guests, not to provide more space for expanded restaurant business. Grand Junction is an out-of-doors environment, consequently our food and beverage business declines relative to the community's summer activity because guests patronize restaurants that offer open air facilities. (We offer no outdoor facility of any kind at the present time.)

This hotel is presently operating at a substantial financial loss due to the economic environment and an overabundance of hotel rooms. The average occupancy in the community is just barely approaching 30%. We have operated at an average of 30 to 35% for the past 18 months. Projections by an independent consultant supported by current appraisal, indicate that this hotel will be fortunate to achieve better than a 50% occupancy during the next 5 to 10 years based on growth projections for Grand Junction.

Notwithstanding the above, it is our intention to comply with your stipulations for approval of the change request. However, we would like some relief from the requirement that we provide 16 additional parking spaces. Specifically, I propose that our request be granted subject to your stipulations 2,3, and 4. With respect to parking, I suggest that the situation be reviewed every 12 months to determine whether additional spaces are required. If it is determined that more spaces

20 81

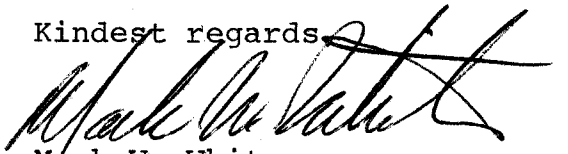
page 2

are necessary, Rodeway Inn will satisfy such requirement through agreements with neighboring property owners, purchase, lease, or mutual agreement with the City. If we cannot satisfy such requirements, we will remove the deck or agree to eliminate an equal number of seats in the restaurant during the months when use is highest and might pressure the parking.

Our new owners are determined to make this hotel a success through a financial commitment to the property, a personal commitment to the employees, and a genuine desire to support the resurgence of the Grand Junction community.

Please call me if you wish to discuss these matters. We are anxious to proceed in order to prevent any further revenue losses.

Kindest regards



Mark W. White
General Manager
Rodeway Inn - Grand Junction

MWW/lh

cc: Jack Burkholder

#20 81

Dev in H.O
Rodeway Inn



Grand Junction Planning Department
559 White Ave. Room 60
Grand Junction, Colorado 81501-2643

June 20, 1985

Mark W. White
Rodeway Inn
2790 Crossroads Blvd.
Grand Junction, CO 81501

Dear Mr. White:

This department has received your request for an expansion of the restaurant under Section 7-5-6A, Minor Changes of the Grand Junction Zoning and Development Code.

Upon review of your proposal, one major concern needs to be resolved. Expanding the seating capacity by 50 persons creates a parking concern for the City and the Rodeway. The Rodeway was required to provide a certain number of parking spaces when it was first proposed, which were less than what would be required now. Between the rooms, lounge, restaurant and employees, little, if any, extra or overflow parking exists on-site. The expansion would require a one parking space per three seats parking regulation, or 16 spaces. The concern this department has is providing the additional spaces necessary to support the expansion.

If this parking concern can be resolved, either by acquiring additional spaces through agreement, purchase, lease, etc., the City Planning Department will approve your minor change request with the following stipulations:

- 1) The parking issue is resolved to the satisfaction of all parties.
- 2) Your liquor license change be resolved with the City Clerk.
- 3) All construction be built to UBC and UFC regulations.
- 4) The area outside the deck be re-landscaped or existing landscape be saved.

We hope you find this acceptable. Good luck.

Sincerely,

Bob Goldin
Senior City Planner

#20 8

BG/tt

20-81



Grand Junction Planning Department
559 White Ave. Room 60
Grand Junction, Colorado 81501-2643

June 25, 1985

Mr. Mark W. White
Rodeway Inn
2790 Crossroads Blvd.
Grand Junction, CO 81501

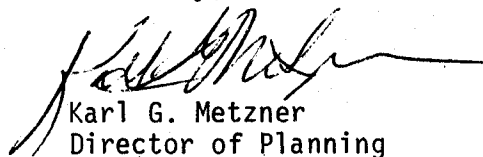
Dear Mr. White:

In reviewing your letter of June 20, 1985 which responds to Bob Goldin's letter of the same date, I have determined that we can approve your request for a minor change for an exterior eating area, subject to conditions as agreed to in your letter. In addition to those conditions, we reserve the right to review, and potentially suspend, the use at any time if it appears that problems have developed.

In maximizing the best use of your parking, we suggest that you require your employees to utilize the less accessible parking areas and reserve the front area for customer parking only.

We wish you the best in making the Rodeway a success.

Sincerely,


Karl G. Metzner
Director of Planning

KGM/tt

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